

ORIGINALDecision No. 48006

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 MALIBU TRANSIT COMPANY, a partnership,)
 for permission to discontinue and)
 abandon local passenger stage service,)
 as a common carrier, between Santa)
 Monica and Malibu Beach, and between)
 Santa Monica and Topanga Postoffice,)
 all in the County of Los Angeles,)
 State of California.)

Application No. 33766

Howard Van Wagner and Henry Turcotte, doing
 business as Malibu Transit Company, applicants.
T. M. Chubb, Chief Engineer and General Manager, and
T. E. Hoffman, Franchise Engineer, Department of Public
 Utilities and Transportation, City of Los Angeles,
George Coatsworth, and Mrs. A. T. Moore, interested
 parties.

O P I N I O N

By Decision No. 45359, dated February 13, 1951, on
 Application No. 32003, Howard Van Wagner and Henry Turcotte,
 partners, acquired the rights of Shoreline Transit, Inc., a
 California corporation, which operated a passenger stage
 service between Malibu and Santa Monica and intermediate
 points, a distance one way of approximately 13 miles. (1) A
 portion of the route traversed is in the City of Los Angeles.

(1) The original rights were granted by Decision No. 39324,
 dated August 13, 1946, and were modified by Decision No. 39802,
 dated December 30, 1946, Decision No. 40112, dated April 1,
 1947, Decision No. 40411, dated June 17, 1947, and Decision
 No. 40696, dated September 10, 1947.

By the application herein, Howard Van Wagner and Henry Turcotte seek authority to abandon the described service.

A public hearing was held in Malibu on November 10, 1952. Prior thereto a notice of the hearing was published in a newspaper of general circulation in Malibu ⁽²⁾ and posted in applicants' buses and terminals. ⁽³⁾ There were no protests to the proposed abandonment.

From the evidence presented at the hearing it appears and we find the following facts are true. From February 13, 1951, the date when applicants acquired the operating right proposed to be abandoned, to December 31, 1951, applicants' gross income from the operation was \$6,004.35 and the operating expenses were \$6,513.80, a loss of \$509.45. For the period from January 1, 1952, to June 30, 1952, applicants' gross income from the operation of the line was \$3,803.87 and the expenses were \$6,083.17, a loss of \$2,279.30. During this six month period the cost per mile for performing the service was 21.9 cents and the gross income per mile was 13.7 cents. Mondays through Fridays applicants operate 11 one-way trips or seven round trips, and on Saturdays they operate 12 one-way trips or six round trips. Passenger checks were made by applicants on Saturday, September 6, 1952, Monday, September 8, 1952, and Tuesday, September 9, 1952. On Saturday, September 6, 1952, a total of 95 passengers were carried, an average of less than 16 passengers per round trip, or 8 passengers each direction each trip. The gross income was \$19.80 for operating approximately 156 miles, or slightly less than 12.7 cents per mile. On Monday,

(2) Exhibit No. 1.

(3) Exhibit No. 2.

September 8, 1952, a total of 103 passengers were carried, an average of less than 15 passengers per round trip or $7\frac{1}{2}$ passengers each direction each trip. The gross income was \$23.20 for operating approximately 182 miles, or slightly less than 12.7 cents per mile. On Tuesday, September 9, 1952, a total of 113 passengers were carried, an average of slightly over 16 passengers per round trip, or 8 passengers each direction each trip. The gross income was \$25 for operating 182 miles, or a little over 13.7 cents per mile.

From the foregoing facts which we have found to be true, it appears that the income from the operation is exceeded by the expenses of operation by approximately eight cents per mile. Applicants' request for authority to abandon service appears to be reasonable and will be granted.

O R D E R

Application having been filed, a public hearing having been held, the Commission being fully advised in the premises, and good cause appearing,

IT IS ORDERED:

(1) That Howard Van Wagner and Henry Turcotte, partners, doing business as Malibu Transit Company, be, and they hereby are, authorized to discontinue the passenger stage service between Malibu and Santa Monica now operated by them pursuant to authority granted by this Commission in Decision No. 45359, dated February 13, 1951, on Application No. 32003.

(2) That the operating rights granted by this Commission to Shoreline Transit, Inc., by Decision No. 39324, dated August 13, 1946, as modified by Decision No. 39802, dated December 30, 1946, Decision No. 40112, dated April 1, 1947, Decision No. 40411, dated June 17, 1947, and Decision No. 40696, dated September 10, 1947, and acquired by Howard Van Wagner and Henry Turcotte by Decision No. 45359, dated February 13, 1951, on Application No. 32003, be, and the same hereby are, revoked and rescinded.

(3) That all effective tariffs and timetables on file with the Commission in the names of Howard Van Wagner and Henry Turcotte are hereby canceled as of the effective date of this order.

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(4) That prior to discontinuing service applicants shall give not less than ten (10) days' notice of the abandonment by posting plainly visible notices at terminals of said line and on all buses used in the operation of said service.

The effective date of this order shall be twenty (20) days after the date hereof.

Dated at San Francisco, California, this 2nd day of December, 1952.

[Signature]
President
Justice J. C. [Signature]
Harold P. [Signature]
[Signature]
[Signature]
Commissioners