

Decision No. 59597**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of PACIFIC GREYHOUND LINES)
 for authority to abandon bus service) Application No. 35476
 between San Pedro and Wilmington.)

O P I N I O N

In the above-entitled application Pacific Greyhound Lines requests authority to discontinue passenger stage operations between San Pedro and Wilmington over Route No. 16.10 as set forth at Original Page 53 of Appendix A of Decision No. 47907.

As justification for the authority sought applicant alleges as follows:

Since the reduction of naval activities at San Pedro, there has been a marked decline in the demand for applicant's transportation service between San Pedro and Wilmington and intermediate points. Such traffic as remains uses the facilities of other carriers or private automobile.

Applicant's service over this route is subject to a restriction prohibiting local service between points south of Harbor Boulevard in San Pedro and points in the City of Long Beach on through schedules operated via Wilmington-San Pedro Road. This limits the number of passengers which might be served by applicant over this route.

Exhibit No. 3 attached to the application shows the statistical results of applicant's operation between San Pedro and Wilmington for a 17-day period over the route it proposes to discontinue using. During that period a total of 52 passengers were transported producing a total revenue of \$3.77 or an average of \$0.0554 per bus mile of operation. The average number of passengers and revenue per trip

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are shown to have been 3.06 and \$0.222. These results were determined on the basis of four miles per trip. No passengers were carried locally within the area between the junction of Channel Street and San Pedro, on the one hand, and Wilmington on the other hand. All passengers either originated or terminated beyond those points. The route which applicant proposes to discontinue is that just described as being between the junction of Channel Street and San Pedro Road, on the one hand, and Wilmington on the other hand.

An investigation by an engineer of the Commission's staff covering a later 7-day period shows that no passengers had origin or destination along the route proposed to be discontinued. The engineer's study further states that those passengers transported over the route involved would have been accorded a better service by being transported over the direct route between San Pedro Junction and Wilmington. The report further says the single one-way daily trip operated benefits no one and inconveniences through passengers by requiring them to travel a circuitious route.

After full consideration of applicant's request we are of the opinion that public convenience and necessity no longer require passenger stage service by applicant between San Pedro and Wilmington over the route above described. Therefore, the application will be granted. No protest to the application has been received and a public hearing appears to be unnecessary.

O R D E R

An application therefor having been filed, the Commission being fully informed therein and based upon the evidence presented,

IT IS ORDERED:

(1) That Pacific Greyhound Lines is hereby authorized to

discontinue passenger stage service between Wilmington and the junction of Wilmington-San Pedro Road and Channel Street and intermediate points provided that notice thereof is posted in all vehicles operating between those points at least ten consecutive days prior to such discontinuance.

(2) That Route No. 16.10 as set forth at Original Page 53 of Appendix A of Decision No. 47907 is hereby deleted therefrom.

(3) That Appendix A of said Decision No. 47907 is hereby amended by incorporating therein First Revised Page 53.

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

San Francisco

Dated at _____, California, this

28th day of September, 1954.

John L. Mitchell
PRESIDENT

Justin T. Greene
Bennett Potter

James Higgins

Roger W. Greiner
COMMISSIONERS

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APPENDIX A

PACIFIC GREYHOUND LINES

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Cancels
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16.05 - Between East Manhattan Beach and Redondo Beach:

From junction Alternate U. S. Highway 101 and Manhattan Beach Boulevard (East Manhattan Beach), over Alternate U. S. Highway 101 to Redondo Beach, to be operated as an alternate route.

16.06 - Between Redondo Beach and South Lomita:

From Redondo Beach, over Alternate U. S. Highway 101 to junction Narbonne Avenue (South Lomita), to be operated as an alternate route.

16.07 - Between San Pedro Junction and San Pedro:

From junction of Alternate U. S. Highway 101 and Normandie Avenue (San Pedro Junction), over Normandie Avenue to Vermont Avenue to South Harbor City, thence over Gaffey Street to junction Channel Street (Gaffey Junction), thence over Channel Street to junction Wilmington-San Pedro Road, thence over Wilmington-San Pedro Road to San Pedro.

16.08 - Between West Wilmington and the junction of Alternate U. S. Highway 101 and American Avenue:

From West Wilmington, over Alternate U. S. Highway 101 to junction American Avenue, to be operated as an alternate route.

16.09 - Between South Harbor City and Wilmington Junction:

From junction of Vermont Avenue and Anaheim Street (South Harbor City), over Anaheim Street to junction Wilmington Boulevard (Wilmington Junction), to be operated as an alternate route.

*16.10 - Intentionally left blank.

16.11 - Intentionally left blank.

Issued by Public Utilities Commission of the State of California

*Changed by Decision No. 50597.
Correction No. 74.