

Decision No. 52439**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 LOS ANGELES TRANSIT LINES, a corpora-)
 tion, for adjustment of service on) Application No. 37467
 its Leonis and Santa Fe Motor Coach)
 Line No. 23 -- Discontinuance of)
 night and Sunday service.)
 _____)

Gibson, Dunn and Crutcher, by Richard Wells, for
 applicant.
Fred Ballenger, for the Commission's staff.

O P I N I O N

By Decision No. 50179, dated June 18, 1954, in Appli-
 cation No. 35248, Los Angeles Transit Lines, a corporation, was
 authorized by this Commission to render service as a passenger
 stage corporation via the following route:

Leonis Boulevard-Santa Fe Avenue
Motor Coach Line No. 23 -

Commencing at the intersection of Slauson
 Avenue and Santa Fe Avenue (County of
 Los Angeles), thence via Santa Fe Avenue,
 Pacific Boulevard, Leonis Boulevard and
 District Boulevard to 52nd Street (City of
 Vernon), and returning via the reverse thereof.

This route is approximately $3\frac{1}{2}$ miles in length, one
 way.

By the application herein, filed with this Commission
 on November 4, 1955, Los Angeles Transit Lines, hereinafter
 referred to as applicant, requests authority to discontinue
 Sunday and night schedules on said route. The night service to ✓

be eliminated is that after approximately 7 p.m. and prior to 5 a.m., Monday through Saturday of each week. ✓

A public hearing on the application was held in Los Angeles before Examiner Kent C. Rogers on December 5, 1955. Prior thereto notice of the hearing was posted in applicant's buses on Line No. 23, and mailed to the City of Vernon. There were no appearances other than by the applicant and the Commission's engineers.

Line No. 23, a shuttle line, is shown on Exhibit No. 2 herein, which exhibit shows all of applicant's lines. In the application it is alleged that the line serves an industrial area in the Vernon district. Its principal service is to furnish transportation at the commencement and close of shifts at plants along the route, Monday through Friday of each week, and there is little demand for service after 7 p.m. daily or Sundays. It is further alleged that the portion of the route between the intersection of Vernon Avenue and Santa Fe Avenue, and the intersection of Leonis Boulevard and Downey Road is served on a 24-hour basis, the portion along Santa Fe Avenue is served on a 20-hour daily basis with no service from 1:30 a.m. to 5:30 a.m., and that the portion of the route east of the intersection of Leonis Boulevard and Downey Road is served daily from 6 a.m. to 6 p.m., with no Sunday service.

Present schedules are set forth in Exhibit No. 3, and proposed schedules are shown in Exhibit No. 4. Except for the periods of no service, the frequencies of service under the present schedules and under the proposed schedules are substantially the same.

The applicant presented several exhibits, together with explanations thereof. Exhibit No. 5 shows that, with the fares the same in all instances, the revenue per mile has decreased substantially between April and October, 1955; that in April, 1955, the daily revenue per mile averaged 17.69 cents; the revenue per mile on Saturdays averaged 5.22 cents, and the revenue per mile on Sundays averaged 1.81 cents. In October, 1955, the corresponding figures were 16.40 cents, 4.55 cents and 1.50 cents. The applicant's witness said that the out-of-pocket costs are about 38 cents per mile.

Exhibit No. 6 shows nine passengers boarding and alighting at 7 p.m. and thereafter on Saturday, October 8, 1955, during which period there were approximately 16 trips (sheet 1, see Exhibit No. 3 for number of schedules); 86 passengers boarding and alighting on Sunday, November 27, 1955, during which there were approximately 42 schedules (sheet 2); and 53 passengers boarding and alighting at 7 p.m. and thereafter on Monday, October 10, 1955, during which period there were approximately 16 trips (sheet 3).

Exhibit No. 7 is a comparison of the revenues with the out-of-pocket costs, and shows that the proposed changes would result in a saving of \$12,150 per year. In estimating the costs and savings the applicant used the number of passengers reflected on Exhibit No. 6. Inasmuch as the Saturday and weekday services are to be eliminated only after 7 p.m., the applicant considered that, for each fare lost after 7 p.m. there would be a corresponding fare lost earlier in the day, and hence doubled the number of passengers reflected on Exhibit No. 6 in computing revenue lost

per day for Saturdays and weekdays. No service is to be rendered on Sundays so the actual passenger count shown on Exhibit No. 6 was used in computing the Sunday revenue.

Exhibit No. 2 shows that Line J parallels Line No. 23 within a quarter mile thereof and extends from Slauson to Vernon, and Line No. 50 parallels Line No. 23 within one-half mile thereof and extends from Slauson to Leonis. Applicant's witness testified that these lines operate seven days per week, 24 hours per day. Service on Line No. 23 along District Boulevard east of Downey Road will not be affected as no Sunday service is rendered on this portion of the line, and service thereon stops at about 6 p.m. at present on week days.

After 7 p.m. there will be no service on weekdays on Leonis Boulevard between Soto Street and Downey Road, a distance of about .85 of a mile. A protest was received from the operator of a freight line located near the intersection of Downey Road and Leonis Boulevard. This company desired that the present service be continued on weekdays for the claimed benefit of as many as seven employees. However neither the writer of the letter nor any of the employees appeared at the hearing.

We have considered the record herein and are of the opinion and find that the proposed reductions in service are justified. They will be authorized.

O R D E R

An application for authority to reduce service having been made, a public hearing having been held thereon and the Commission having found that the proposed reductions in service are justified,

IT IS ORDERED:

- (1) That on and after the effective date of this order applicant may discontinue Sunday service and service after approximately 7 p.m. at night Monday through Saturday of each week on Line No. 23.
- (2) That prior to the discontinuance of service as herein authorized applicant shall post plainly visible notices in all of its stages and terminals used on Line No. 23, and at all stops along said Line No. 23. Such notices shall advise when the discontinuance of service is to commence, shall contain a true copy of Exhibit No. 4, and shall remain posted for at least ten days prior to the discontinuance of service herein authorized.
- (3) That applicant shall file, in triplicate, supplements to its timetable for Line No. 23 indicating the discontinuance

of service herein authorized. Such filing shall be made within thirty days after the effective date of this order.

The effective date of this order shall be January 9, 1956.

Dated at San Francisco, California,
this 4th day of January, 1956.

[Signature]
President
[Signature]
[Signature]
[Signature]
[Signature]
Commissioners