

Decision No. 53679**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of METROPOLITAN COACH LINES,)
 a corporation, for authority to discon-)
 tinue Sunday motor coach service on)
 Line 69 - Los Angeles-Hellman Avenue.)

Application No. 38128

Waldo K. Greiner and Dale Harlan, for Metropolitan Coach Lines.

G. W. Ballard, James E. Howe, and Robert F. Slocum, for Brotherhood of Railroad Trainmen, Marion E. Safford, for Ingleside Lodge, and Dorothy Louise Self, in propria persona, protestants.

T. M. Chubb, Chief Engineer and General Manager, and T. V. Tarbet, for Department of Public Utilities and Transportation of the City of Los Angeles, interested party.

O P I N I O N

The applicant presently operates its Los Angeles-Hellman Avenue Motor Coach Line No. 69 between the Sixth and Main Street Terminal in Los Angeles and the intersection of Hellman Avenue and Walnut Grove Avenue. Service is maintained on a daily basis, 23 round trips being conducted on week days, 19 on Saturdays but only 5 on Sundays and holidays.

In the instant application, authority is requested to discontinue the Sunday and holiday services. A public hearing was held before Examiner Grant E. Syphers on Thursday, July 26, 1956, at which time evidence was adduced and the matter submitted.

At the hearing, applicant described the operations of its line and submitted in evidence a traffic count made on Sunday, May 20, 1956. This traffic count, which allegedly was made on a typical Sunday, shows that there is an average of approximately five passengers per trip on the outbound runs and six on the inbound runs, the maximum daily passengers being nine and the minimum two.

Applicant also presented testimony as to the number of passengers using this line for four Sundays from April 29, 1956 to May 20, 1956, inclusive. This evidence showed that there was a Sunday average of 62 passengers, providing a total revenue of \$16.71. This operation entails a total mileage of 114, and thereby results in a per mile revenue of 14.74 cents. It was testified that the drivers' wages for this Sunday operation approximately equal the revenue amounting to \$16.24 and, further, that the "out of pocket" cost for the line is 39 cents per mile.

There are other services in the area. The applicant operates its 63-V line along Valley Boulevard, which generally parallels Hellman Avenue and is between 1/2 and 3/4 miles to the north. It also maintains service on its 63-G line along Garvey Avenue, which parallels Hellman Avenue approximately 1/2 mile to the south. The 63-G line operates 24 round trips on Sundays and holidays and the 63-B line has 28 schedules.

Opposition to the proposal was expressed by a resident of the area and also by the administrator of the Ingleside Lodge Sanitarium maintained for mental and emotionally disturbed patients. Likewise, various letters from residents of the area have been received in protest against the discontinuance of this service.

A consideration of all the evidence in this matter leads us to the conclusion and we now find that the Metropolitan Coach Lines should be authorized to discontinue Sunday and holiday service on its Hellman Avenue, Motor Coach Line No. 69. It is clear from this record that the line is operating at a loss. It is also clear that there are other services available. While these other services may not be as convenient for the few passengers who now use the Hellman Avenue line on Sundays and holidays, they do provide a reasonable service under the circumstances. The application will be granted.

O R D E R

Application as above entitled having been filed, public hearing having been held thereon, the Commission having been fully advised in the premises and hereby finding it to be not adverse to the public interest,

IT IS ORDERED:

That the Metropolitan Coach Lines is hereby authorized to discontinue Sunday and holiday service on its Hellman Avenue Motor Coach Line No. 69.

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

Dated at Los Angeles, California, this 29th day of August, 1956.

John E. DeWitt
President

Justin F. Obermeyer

Paul J. Ostermeyer

William D. Cook

R. Hardy
Commissioners