

ORIGINAL

Decision No. 50896

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the Los Angeles Trona Stages, Inc., a corporation, for authority to abandon service between Los Angeles and Trona and intermediate points via Palmdale, Lancaster, Roosevelt, Edwards Air Force Base, Boron, Beechers Corners, Atolia, Red Mountain, Randsburg, Johannesburg, Ridgecrest, West End and Trona.

)
Application No. 40046

A. H. Segretti for applicant.
Kenneth M. Smith for East Kern County Association and Marguerite Westphall, protestants.
Clifford A. Telfer for Western Greyhound Lines and Victor G. Ellis for Ridgecrest Chamber of Commerce, interested parties.
Fred G. Ballenger for the Public Utilities Commission staff.

O P I N I O N

Los Angeles Trona Stages Inc. seeks authority to discontinue and abandon its passenger stage operations between Los Angeles and Trona and intermediate points.

A public hearing was held at Ridgecrest, California, before Examiner Mark V. Chiesa. Oral and documentary evidence having been adduced, the matter was submitted for decision.

Applicant now operates one daily round trip between Los Angeles and Trona, via San Bernardino and Beechers Corners, one daily round trip between Los Angeles and Beechers Corners, via Lancaster and Edwards Air Force Base, and one additional round trip, on Sundays only, between Los Angeles and Trona, northbound

via Lancaster and southbound via San Bernardino. The distance between Los Angeles and Trona is approximately 210 miles via either route. Express is carried incidental to the transportation of passengers.

The service was commenced about 1915 by applicant's predecessor James R. Proper and has been continued by applicant, a closed corporation consisting of Mr. Proper's widow and other members of the family.

In addition to the passenger stage operation herein sought to be discontinued, applicant is authorized to operate a service for race track patrons between, generally, the San Fernando Valley and the Santa Anita, Hollywood Park and Pomona Race Tracks, and also between the City of Inglewood and the Santa Anita Race Track, as more specifically set forth in Decisions Nos. 42336, 48070, 49019 and 50446. It is not proposed to discontinue any of said race track services. Applicant also transports farm labor under contract and conducts other charter transportation services.

The evidence of record shows that for the years 1955, 1956 and 1957 the results of operations for the Los Angeles-Trona operation were as follows:

	<u>1955</u>	<u>1956</u>	<u>1957</u>
Revenue from Transportation of Passengers	\$30,886.91	\$27,321.76	\$24,394.28
Revenue from Transportation of Property	<u>2,588.98</u>	<u>2,222.16</u>	<u>2,062.52</u>
Total Revenue	33,475.89	29,543.92	26,456.80
Less Ticket Refunds	105.82	94.17	146.38
Net Revenue on Trona Operation	33,070.07	29,449.75	26,310.42
Direct Expenses (see Schedule 1*)	47,765.63	49,643.17	50,274.97
Direct Gain or (Loss)	(14,395.56)	(20,193.42)	(23,964.55)
Shop Overhead (see Schedule 2*)	8,985.00	12,984.43	11,165.49
Administrative & General Overhead (see Schedule 3*)	11,760.78	13,576.54	14,991.38
Net Loss on Trona Franchise	(35,141.34)	(46,754.39)	(50,121.42)

* Schedules filed with application

For the first four months of 1958 applicant's revenue was \$7,262.27, and expenses were \$15,560.09,^{1/} or a loss of \$8,297.82. The evidence further shows that for the ten-day period of May 1 to May 10, 1958, applicant carried a total of 166 passengers, or an average of 4 passengers per one-way trip. During said period its total revenue for this operation was \$492.55, and expenses for drivers, gas and oil, tires, and insurance were \$1,152.85, or a

^{1/} This expense figure represents only the following items: drivers wages and Social Security taxes, gasoline and oil, tires, commissions, rent and insurance.

loss of at least \$650.30. For this period applicant's revenue per round trip averaged \$46.91, whereas the expenses, on the basis of 34 cents per bus mile cost, as testified by applicant's president, were \$143.80.

Protestants presented no evidence which would justify the continuance of said service. The principal objection was that the communities now being served would be left without transportation. Transportation by private automobile has practically eliminated the public need for applicant's service. Although abandonment of this service will inconvenience a few patrons, a general public need such as would require continuance of the service is obviously lacking.

The Commission having considered the evidence, finds that public convenience and necessity no longer require the operation of said service and, therefore, the application will be granted.

O R D E R

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

IT IS ORDERED:

(1) That Los Angeles Trona Stages Inc., a corporation, be, and it hereby is, authorized to discontinue its passenger stage service between Los Angeles and Trona, and intermediate points.

(2) That Los Angeles Trona Stages Inc. shall post in all of its buses operating between Los Angeles and Trona and at all of its termini and stations a clearly visible notice of discontinuance of service for a period of not less than seven days prior to the discontinuance of service.

(3) That all authority heretofore granted to Los Angeles Trona Stages Inc., or its predecessors, and all decisions heretofore granted by this Commission granting such authority, to operate a passenger stage service between Los Angeles and Trona be, and it is, hereby revoked.

(4) That applicant shall file in triplicate supplements to its tariffs and time tables conforming to the authority hereinabove granted, such filing to be made within thirty days after the effective date of this order and to be made effective upon not less than five days' notice to the Commission and to the public.

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

Dated at San Francisco, California,
this 24th day of June, 1958.

[Signature]
President
[Signature]
[Signature]
[Signature]
Theodore H. Hume
Commissioners