

Decision No. 25327.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application )  
of PACIFIC GREYHOUND LINES, INC., ) Application  
a corporation, to abandon its ) No. 18234.  
operative rights and route between )  
Fowler and Hanford via Laton. )

H.C. Lucas, T. Finkbohner and Guy Hill  
for Applicant.

BY THE COMMISSION:

**ORIGINAL**

O P I N I O N

Pacific Greyhound Lines, Inc., applicant above named, has petitioned the Railroad Commission of the State of California for an order authorizing said applicant to abandon its operative rights and route between Hanford and Fowler via Laton.

A public hearing on said application was conducted by Examiner Satterwhite at Fresno, the matter was submitted and is now ready for decision.

No one appeared in opposition to the granting of said application.

The evidence shows that the service sought to be abandoned has been operated for a considerable time and that operating revenues have not met the out-of-pocket costs.

Exhibit "A" attached to the application shows that for the months of March and April the total revenue on two schedules in each direction daily amounted to \$365.90, or, considering a total of 7,808 miles operated, an average of 4.7 cents per mile. This exhibit also shows a total of 362 passengers handled, of which 307 were handled between Hanford on the one hand and Fowler and beyond on the other hand, leaving but 55 to be handled to and from the intermediate points, or an average of less than two passengers to be handled on four busses operated daily.

Subsequent to the filing of the application, and prior to the date of the hearing, Exhibit 2 was filed with the Commission,

showing the revenue and out-of-pocket expenses of this particular operation. The out-of-pocket expenses properly chargeable totaled 9.9 cents per mile or considerably more than the revenue received which was 4.7 cents per mile.

At the hearing an amended Exhibit "A" was introduced showing similar information as contained in Exhibit "A" for the additional months of August and September. During these months the schedules were operated 2806 miles with \$111.75 passenger revenue, or an average of 4 cents per mile. This exhibit also shows a total of 194 passengers handled, 160 were handled between Hanford on the one hand, and Fowler and points beyond on the other hand, leaving but 34 to and from the intermediate points, or an average of approximately one-half passenger per day to be handled on two buses operated daily.

It was shown that Hanford will not be entirely deprived of bus transportation service by this proposed abandonment. Applicant will still serve Hanford by means of a connecting schedule operated between Hanford and Visalia Airport (Plaza) connecting with main line schedule at that point making available both morning and afternoon schedules between Fresno and Hanford in either direction, as shown by Exhibit 5 introduced at the hearing. There will also be available service via the Southern Pacific and The Atchison, Topeka & Santa Fe railroads.

Applicant also introduced in evidence Exhibit 4, showing additional service which has been operated between Hanford and Visalia Airport (Plaza) from August 1st to September 12th, but which has been discontinued on account of lack of revenue.

The Tariff Agent of the applicant testified that the proposed abandonment would not result in any rate increase between Hanford and Fowler and points north. Testimony was also given by the applicant's agent at Fresno as to the size and nature of the intermediate points between Hanford and Fowler. The principal intermediate point is

