

Decision No. 30844

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
PACIFIC GREYHOUND LINES, a corporation,)
to abandon route between 3rd and) Application No. 21968
Bayshore, San Mateo, and Hayward via)
San Mateo Bridge.)

BY THE COMMISSION:

ORIGINAL

O P I N I O N

This is an application by Pacific Greyhound Lines to discontinue and abandon its common carrier passenger, baggage and express service between San Mateo and Hayward via the San Mateo Toll Bridge as heretofore authorized by Decision No. 23805, dated June 22, 1931, on Application No. 17327.

Pacific Greyhound Lines makes the following statement as justification for the granting of the relief sought.

"When service was inaugurated over the aforesaid route, it was possible to effect a saving in time on certain schedules operated from San Francisco to San Joaquin Valley points, even though a greater mileage was involved, by use of the San Mateo Bridge route between San Mateo and Hayward as against the ferry service between San Francisco and Oakland. With the completion of the San Francisco-Oakland Bay Bridge the San Mateo Bridge route no longer offered the advantage of a saving in time to the San Joaquin Valley schedules from San Francisco. Applicant therefore, promptly availed itself of the new situation permitting of an improved operating condition and ceased operating through schedules between San Francisco and San Joaquin Valley points via the San Mateo Bridge route. Thereupon applicant established a shuttle service between Hayward and San Mateo in connection with its existing San Francisco-San Mateo local service.

"Four daily schedules in each direction were operated as a shuttle service between San Mateo and Hayward via the San Mateo Bridge route from November, 1936, until December 1st, 1937, at which time the said service was reduced to one round trip daily. Operation of service via this said route requires passage over the San Mateo Bridge for which toll charges are assessed. During the month of August 1937 a representative month of the period when four schedules were operated daily in each direction, the total revenue

for the said month was \$238.65 and with 4,208 bus miles operated the revenue per mile was less than five cents. Bridge tolls amounted to \$205.80, leaving a net revenue available for the payment of operating expenses of but \$55.65, or an average of \$.012 per bus mile. In certain instances the passenger revenue on a schedule would not equal the tolls.

"In the month of April, 1938, when the shuttle service consisted of one round trip, the total revenue on that month amounted to but \$87.86; 1116 bus miles were operated and a revenue per mile of but \$.078 was produced. Tolls amounted to but \$47.75, leaving a net revenue available for the payment of operating expenses of but \$40.11, or \$.036 per bus mile."

From the foregoing it would appear that compensatory operation is no longer possible; that public convenience and necessity no longer require the maintenance of this service; and that schedules now available between San Mateo and Hayward via San Francisco will provide adequate transportation facilities for such of the traveling public moving between these points.

This appears to be a matter in which a public hearing is not necessary. The application will be granted.

O R D E R

IT IS HEREBY ORDERED that Pacific Greyhound Lines be and it is hereby authorized to discontinue and abandon all its common carrier service for the transportation of passengers, baggage and express between San Mateo and Hayward via the San Mateo Toll Bridge as heretofore authorized by Decision No. 23805, provided that Pacific Greyhound Lines shall immediately prepare and file, in triplicate, a supplement to its tariff cancelling its rates between the points to be abandoned, on at least ten (10) days' notice to the Commission and the public, and, provided further, that Pacific Greyhound Lines shall immediately prepare and file, in duplicate, a time schedule showing service abandoned, as herein authorized, on at least ten (10) days' notice to the Commission and the public, and shall further post notices of discontinuance of service in its buses at least ten (10) days before such discontinuance becomes effective.

IT IS HEREBY FURTHER ORDERED that Decision No. 23305 be
and it is hereby revoked and annulled.

The effective date of this order shall be the date
hereof. Los Angeles

Dated at ~~San Francisco~~ California, this 6th day of
June, 1938.

William M. ...
John ...
Frank ...
Robert ...
Ray & ...
COMMISSIONERS