

ORIGINAL

Decision No. 45816

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of PACIFIC GREYHOUND LINES)
for relief from requirement for operation) Application No. 25647
of through service and a specified number) 4th Supplemental
of schedules between Bolinas and San)
Francisco.)

Douglas Brookman, for applicant.
Douglas A. Nye and C. J. Green, for Stinson
Beach Progressive Club, protestant.

O P I N I O N

By Decision No. 36712, dated November 23, 1943, in the original Application No. 25647, Pacific Greyhound Lines was granted a certificate authorizing passenger stage service between Tamalpais Valley Junction and Bolinas and intermediate points via Stinson Beach. This certificate was granted subject to a condition, among others, reading as follows:

"That in the operation of the passenger stage service herein authorized, Pacific Greyhound Lines shall maintain and operate daily, except Sundays and holidays, until further order of the Commission 3 round-trip schedules between San Francisco and Bolinas, providing through service between said points without transfer, and 3 additional schedules between Sausalito and Bolinas."

Thereafter by Decision No. 38577, dated December 28, 1945, that condition was amended by deleting therefrom the following words:

"...and 3 additional schedules between Sausalito and Bolinas."

In this supplemental proceeding, Pacific Greyhound Lines requests the deletion of the foregoing condition, as modified. Public hearing thereon was had before Examiner Paul at Stinson Beach on April 9, 1951, and the matter was submitted subject to the filing of briefs which have been received.

As justification for the relief sought, the application states, in substance, that the aforesaid condition as now effective was imposed during the war period at a time when the territory concerned was comparatively heavily populated by those engaged in employment in defense plants and industries contributing to the war effort, particularly in the Marinship yards, and when residential accommodations were available only at points distant from the respective places of employment. Therefore, so applicant asserts, a large number of families temporarily resided within the Stinson Beach-Bolinas territory requiring common carrier transportation. It is further stated that regardless of the original justification for the imposition of that condition, which fixes both the exact number of schedules to be operated and the ultimate termini thereof, the circumstances which gave rise to that condition have entirely changed. Since the cessation of the war and the closing of defense plants and industries, the traffic to and from the Stinson Beach-Bolinas territory, according to the application, has sharply declined. It is further stated that while applicant desires to operate through schedules between Bolinas and San Francisco whenever the traffic demands warrant them, the condition requiring the operation of three schedules and through service daily except Sundays and holidays is no longer required or economically justified.

The application further states that the exercise of sound judgment requires that branch line service should be operated as economically as possible and that in order to effectuate such economy, it is necessary that the volume of service offered shall be, from time to time, so regulated as to not unreasonably exceed the amount of service economically justified by the traffic tendered; that the present traffic does not justify the volume of service

required by the condition imposed; that under said condition, it is necessary to operate duplicating services between Marin City and/or Sausalito and San Francisco which have low revenue; that it is necessary to pay extra bridge tolls when the traffic to be transported in such through service is, on some schedules, extremely limited and could be handled by direct transfer to other schedules operated between such points; that it is contrary to the public interest that applicant be required to permanently maintain either a fixed daily frequency of service regardless of the current demand therefor and a fixed through service without transfer when the through traffic is nominal; that it is contrary to the public interest to continue the volume of non-compensatory service imposed by the condition in that it is, in fact, discriminatory in view of the limited population residing in the Stinson Beach-Bolinas territory and, as a consequence, discriminatory against other territories located on branch lines of applicant. Applicant further represents that it is unnecessary and inadvisable that the imposition of the condition complained of be continued in effect as the Commission has sufficient jurisdiction in the premises independent of that condition.

Exhibit "A", attached to the application, indicates that during the twelve months period June, 1949 - May, 1950, inclusive, applicant transported 65,331 passengers on the San Francisco-Bolinas line, operated 80,429 miles, and received a total revenue of \$22,539.20, which averaged \$0.280 per bus mile. The application further states that in consideration of the fact that the out-of-pocket cost of the operation of this service approximates 33 cents per bus mile, it is apparent that the condition above noted is economically unsound, is not reasonably

required in the interest of adequate service and is unduly restrictive of managerial discretion in the requirement that more service be rendered than the traffic justifies.

At the hearing, applicant's regional manager testified and produced documentary evidence. He stated that the foregoing representations, as set out in the application, are true and correct.

Exhibit No. 1 introduced at the hearing, indicates that during 1945 applicant transported approximately 120,000 passengers over the line involved, operated approximately 117,000 miles, and received a total revenue of \$25,011.38, which averaged \$0.215 per bus mile. The following years showed a general decline of traffic from that of 1945. The comparable results for 1949 showed 64,000 passengers transported, 79,000 miles of operation and revenues of \$22,188.33 which averaged \$0.279 per mile. The table in the margin (1) indicates that the traffic during the season April to August, 1950, inclusive, is somewhat greater than during the remainder of the year.

(1)		<u>Passengers</u>	<u>Miles</u>	<u>Revenue</u>	<u>Revenue per Mile</u>
Year 1950	JAN.	4,377	6,800	\$ 1,464.44	\$.215
	FEB.	4,627	6,332	1,577.30	.249
	MAR.	4,696	6,542	1,562.34	.239
	APR.	5,797	6,812	1,997.79	.293
	MAY	6,958	7,520	2,437.76	.324
	JUNE	5,337	6,421	1,796.78	.280
	JULY	6,473	7,445	2,248.77	.302
	AUG.	5,658	6,779	1,913.77	.282
	SEPT.	4,830	6,340	1,653.44	.261
	OCT.	4,810	6,586	1,723.88	.262
	NOV.	4,276	6,475	1,534.96	.237
	DEC.	4,284	6,673	1,530.31	.229
Year 1950		62,123	80,725	21,441.54	.266
Year 1951	JAN.	4,161	6,599	1,483.52	.225
	FEB.	3,744	5,979	1,336.48	.224

The witness stated that a traffic check was made for the six day period, Tuesday, March 27, to and including Sunday, April 1 of 1951. Traffic during the month of March is typical of the autumn and winter months according to the witness. (Exhibit No. 2). The check for that period covering three round trip schedules which operate daily, except as noted, indicates that the total and the average number of passengers arriving at the points shown were as follows:

Lv. Bolinas	Arr. Tamalpais Valley		Arr. Marin City	
	Total	Daily Average	Total	Daily Average
* 6:20 A.M. (5 days)	83	16.6	130	26.0
10:05 A.M. (6 days)	33	5.5	48	8.0
3:10 P.M. (6 days)	91	15.2	92	15.3

*(Does not operate on Sundays or holidays)

The total and the average number of passengers moving in the reverse direction during the same period were as follows:

Lv. San Francisco	Lv. Marin City		Lv. Tamalpais Valley	
	Total	Daily Average	Total	Daily Average
8:15 A.M. (6 days)	111	18.5	91	15.2
1:15 P.M. (6 days)	88	14.7	82	13.7
5:10 P.M. (6 days)	144	24.0	123	20.5

According to the record, the above schedules primarily are designed to meet the needs of patrons residing in the Stinson Beach area who travel with some regularity between the points involved. Two additional round trips are operated on Sundays and holidays. The Sunday and holiday schedules are arranged to provide a convenient service for passengers desiring to spend a day in the Stinson Beach area. Under the schedules as now arranged applicant provides three round trips daily except Sundays and holidays and five round trips on Sundays and holidays. (Exhibit No. 4 - Table 252).

If the authority sought should be granted, the witness stated that applicant plans to eliminate one daily round trip schedule. This would result in a service of two round trips daily except Sundays and holidays and four round trips on Sundays and holidays. (Exhibit No. 3).

Residents of the Stinson Beach area desiring to shop or transact other business in San Francisco have the choice of two morning schedules and a choice of two afternoon returning schedules. Applicant operates one schedule daily, except Sundays and holidays, which arrives at San Francisco about 8 a.m. and leaves San Francisco daily at 5:10 p.m. This schedule is designed for commutation travel. Another schedule arrives at San Francisco daily at 11:45 a.m. and leaves daily at 1:15 p.m. and is designed primarily for shoppers and affords about 1½ hours in San Francisco for those using it. Protestant asserted that the latter pair of schedules afford insufficient time in San Francisco to be of much value to many patrons for shopping or business and, in many instances, compels the use of the later returning commutation schedule which leaves San Francisco at 5:10 p.m. which is generally crowded, so it is asserted. If the authority sought should be granted, applicant would file a time table under which the present schedule arriving at San Francisco at 11:45 a.m. would be changed to arrive there at 1:45 p.m. and the schedule now leaving San Francisco at 1:15 p.m. daily would be operated on Sundays and holidays only. Under such arrangement of schedules, the residents of the Stinson Beach area desiring to shop and transact business in San Francisco would have ample time for that purpose but, lacking other schedules, would be compelled to use the evening commutation schedule leaving San Francisco at 5:10 p.m. for their return trip.

Protestant contends that the 5:10 p.m. schedule is generally overcrowded and therefore does not provide a service adequate to the needs of passengers returning to the Stinson Beach area. In controversion of that contention applicant's witness stated that when insufficient through passengers are available to fill the bus on the 5:10 p.m. schedule the load is completed with local passengers who could use other schedules. Protestant produced no evidence other than by cross-examination of applicant's one witness.

While the evidence of record in this proceeding shows an overall continuing decline in the number of passengers transported between San Francisco and the Stinson Beach area from January, 1945, to March, 1951, inclusive, it also shows that applicant achieved a compensating reduction of miles of operation. It further shows that the revenue per bus mile during that period varied from 21.5 cents for the year 1945 to 26.6 cents for the year 1950. During the year 1950 the average revenue per bus mile on a monthly basis varied from 21.5 cents for January to 32.4 cents for May. No evidence was introduced to show the amount of financial loss on the operation other than what is indicated by the testimony of applicant's witness that the out-of-pocket operating cost at this time is in excess of 33 cents per bus mile. While applicant's witness stated that the month of March is a typical autumn and winter month, Exhibit No. 1 indicates that during that month of 1950 applicant transported 4,696 passengers between the points involved, as compared with a monthly average of 5,177 passengers for the 12 months of that year.

The only traffic study evidenced in the record is for a six-day period from Tuesday, March 27, to Sunday, April 1, 1951, inclusive, as mentioned above. All it shows is the number of

passengers arriving at Tamalpais Valley and Marin City on the southbound movement of three schedules and the number of passengers leaving those points on the northbound movement on three other schedules. There is no evidence indicating the maximum load points of those schedules. Neither was any evidence adduced to show the origin and destination of the passengers using those schedules, nor evidence to show the volume of through traffic moving between Bolinas and Stinson Beach, on the one hand, and San Francisco, on the other hand. The type, character and seating capacity of the equipment used and the load factors on the schedules studied are not of record. There is an absence of evidence showing the pattern of traffic during the summer months which Exhibit No. 1 indicates is substantially heavier than the remainder of the year as well as the period studied as reflected in Exhibit No. 2. A more comprehensive showing of all the pertinent facts is necessary to a proper judgment of applicant's request. Therefore, applicant's request for removal of the requirement complained of will be denied.

Applicant introduced Exhibit No. 3 which shows that it would propose to reduce its present service to one less daily round trip schedule than now operated between San Francisco, Stinson Beach and Bolinas, if the request under consideration were granted. Reduction of service was not at issue in this proceeding.

O R D E R

An application having been filed, a public hearing held thereon, the matter having been submitted and based upon the facts and evidence of record and the conclusions thereon as stated in the foregoing opinion,

IT IS ORDERED that Fourth Supplemental Application No. 25647 is hereby denied.

The effective date of this order shall be twenty (20) days after the date hereof.

Dated at San Francisco, California, this 12th day of June, 1951.

R. J. Dunderman
Harold P. Kula
John E. McKeel

COMMISSIONERS