

**ORIGINAL**Decision No. 54656

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
 PACIFIC GREYHOUND LINES to cancel )  
 Special Condition No. 9.03 from its )  
 certificate of public convenience ) Application No. 38212  
 and necessity and to cancel certain )  
 of its passenger stage schedules )  
 between Bolinas and San Francisco. )

Earl A. Bagby, for applicant.  
Edward H. Grubb, for Tamalpais  
 Conservation Club.  
Charles W. Overhouse, for the  
 Commission staff.

O P I N I O N

By this application, as amended, Pacific Greyhound Lines, a passenger stage corporation, seeks authority to cancel certain of its bus schedules presently operating between Bolinas and San Francisco and to revise its remaining schedules between these two points. Applicant is also asking that its certificate of public convenience and necessity be amended by eliminating therefrom Special Condition S-9.03 relating to its service between Bolinas and San Francisco.

A public hearing was held before Examiner Leo C. Paul at San Francisco on December 3, 1956, at which time the matter was submitted.

Present Schedules

At the present time, applicant is maintaining three daily round-trip schedules between Bolinas and San Francisco. Schedules leave San Francisco for Bolinas at 8:15 a.m. (Schedule No. 2782), 1:05 p.m. (Schedule No. 2786), and 5:10 p.m. (Schedule No. 2784).

Weekday schedules leave Bolinas for San Francisco at 6:10 a.m. (Schedule No. 2783), 10:30 a.m. (Schedule No. 2785) and 3:10 p.m. (Schedule No. 2787). On Saturdays, Sundays, and holidays, buses leave Bolinas at 10:30 a.m. (Schedule No. 2785), 3:10 p.m. (Schedule No. 2787), and 7:15 p.m. (Schedule No. 2789).

At the present time, additional schedules are also maintained on Sundays and holidays. These schedules leave San Francisco for Bolinas at 7:25 a.m. (Schedule 2788) and 11:40 a.m. (Schedule 2790). The schedules then leave Bolinas at 6:05 p.m. (Schedule No. 2793) and leave Stinson Beach at 3:27 p.m. (Schedule No. 2791).<sup>1</sup>

All of the schedules involved, except two, are routed between Bolinas and San Francisco via Stinson Beach, Pan Toll, Boot Jack, Alpine Lodge, and Ridge Avenue. The other two schedules, 2788 and 2791, operate between Bolinas and San Francisco via Stinson Beach, Muir Beach, and Frank Valley Road Junction.

#### Proposed Schedules

Applicant is requesting that the present schedules be discontinued or altered so that there will be one daily round-trip schedule between Bolinas and San Francisco. On weekdays this schedule would leave Bolinas at 6:10 a.m. and the return trip schedule would leave San Francisco at 5:10 p.m. On Saturdays, Sundays and holidays, a schedule would leave San Francisco at 8:15 a.m. and the schedule on the return trip would leave Bolinas at 3:10 p.m. These schedules would operate between Bolinas and San Francisco via Stinson Beach, Pan Toll, Boot Jack, Alpine Lodge, and Ridge Avenue.

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<sup>1</sup> Stinson Beach is located south of Bolinas and is one of the intermedate points between Bolinas and San Francisco.

At the time of the hearing, applicant orally amended the application to include in its proposed operation two additional schedules, one northbound and one southbound, which schedules would be operated between Bolinas and San Francisco via Stinson Beach, Muir Beach, and Frank Valley Road Junction. This service would operate on Sundays and holidays only and would leave San Francisco at 11:40 a.m. with the return trip leaving Bolinas at 6:05 p.m.

Applicant's representative testified that all of the proposed schedules would be through schedules between Bolinas and San Francisco except the two schedules operating via Muir Beach. These latter two schedules would operate between Bolinas and Marin City with connecting service between Marin City and San Francisco.

Applicant's representative testified that under the proposed scheduling the so-called commuter service to San Francisco in the morning and returning to Bolinas in the evening, would be retained. On weekends the scheduling is reversed with buses leaving San Francisco in the morning and returning to San Francisco in the evening.

Special Condition S-9.03

At the present time applicant's certificate of public convenience and necessity contains a special condition which reads as follows:

"S 9.03 Applicant shall maintain and operate daily, except Sundays and holidays, three round-trip schedules between San Francisco and Bolinas, providing through service between said points without transfer."

Inasmuch as the reduction in service requested would result in only one daily round-trip service, applicant is asking that this special condition be deleted from its certificate.

Applicant is requesting that the special condition be eliminated altogether for the reason that applicant feels it is unwise and improper to fix in its certificate such a required inflexibility of frequency.

Justification of Relief Sought

As justification for the relief sought in the application, it is declared that the volume of passengers using the operation in question is so light and the amount of revenue received is so low that considering the expenses involved, public convenience and necessity do not require further continuance of the operations. Applicant alleges that the revenue derived from the total of all the operations in question fails to discharge the out-of-pocket costs of affording the service in question. However, applicant states that while its past operating experience fully justifies total abandonment of all the operations extending between Bolinas and Tamalpais Valley Junction, it proposes instead at this time to endeavor to reduce the out-of-pocket losses now being sustained by elimination of those schedules which are demonstrated to be the most inessential and wasteful.

Applicant's Exhibit 1 purports to show the revenue derived from and the direct costs incurred in the operation of all schedules between Bolinas and San Francisco for the seven months' period from June 1, 1955, through December 31, 1955. This exhibit shows that the operating revenue for this period was \$11,650.25 or 25.80 cents per mile and that the direct expenses for the same period were \$21,081.25 or 46.69 cents per mile. Applicant's Exhibit 8 purports to show the revenue derived from and the direct costs incurred in the operation of all schedules between Bolinas and San Francisco for the three months' period from August 1, 1956, through October 31, 1956. This exhibit shows that the total

operating revenue for this period was \$5,707.00 or 28.55 cents per mile. The exhibit shows that the total direct expenses were \$9,351.74 or 46.78 cents per mile during the same period.

Applicant also introduced Exhibits 5 and 10 showing the number of passengers riding the various schedules on each day during certain periods of time as well as the average number of passengers per day riding each schedule during such periods of time. These exhibits show the information set forth in the following table:

Sched. No.	Period fr. 2/15/56 to 2/21/56		Period fr. 11/17/56 to 11/23/56		Requested Changes
	No. of Days Bus Traveled	Average No. of Psgrs. per Day	No. of Days Bus Traveled	Average No. of Psgrs. per Day	
2782	7	4.0	7	22.0	Reduce from daily to S.S.H.*
2783	5	15.0	4	12.5	Remain same
2784	7	13.3	7	11.3	Reduce from daily to weekdays.
2785	7	4.3	7	5.0	Cancel
2786	7	3.4	7	7.7	Cancel
2787	7	3.1	7	12.6	Reduce from daily to S.S.H.*
2788	1	1.0	2	0.5	Cancel
2789	2	1.5	3	3.3	Cancel
2790	1	3.0	2	14.0	Reroute
2791	1	2.0	2	0.0	Cancel
2793	1	7.0	2	10.0	Reroute

\* Saturdays, Sundays and holidays

These exhibits also show that certain of the schedules carry a substantial number of passengers on certain days of the week whereas on other days they carry very few passengers. For example, during the period from November 17, 1956, through

November 23, 1956, Schedule 2782 carried 70 passengers on Saturday, 38 passengers on Sunday, and 30 passengers on November 22 which was Thanksgiving Day. The same schedule carried no passengers on Monday, November 19, 5 passengers on Tuesday, 4 passengers on Wednesday, and 7 passengers on Friday. Applicant proposes to reduce this schedule from a daily schedule to a schedule operating on a frequency of Saturdays, Sundays and holidays only. Likewise, for the same period, Schedule 2784 carried 11 passengers on Saturday, November 17, 4 passengers on Sunday, 15 passengers on Monday, 19 passengers on Tuesday, 14 passengers on Wednesday, 3 passengers on Thanksgiving Day, and 13 passengers on Friday. Applicant proposes to reduce the frequency of this service from a daily schedule to one operating daily except Saturdays, Sundays and holidays. During the same period, Schedule 2787 carried 21 passengers on Saturday, November 17, 26 passengers on Sunday, 7 passengers on Monday, 4 passengers on Tuesday, 10 passengers on Wednesday, 9 passengers on Thursday, Thanksgiving Day, and 11 passengers on Friday. Applicant proposes to reduce the frequency of this service from a daily schedule to one operated on Saturdays, Sundays and holidays only.

#### Hikers

Representatives of the Tamalpais Conservation Club testified concerning the feelings of the hikers that hike in the area around Mount Tamalpais. According to the testimony, their principal objection to the granting of the application was the proposed rerouting of Schedules 2790 and 2793 via Muir Beach and Frank Valley Road Junction rather than retaining the present routing via Alpine Lodge, Boot Jack and Pan Toll. It was stated that particularly Schedule 2790 leaving San Francisco at 11:40 on Sunday mornings was used by the hikers to get to the Boot Jack-Pan Toll area. According to the testimony, most of the hikers

desire to go to the Boot Jack—Pan Toll area to start their hiking. Applicant's representative testified that Schedule 2782 leaving San Francisco at 8:15 on Sunday mornings is the popular run for the hikers. This schedule serves the Boot Jack—Pan Toll area and is to be retained on a Saturday, Sunday and holiday operating basis. Under applicant's requested rescheduling, Schedules 2790 and 2793 would constitute the only bus service via Muir Beach and Frank Valley Road Junction.

Findings and Conclusions

Based on the evidence introduced, it is the Commission's conclusion, and it so finds, that applicant's request to reduce service is reasonable and not adverse to the public interest and should be granted.

With respect to Special Condition S-9.03, it is the Commission's conclusion, and it so finds, that this condition should be amended as shown in Fourth Revised Page 26 of Appendix A attached hereto and made a part hereof, but that it should not be deleted entirely. The evidence introduced in this matter indicates that public convenience and necessity require through service between San Francisco and Bolinas on a frequency of one round trip per day. If in the future applicant desires to further reduce such service, the elimination of the special condition entirely can be considered at that time in the light of the evidence then presented. It is to be noted that the condition in its present form excepts those schedules operating on Sundays and holidays. From the evidence introduced at the present hearing, it is apparent that traffic handled on weekends is just as heavy as that handled on weekdays. Therefore, the condition has been further amended so that it applies on every day of the week.

O R D E R

A public hearing having been held in the above-entitled matter and the Commission being fully informed therein, now therefore

IT IS ORDERED

1. That Pacific Greyhound Lines is hereby authorized to discontinue operating its schedules numbered 2788, 2786, 2785 and 2789 between Bolinas and San Francisco.
2. That Pacific Greyhound Lines is hereby authorized to discontinue operating its Schedule 2791 between Stinson Beach and San Francisco.
3. That Pacific Greyhound Lines is hereby authorized to reroute its schedules numbered 2790 and 2793 between Bolinas and San Francisco so that they operate via Stinson Beach, Muir Beach, and Frank Valley Road Junction.
4. That Pacific Greyhound Lines is hereby authorized to reduce the frequency of its Schedules 2782 and 2787 from daily schedules to schedules operating on Saturdays, Sundays, and holidays only.
5. That Pacific Greyhound Lines is hereby authorized to reduce the frequency of its Schedule 2784 from a daily schedule to one operating daily except Saturdays, Sundays and holidays.
6. That public notice of discontinuance and change of service as herein authorized shall be posted in all equipment operating between Bolinas and San Francisco and in the depots of applicant at San Francisco, Marin City, Stinson Beach, and Bolinas for not less than ten consecutive days next preceding such discontinuance. Proof of such postings shall be furnished the Commission within not less than five days thereafter.
7. That Special Condition S-9.03 of applicant's certificate of public convenience and necessity is hereby amended to read as set forth in Fourth Revised Page 26 attached hereto as Appendix A.

8. That Appendix A of Decision No. 47907, Application No. 31883, is hereby amended by incorporating therein Fourth Revised Page 26.

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

Dated at San Francisco, California, this 12<sup>th</sup> day of MARCH, 1957.

[Signature]  
President  
[Signature]  
[Signature]  
[Signature]  
[Signature]  
Commissioners

- 9.24 - Between North Cotati Junction and Petaluma Junction:  
From junction of U. S. Highway 101 and Gravenstein Highway (North Cotati Junction), over relocated U. S. Highway 101 to junction former U. S. Highway 101 south of Petaluma (Petaluma Junction).
- 9.25 - Between Richmond and San Rafael:  
From Richmond, over Richmond-San Rafael Bridge to San Quentin, thence over direct unnumbered highway to San Rafael.
- 9.26 - Between San Quentin Junction and Greenbrae:  
From junction of unnumbered highways east of San Quentin (San Quentin Junction), over unnumbered highway to junction U. S. Highway 101 (Greenbrae).

## SPECIAL RESTRICTIONS

- S-9.01 - On the following route, summer-season service only is authorized:  
(a) Between Sebastopol and Cotati (Route 9.09).
- S-9.02 - The free transportation of baggage locally between San Francisco and points in Marin County, and locally within Marin County, shall be limited to hand baggage carried by the passenger.
- \*S-9.03 - Applicant shall maintain and operate daily, one round-trip schedule between San Francisco and Bolinas, providing through service between said points without transfer.
- S-9.04 - Through passenger stage service between Sausalito, Tiburon and Belvedere without transfer shall be operated unless extreme conditions warrant transfer at Tiburon Wye.
- S-9.05 - Between Richmond and San Rafael via San Quentin (Route 9.25) and between San Quentin Junction and Greenbrae (Route 9.26), service is authorized to be conducted in Special Operations only.

Issued by California Public Utilities Commission.

\*Amended by Decision No. 54656, Application No. 38212.

Correction No. 159.