

**ORIGINAL**Decision No. 54664

## BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of PACIFIC GREYHOUND LINES )  
 for authority to cancel schedules )  
 operating on Saturdays to and from ) Application No. 38275  
 applicant's Ferry Building Terminal in )  
 San Francisco. )

Earl A. Bagby, for applicant.  
Charles W. Overhouse, for the Commission staff.

O P I N I O N

By the above-entitled application, Pacific Greyhound Lines is requesting authority to discontinue all of its passenger stage schedules operating on Saturdays between various Marin County points and applicant's Ferry Building Terminal in San Francisco.

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

Present Schedules

At the present time applicant is operating eight schedules to and from the Ferry Building in San Francisco on Saturdays. Seven of these schedules operate to the Ferry Building at various times on Saturday morning<sup>1</sup> and one schedule leaves the Ferry Building for Marin County points at 12:35 Saturday afternoon.

Five of the seven morning schedules operate over applicant's Route "T". This route travels between Manor and San Rafael on the

<sup>1</sup> Schedule 2661 leaves Novato at 7:10 a.m. and arrives at the Ferry Building at 8:09 a.m. Schedule 2763 leaves Tiburon at 7:45 a.m. and arrives at the Ferry Building at 8:58 a.m. Schedule 2801 leaves San Rafael at 6:02 a.m. and arrives at the Ferry Building at 7:18 a.m. Schedule 2811 leaves San Rafael at 6:57 a.m. and arrives at the Ferry Building at 8:13 a.m. Schedule 2831 leaves Manor at 7:07 a.m. and arrives at the Ferry Building at 8:23 a.m. Schedule 2851 leaves San Rafael at 6:42 a.m. and arrives at the Ferry Building at 7:58 a.m. Schedule 2861 leaves San Rafael at 7:27 a.m. and arrives at the Ferry Building at 8:43 a.m.

one hand and the Ferry Building on the other hand via San Anselmo, Ross, Kentfield, Larkspur, Corte Madera, Marin City and Sausalito. Of the two remaining Saturday morning schedules to the Ferry Building, one leaves Novato and travels via San Rafael and Tiburon Wye. The other schedule operates from Tiburon via Mill Valley, Marin City, and Sausalito to the Ferry Building.

Other Schedules Presently Operated

At the present time applicant also operates Saturday morning schedules from the various Marin County points to its Seventh Street Terminal in San Francisco. For the most part, these schedules cover the same Marin County points as do the Saturday morning schedules operating to and from the Ferry Building.<sup>2</sup> Likewise, for the most part, these schedules operate either at the same times as the Ferry Building schedules or at times closely related thereto. Applicant also operates various connecting intracounty schedules.

At the present time, applicant operates Saturday afternoon schedules leaving its Seventh Street Terminal for the various Marin County points in question.

Requested Change and Justification Therefor

Applicant is proposing to eliminate those Saturday schedules which operate to and from the Ferry Building. As justification for the requested reduction in service, applicant alleges that because of the small number of passengers carried on the schedules in question, such schedules are being operated at a loss. Applicant

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<sup>2</sup> Schedule 2307 leaves Manor 6:02 a.m.; arrives 7th St. at 7:18 a.m.  
Schedule 2311 leaves Manor at 6:42 a.m.; arrives 7th St. 7:58 a.m.  
Schedule 2313 leaves San Rafael at 7:07 a.m.; arrives 7th St. 8:23 a.m.  
Schedule 2315 leaves Manor 7:28 a.m.; arrives 7th St. 8:34 a.m.  
Schedule 2019 leaves Mill Valley 7:50 a.m.; arrives 7th St. 8:43 a.m.  
Schedule 2023 leaves Mill Valley 8:30 a.m.; arrives 7th St. 9:23 a.m.

states that the Saturday Ferry Building schedules are so lightly patronized that all of such patronage could be handled on the schedules to and from applicant's Seventh Street Terminal.

The evidence introduced by applicant shows that during the 6-month period from July 1, 1955, through December 31, 1955, the revenue received from the operation of the schedules proposed to be canceled amounted to \$1,517.03 or 14.2 cents per bus mile operated. The evidence indicates that the direct costs incurred in the operation of such schedules for the same period amounted to \$3,914.59 or 36.64 cents per bus mile.

Applicant introduced evidence showing the number of passengers carried on various selected Saturdays during the year 1956. This evidence is summarized in the following table:

Total Number of Passengers Carried 1956								
Schedule:	3/10	3/17	3/24	3/31	4/7	6/16	11/17	11/24
2661	10	9	10	10	5	3	12	8
2763	29	24	29	25	11	15	20	14
2801	8	10	10	8	5	9	8	8
2811	14	15	20	22	22	9	14	12
2831	15	21	20	10	11	8	17	13
2851	25	22	27	26	17	14	17	23
2861	21	20	25	28	22	16	4	2
2868	38	14	25	16	not shown			

Applicant's representative testified that if the Ferry Building schedules in question were canceled, there would be sufficient space on the related Seventh Street schedules to accommodate all of the passengers presently riding both sets of schedules. It was testified that it is applicant's opinion that the passengers now riding the Ferry Building schedules will ride the Seventh Street schedules if the former schedules are canceled.

The testimony also indicates that the bus service to and from the Ferry Building was established and is operated for the express purpose of accommodating commuters who have found such point

of arrival and departure more convenient due to the proximity of their places of employment. The testimony indicates that the lack of patronage is due apparently to the fact that most of the commuters concerned are employed in San Francisco Monday through Friday only.

Paragraph 6 of the application states that applicant's entire Marin County services are being operated at a loss. This statement was confirmed by the testimony of applicant's representative.

Effects of Granting Application

The principal effect of granting applicant's request appears to be the elimination of the necessity of running two sets of buses to serve the same Marin County points at the same times. The advantages of such a result are obvious. The expenses incurred in the operation of the one set of schedules would be eliminated. As contemplated by applicant, most of the revenue presently obtained on the eliminated set of schedules would not be lost but would be transferred to the related Seventh Street Terminal schedules which would result in strengthening the financial position of applicant's remaining Marin County service.

On the other hand, the granting of applicant's request would result in a certain amount of inconvenience to those passengers whose places of employment are closer to the Ferry Building than to the Seventh Street Terminal.

From the evidence introduced it appears that another effect of granting applicant's request results from the fact that applicant at the present time has arranged the schedules in question so that when a "T" route bus leaves San Rafael and travels to San Anselmo, the related Seventh Street schedule bus leaves Manor for San Anselmo. If the "T" route bus leaves Manor, the related Seventh Street bus leaves San Rafael for San Anselmo. Passengers can transfer from one bus to the other at San Anselmo. It would seem, therefore, that if the "T" route schedules in question are canceled, there would be no

service between Manor and San Anselmo at those times when the related Seventh Street schedule operates out of San Rafael. The same situation would occur between San Rafael and San Anselmo at those times when the related Seventh Street schedule operates out of manor. The granting of any authority to discontinue the "T" route schedules would have to be subject to the condition that this situation be remedied.

Findings and Conclusions

It is the Commission's conclusion that the advantages to be gained by the cancellation of the schedules in question outweigh the disadvantages that would result from such cancellation. The Commission finds, therefore, that applicant's request to reduce service is reasonable and not adverse to the public interest and should be granted subject, however, to the condition that applicant institute service satisfactory to the Commission between San Rafael and San Anselmo and between Manor and San Anselmo so as to eliminate the problem hereinabove referred to.

No protests were received to the application.

O R D E R

A public hearing having been held in the above-entitled matter, the Commission being fully informed therein and having found that the proposal of applicant has been justified and is reasonable,

IT IS ORDERED:

1. That Pacific Greyhound Lines is hereby authorized to discontinue its Schedules Nos. 2661, 2763, 2801, 2811, 2831, 2851, 2861 and 2868 operating to and from its Ferry Building Terminal and to cancel its published timetable covering such schedules.

2. That public notice of discontinuance of service as herein authorized shall be posted in all equipment operating on Saturdays between applicant's Ferry Building Terminal and the various Marin

County points in question for not less than two consecutive Saturdays next preceding such discontinuance. Public notice of such discontinuance shall also be posted in the depots of applicant at its Ferry Building and Seventh Street Terminals, Sausalito, Marin City, Mill Valley, Tiburon, Corte Madera, Larkspur, San Anselmo, San Rafael and Fairfax for not less than 14 consecutive days next preceding such discontinuance. Proof of such postings shall be furnished the Commission within not less than five days thereafter.

3. That concurrently with the exercise of the authority granted in paragraph 1 of this order and on not less than 14 days' notice to the Commission and to the public, Pacific Greyhound Lines shall inaugurate an adequate connecting service between San Rafael and San Anselmo and between Manor and San Anselmo in place of the schedules hereinabove authorized to be discontinued. Pacific Greyhound Lines shall file in triplicate, and concurrently make effective, appropriate timetables for such schedules satisfactory to the Commission.

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

Dated at San Francisco, California, this 12th day of March, 1957.

[Signature]  
President  
[Signature]  
[Signature]  
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Commissioners