

ORIGINALDecision No. 54753

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of PACIFIC GREYHOUND LINES)
 for authority to cancel certain of its)
 passenger stage schedules between Napa)
 and Santa Rosa and to convert its regu-)
 lar route between Napa and Four Corners)
 to an alternate route.)

Application No. 37815

Earl A. Bagby, for applicant.
Mrs. Fred G. Thomsen, for Sonoma Valley Chamber
 of Commerce, protestant.
Charles W. Overhouse, for the Commission staff.

O P I N I O N

In the above-mentioned application, Pacific Greyhound Lines is requesting authority to cancel two passenger stage schedules operating between Napa and Santa Rosa and to convert its regular route between Napa and Four Corners to an alternate route.

A public hearing was held before Examiner Leo C. Paul on December 5, 1956, at San Francisco, at which time the matter was submitted.

Present Schedules and Route

At the present time applicant is operating two schedules between Napa and Santa Rosa.¹ Both of these schedules operate on a daily frequency. Likewise, both of these schedules operate between Napa and Santa Rosa via Vineburg, Four Corners, Sonoma, El Verano, Agua Caliente Junction, Glen Ellen, Warfield and Kenwood.

At the present time, applicant is also operating schedules between San Francisco and Santa Rosa. These schedules follow the

¹ Schedule No. 540 leaves Napa at 7:45 a.m.; arrives Santa Rosa at 9:05 a.m. Schedule No. 545 leaves Santa Rosa at 5:10 p.m.; arrives Napa at 6:30 p.m.

same route between Four Corners and Santa Rosa that is used by Schedules 540 and 545.² All of these schedules operate daily except Schedules 539 and 547 which operate daily except Sundays and holidays.

Requested Changes

Applicant is requesting authority to cancel its Schedules 540 and 545. If these schedules are canceled, applicant will no longer be serving the points between Napa and Four Corners. Therefore, applicant is also requesting authority to convert its route between Four Corners and Napa from a regular route to an alternate route.³

Justification for Requested Changes

As justification for the requested authority, applicant alleges that the patronage of Schedules 540 and 545 is so light, considering the expenses involved, that public convenience and necessity do not require further continuance of the service. Applicant also alleges that the passenger revenues derived from the operations in question fail to discharge the out-of-pocket costs of affording the service in question.

2	Schedule Number	Leave Sonoma*	Arrive Santa Rosa	Leave Santa Rosa	Arrive Sonoma
	539	-	-	7:10 a.m.	8:10 a.m.
	541	-	-	10:00 a.m.	11:00 a.m.
	542	9:11 a.m.	10:10 a.m.	-	-
	543	-	-	3:45 p.m.	4:45 p.m.
	544	2:25 p.m.	3:25 p.m.	-	-
	546	6:41 p.m.	7:40 p.m.	-	-
	547	-	-	8:00 p.m.	9:00 p.m.

* Sonoma is situated just north of Four Corners and is one of the intermediate points between Four Corners and Santa Rosa.

3 "Alternate Routes" are defined in applicant's certificate of public convenience and necessity as "routes which are in addition to the regular routes between the named termini, and are authorized for operating convenience, to be operated at the option of the company, provided, however, no service may be rendered to or from any intermediate point or points thereon."

Applicant introduced exhibits which show the revenue derived from, and the out-of-pocket costs incurred, in the operation of Schedules 540 and 545 for two designated 6-month periods. For the period from July 1, 1955, through December 31, 1955, these exhibits indicate that the total revenue received from the two schedules proposed to be canceled amounted to \$3,225 or 23.07 cents per mile. During the same period of time, it was indicated that the out-of-pocket costs incurred in their operation amounted to \$4,463.74 or 31.92 cents per mile. During the period from May 1, 1956 through October 31, 1956, these exhibits indicate that the revenue derived from the two schedules amounted to \$3,273 or 22.91 cents per mile. During the same period the out-of-pocket expense shown was \$4,689.71 or 32.82 cents per mile. Applicant's representative testified that the volume of passengers carried on the two schedules is heavier during the summer months than during the winter months, and the revenue received during the winter months would be about 3 to 3½ cents per mile less than during the summer months.

Applicant also introduced various exhibits which indicated the volume of passengers using Schedules 540 and 545 during certain months of the years 1955 and 1956. These exhibits showed the information set out in the following table:

<u>Month</u>	<u>Total No. of Passengers Carried on Schedule 540</u>	<u>Total No. of Passengers Carried on Schedule 545</u>
July 1955	452	692
August 1955	427	618
September 1955	341	558
October 1955	367	622
November 1955	347	509
December 1955	265	500
May 1956	343	518
June 1956	381	531
July 1956	435	637
August 1956	385	613
September 1956	391	565
October 1956	361	555

It can be seen from this information that the average number of passengers per day carried on Schedule 540 for the last

six months of 1955 exceeded 11.9 and that the average number of passengers per day carried on Schedule 545 for the same period exceeded 19. Likewise, during the 6-month period from May 1956 through October 1956, an average of 12.47 passengers per day used Schedule 540 and an average of 18.5 passengers per day used Schedule 545.

Applicant's representative testified that the passengers using the two schedules in question were commuters and shoppers. He testified that the sale of multiple ride tickets between the various points in question was almost nil but that the passengers were very regular in character.

Effects of Granting Requested Authority

As mentioned previously, canceling the schedules in question would result in applicant no longer serving the points between Napa and Four Corners since these schedules constitute applicant's only service to those points at the present time. In this regard it should be pointed out that the evidence introduced by applicant indicates that of the average number of passengers using Schedules 540 and 545 per day, approximately one third to one half are passengers whose points of origin or destination are Napa and the points between Napa and Four Corners.

If Schedule 540 is canceled, passengers leaving points between Four Corners and Santa Rosa would be required to take Schedule 542. Schedule 542 arrives at Santa Rosa at 10:10 a.m. whereas Schedule 540 arrives at 9:05 a.m. If Schedule 545 is canceled, those passengers destined to points between Santa Rosa and Four Corners would be required to take either Schedule 543 leaving Santa Rosa at 3:45 p.m. or Schedule 547 leaving Santa Rosa at 8 p.m. At the present time Schedule 545 leaves Santa Rosa at 5:10 p.m. If the two schedules are canceled, it would appear that the majority of

those passengers who are employed in Santa Rosa but reside at points between Santa Rosa and Four Corners and who are presently using Schedules 540 and 545, would be forced to find other means of transportation to their places of employment.

On the other hand, the evidence introduced indicates that cancellation of the two schedules in question would enable applicant to eliminate the losses presently incurred from operating those schedules.

Findings and Conclusions

In view of the number of passengers using the two schedules in question and in view of the adverse effects that would result from the cancellation of these schedules, the Commission finds that public convenience and necessity require their continued operation. Therefore, applicant's request for authority to cancel its Schedules 540 and 545 will be denied. In view of this, applicant's request to convert its route between Four Corners and Napa from a regular route to an alternate route will likewise be denied.

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 that the above-entitled application be, and it is hereby, denied.

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

Dated at Los Angeles, California, this 26th day of March, 1957.

[Signature]
President
[Signature]
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Commissioners