

Decision No. 54779**ORIGINAL**

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
Port Chicago and Pinole. }

Application No. 37967

Earl A. Bagby, for applicant.
Claude Greerty, for Martinez Chamber of Commerce,
protestant.
Charles W. Overhouse, for the Commission staff.

O P I N I O N

In the aforementioned application, Pacific Greyhound Lines is requesting authority to cancel six of its passenger stage schedules operating between Port Chicago and Pinole and to reduce the frequency of operation of two other passenger stage schedules operating between the same two points.

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

At the present time, applicant is operating 14 daily schedules between Pinole and Port Chicago, seven in one direction and seven in the other direction. ^{1/} Of these 14 schedules, eight are

<u>1/</u> Schedule Number	Leave Pinole	Arrive Port Chicago	Leave Port Chicago	Arrive Pinole
570	7:52 a.m.	8:40 a.m.		
3742	9:47 a.m.	10:35 a.m.		
574	1:47 p.m.	2:35 p.m.		
3744	3:47 p.m.	4:35 p.m.		
572	5:52 p.m.	6:40 p.m.		
3746	6:47 p.m.	7:35 p.m.		
3740	10:47 p.m.	11:35 p.m.		
3707			7:25 a.m.	8:13 a.m.
573			10:40 a.m.	11:28 a.m.
3753			12:35 p.m.	1:23 p.m.
575			3:40 p.m.	4:28 p.m.
375E			5:40 p.m.	6:28 p.m.
571			7:40 p.m.	8:28 p.m.
3754			9:40 p.m.	10:28 p.m.

operated in the form of a shuttle service making four daily round trips between the two points in question.^{2/} The remaining six schedules are through schedules operating between San Francisco and Stockton. All of the 14 schedules operate between Pinole and Port Chicago via Martinez. Martinez is the county seat of Contra Costa County.

Applicant's Requested Changes

Applicant in its application is requesting authority to discontinue six of the eight present shuttle schedules. The schedules it is requesting authority to discontinue are 3740, 3744, 3742, 3753, 3755 and 3754. At the time of the hearing, applicant's representative testified that applicant is also requesting authority to reduce the frequency of the two remaining shuttle schedules; to wit, Schedules Nos. 3746 and 3707, from a daily operation to one conducted daily except Saturdays, Sundays and holidays. The testimony also indicated that applicant proposed to extend these two remaining shuttle schedules so that they will operate between San Francisco and Port Chicago via Pinole and Martinez.

Justification for Requested Changes

As justification for the requested authorization, it was stated that the patronage of the schedules in question is so light that, considering the expenses involved, public convenience and necessity do not require further continuance thereof. It was also stated that the passenger revenues derived from the operations in question fail to discharge the out-of-pocket costs of affording such service.

Exhibits introduced by applicant indicate that during the period from January 1, 1956, through February 29, 1956, the revenue derived from the operation of the schedules proposed to be canceled

^{2/} Schedules Nos. 3740, 3746, 3744, 3742, 3707, 3753, 3755 and 3754.

amounted to \$763.00 or 10.44 cents per bus mile. These exhibits indicate that during the same period the out-of-pocket expense incurred in the operation of such schedules amounted to \$2,935.43 or 40.16 cents per bus mile.

These exhibits also indicate that during the period from June 1, 1956, through July 31, 1956, the revenue derived from the operation of the schedules proposed to be canceled amounted to \$1,115.00 or 15.01 cents per bus mile and that during the same period, the total out-of-pocket expense incurred in the operation of such schedules amounted to \$3,155.35 or 42.47 cents per bus mile.

Applicant also introduced various exhibits which indicate the volume of passengers using the schedules proposed to be canceled. These exhibits show the information set out in the following table:

Schedule No.	Total Number of Passengers Carried for the Month of			
	Jan., '56	Feb., '56	June, '56	July, '56
3740	181	175	185	225
3742	225	238	349	313
3744	317	296	447	436
3751	99	84	127	82
3753	346	347	477	461
3755	225	206	267	235

Applicant also introduced an exhibit showing the number of passengers carried on each schedule on each day during the week from January 30, 1956, through February 5, 1956, together with the average number of passengers carried per day on each schedule during that week. This information is shown in the following table:

Week of January 30-February 5, 1956

Schedule No.	Maximum No. of Passengers Carried per day	Minimum No. of Passengers Carried per day	Average No. of Passengers Carried per day
3740	14	3	7.6
3742	22	10	15.7
3744	24	6	15.4
3751	14	0	3.3
3753	33	9	16.3
3755	12	6	8.4

Applicant's representative testified that at the present time one driver devotes his entire time and another driver devotes part of his time to the operation of the eight shuttle schedules.

Applicant's representative further testified that if the requested authority is granted, the driver and bus that are used to operate Schedule No. 3707, as extended, from Port Chicago to San Francisco in the morning will be used during the middle of the day to operate a San Francisco-Stockton express schedule that applicant contemplates inaugurating in the near future. This same driver and bus will then operate Schedule No. 3746, as extended, from San Francisco to Port Chicago in the evening, thereby achieving maximum utilization of this bus and driver. It was testified that if this contemplated arrangement comes into operation, it will eliminate the expense of one driver and bus per day.

With respect to applicant's proposal to reduce the frequency of Schedules Nos. 3707 and 3746 from a daily operation to one operated daily except Saturdays, Sundays and holidays, applicant introduced evidence showing the number of passengers riding these two schedules on each day during the week from January 30, 1956, through February 5, 1956. Evidence was also introduced showing the number of passengers, using these two schedules, who arrived and departed from Martinez on each day of the week from July 9, 1956, through July 15, 1956. This evidence showed the following information:

Schedule No.	Total Number of Passengers Carried		No. of Passengers Arr. Martinez		No. of Passengers Leaving Martinez	
	Saturday 2/4/56	Sunday 2/5/56	Saturday 7/14/56	Sunday 7/15/56	Saturday 7/14/56	Sunday 7/15/56
3707	11	5	0	2	5	5
3746	6	9	3	5	0	3

It was testified that Schedules Nos. 3707 and 3746 are the ones used by commuters whose places of employment are in San Francisco.

Findings and Conclusions

Based upon the evidence introduced it appears to the Commission that a considerable number of passengers are handled on at least two of the schedules proposed to be canceled. These schedules are those numbered 3744 and 3753. From the evidence introduced it is seen that, with respect to these two schedules, a substantially larger number of passengers were handled during June and July of 1956 than were handled during the earlier months of January and February, 1956. While some of this increase is undoubtedly due to the difference in seasons, the evidence introduced does indicate that, with respect to these two schedules, the volume of passengers carried appears to be increasing rather than decreasing. If these schedules were canceled, passengers presently using them would be forced to use schedules either two hours earlier or two hours later. In view of these factors and notwithstanding the fact that the evidence indicates these schedules are not operating on a paying basis, it is the Commission's conclusion, and it so finds, that public convenience and necessity require that Schedules Nos. 3744 and 3753 should not be canceled.

The evidence introduced indicates, however, and the Commission so finds, that the volume of passengers using the other four schedules proposed to be canceled is such that public convenience and necessity do not require their continuance. Therefore, authority for their cancellation will be granted. In this regard, it should be noted that the volume of passengers using Schedule No. 3742 exceeded the volume of passengers using Schedule No. 3744 during the week of January 30, 1956, through February 5, 1956. However, the evidence introduced indicates that for the four months of January, February, June and July, 1956, an average of 9.3 passengers per day used Schedule No. 3742 whereas an average of 12.4 passengers per day used Schedule No. 3744.

With respect to the reduction in the frequency of operation of Schedules Nos. 3707 and 3746, the evidence introduced is not sufficient to enable the Commission to ascertain whether or not it is in the public interest to grant this request. Evidence showing the week-end use of these schedules over a more extended period of time than the two weekends shown, is necessary.

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 3740, 3742, 3754 and 3755 between Pinole and Port Chicago.

2. That the request of Pacific Greyhound Lines for authority to discontinue Schedules Nos. 3744 and 3753 between Pinole and Port Chicago and to reduce the frequency of operation of Schedules Nos. 3707 and 3746 is hereby denied.

3. That public notice of discontinuance of service as herein authorized shall be posted in all equipment operating between Pinole and Port Chicago and in the depots of applicant at Pinole, Martinez and Port Chicago 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.

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

Dated at San Francisco, California, this 2nd day of April, 1957.

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