

ORIGINAL

Decision No. 55295

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of:)	
TRANSCONTINENTAL BUS SYSTEM, INC. for)	
authority under the provisions of)	Application No. 37556
Section 454 of the Public Utilities)	(Third Supplemental)
Code to increase fares (Special Service)	
Charges).)	

In the Matter of the Application of:)	
TRANSCONTINENTAL BUS SYSTEM, INC. and)	
CONTINENTAL PACIFIC LINES for authority)	
under the provisions of Section 732 of)	Application No. 38138
the Public Utilities Code to establish)	(First Supplemental)
joint through rates, special reserve)	
seat charges and services.)	

In the Matter of the Application of:)	
TRANSCONTINENTAL BUS SYSTEM, INC., and)	
AMERICAN BUSLINES, INC., a Delaware)	
corporation, Debtor, In Corporate Re-)	
organization Under Chapter X, by Its)	
Trustee, Richard W. Smith, and Its)	Application No. 38258
Additional Trustee, W.F. Aikman, For)	(First Supplemental)
Authority Under the Provisions of)	
Section 732 of the Public Utilities)	
Code to Establish Joint Through)	
Special Reserved Seat Charges and)	
Services.)	

SUPPLEMENTAL OPINION AND ORDER

Applicants are passenger stage corporations. They operate between various points in the State of California. By Decisions Nos. 52376, 53248, 53292 and 53507 of December 20, 1955, June 19 and 26 and July 31, 1956, respectively, in Application No. 37556, Transcontinental Bus System, Inc., (hereinafter referred to as Transcontinental) was authorized to establish special service charges in connection with a de luxe express service operated on certain schedules between San Francisco and Los Angeles and certain intermediate points, Stockton, Long Beach, San Clemente, Oceanside and San Diego. Decision No. 53285 of June 26, 1956, in Application No. 38138 authorized Transcontinental to establish joint through special service charges with Continental Pacific Lines (hereinafter referred to as Continental) between Yreka and Los Angeles and

certain intermediate points. Decision No. 53506 of July 31, 1956, in Application No. 38258, authorized Transcontinental to establish joint through special service charges with American Buslines, Inc., (hereinafter referred to as American) between Sacramento and San Diego and certain intermediate points.

By these supplemental applications Transcontinental seeks to increase certain of its local and joint special charges and to cancel others.¹ Authority is also sought to establish the proposed changes on less than statutory notice. The present special service charges range from 50 cents to \$1.50. The increased service charges proposed range from 50 cents to \$2.00. The scale of proposed charges has been developed on the basis of transit time and will therefore be substantially uniform to all points.

Applicants state that they have now conducted this de luxe service for approximately 18 months and have conducted a study of the operations for the period January 1, 1956 through April 30, 1957. The study shows that the net cost per passenger was 49 cents more than the charges assessed by applicants. During that period, applicants incurred a loss of \$35,401 on this service. Even had the proposed increased charges been in effect during this period, the study shows, a loss of \$11,068 would still have been incurred. Based on a one-week study in March, 1957, the proposed increases approximate 36 cents per passenger.

In connection with the proposed cancellation of the charges from and to Long Beach, San Clemente, Oceanside and San Diego, and the cancellation of the joint charges between Transcontinental and Continental, applicants allege that there is no appreciable demand for these services.

¹ The cancellations of the special charges involve local service from and to Long Beach, San Clemente, Oceanside and San Diego and joint service with Continental.

Civic officials in the cities affected by applicants' proposals have been served with a copy of the applications. No objection has been received to their being granted. Because July and August are the months of heaviest travel, insofar as this service is concerned, applicants desire to establish the proposed changes as soon as possible.

It is clear from the showing of applicants that even under the proposed charges the operations will be conducted at a loss.

The service involved is provided only on certain schedules. It appears that the proposed increases and curtailment of service will not create any hardship on the public, since other schedules will continue to be operated at no change in fares.

Upon consideration of all the facts and circumstances of record, it appears, and the Commission finds, that applicants' proposals are justified and reasonable. The applications will be granted. A public hearing is not necessary.

Therefore, good cause appearing,

IT IS HEREBY ORDERED:

(1) That Transcontinental Bus System, Inc., be and it is hereby authorized, on not less than five days' notice to the Commission and to the public, to increase its special service charges and to eliminate the fare points as proposed and set forth in Third Supplemental Application No. 37556.

(2) That Transcontinental Bus System, Inc., and American Buslines, Inc., be and they are hereby authorized, on not less than five days' notice to the Commission and to the public, to increase their joint special service charges and eliminate the fare points as proposed and set forth in First Supplemental Application No. 38258.

(3) That Transcontinental Bus System, Inc., and Continental Pacific Lines be and they are hereby authorized, on not less than

five days' notice to the Commission and to the public, to cancel their joint special service charges as proposed in First Supplemental Application No. 38138.

(4) That the authorities herein granted shall expire unless exercised within sixty days after the effective date hereof.

This order shall become effective on the date hereof.

Dated at San Francisco, California, this 29th day of July, 1957.

President
Raoul W. L. ...

W. ...

R. Hardy

E. J. Fox
Commissioners