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JUL 3 1979

ORIGINAL

Decision No. 90511

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

Application of GREYHOUND LINES, )  
 INC. for authority to revise )  
 Summer Season Service Schedules )  
 6824 and 6825 between San Fran- )  
 cisco and Pinecrest and rede- )  
 scribe Route No. 12.27 between )  
 Yosemite Junction and Mather )  
 from Summer Season Service to )  
 Special Operations Only. )

Application No. 58371  
 (Filed September 21, 1978)

O P I N I O N

Applicant Greyhound Lines, Inc. (Greyhound) requests that it (1) be authorized to discontinue permanently all but special operations between Yosemite Junction (near Chinese Camp and Sonora) and Mather under its certificated Route No. 12.27, and (2) be authorized to reduce and modify scheduled summer season operation between San Francisco and Pinecrest, including service between Stockton and Sonora.

During the summer season (late June to early September), Greyhound operates two schedules per weekday in each direction between Stockton and Yosemite Junction (one traveling between San Francisco and Pinecrest and one traveling between Stockton and Sonora), and three schedules in each direction on Saturdays and Sundays. The additional schedule in each direction on Saturdays and Sundays operates between Stockton and Mather. (The schedules are Nos. 6822, 6823, 6824, 6825, 6826, and 6827 in Greyhound's 17th Revised Section No. 17 of Central Region Timetable No. 2).

The proposed summer season service is one schedule per day (including weekends) in each direction between Stockton and Sonora and two schedules in each direction on Saturdays and Sundays, with the additional schedule on weekends traveling between San Francisco and Pinecrest. Service between Stockton and Mather is proposed be "special operations only" with a minimum of 20 paid fares. No change is proposed for service during the rest of the year (early September to late June), when one schedule is operated each day in each direction

between Stockton and Sonora.

In its application, Greyhound alleges that the patronage for the summer season has been below any semblance of a profit making level; that during June 21 through July 11, 1978 inclusive, 37 trips were operated with a total of 386 passengers traveling between San Francisco and Pinecrest, with 183 traveling Saturdays and Sundays (average of 15.3 passengers for weekend trips) and 203 on weekdays (average of 8 passengers for weekday trips) with only 51 destined beyond Sonora (average of 5.5 passengers per trip); that during June 24 through July 19, 1978, inclusive, 12 trips were operated with a total of 71 passengers traveling along the portion between Manteca and Mather (average of less than 6 passengers per trips).

Greyhound contends that the small amount of passenger traffic to or from the Sonora and Mather areas does not warrant the continuation of the present level of summer season service to these areas; that the additional miles traveled for the summer season from Stockton to Sonora and Mather, and return, add to the overall financial loss of their schedules between San Francisco and Pinecrest.

The Recreation and Parks Department of the City and County of San Francisco (SFRPD) and a San Francisco resident protested this application since weekend bus service to Mather Family Camp would be discontinued. SFRPD and the San Francisco resident withdrew their protests when Greyhound offered to operate special service from Stockton to Mather for 20 passengers or more (and up to 43 per bus) at their regular published fares.

#### F I N D I N G S

1. Greyhound serves to and from Sonora on a daily year-round basis and, during the summer season, serves to and from Pinecrest on a daily basis and to and from Mather on weekends only.
2. During one 21-day period in June and July, 1978, the Greyhound buses operating between San Francisco and Pinecrest transported an average of 8 passengers each weekday with an average of 5.5 passengers traveling beyond Sonora.

3. During a four-week period in June and July, 1978, 12 weekend trips traveling along the portion of the route between Manteca and Mather transported an average of less than 6 passengers.

4. The only protests to the proposed reduction or discontinuance of summer season service were withdrawn after Greyhound agreed to establish special operations for a minimum of twenty passengers paid to or from Mather.

5. Public convenience and necessity no longer require a continuance of Greyhound's service between Yosemite Junction and Mather, except for the special operations discussed herein.

6. The low passenger traffic volumes between San Francisco and Pinecrest, including the portion between Stockton and Sonora, justify the requested reduction in the number of schedules operated between these points during the summer season.

After consideration, this Commission concludes that Greyhound's request to discontinue service, except for special operations, between Yosemite Junction and Mather should be granted and that Greyhound's request to reduce summer service between Stockton and Sonora and between San Francisco and Pinecrest, should also be granted.

O R D E R

IT IS ORDERED that:

1. Greyhound Lines, Inc. may discontinue its passenger stage service, except for special operations, between Yosemite Junction and Mather as set forth in the attached Second Revised Page 31, which cancels First Revised Page 31, both to Appendix A, attached to Decision No. 55893.

2. Greyhound Lines, Inc. may reduce its summer season passenger stage service between San Francisco and Pinecrest, and between Stockton and Sonora, from the level of service operated during the summer season of 1978 to the level of service proposed in Application No. 58371.

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3. Tariff and timetable filings to be made as a result of this order shall be made effective not earlier than ten days after the effective date of this order on not less than ten days' notice to the Commission and to the public.

Since the summer season begins in late June and some time is needed for schedule preparation, the effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 3rd day of JULY, 1979.

John E. Bayne  
President

Derron L. Sturgeon

Richard W. Howell

Clarence J. Dege

Edward J. ...  
Commissioners

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APPENDIX A  
(Dec. 55893)

GREYHOUND LINES, INC.

Second Revised Page 31  
Cancels  
First Page 31

12.25 - Between Strawberry Junction and Strawberry:

From Strawberry Junction over unnumbered highway via Old Strawberry to Strawberry, to be operated on-call for 5 or more adult fares.

Only summer-season service is authorized.

12.26 - Between Pinecrest Junction and Pinecrest:

From Pinecrest Junction, over unnumbered highway to Pinecrest, to be operated as an alternate route.

Only summer-season service is authorized.

\*12.27 - Between Yosemite Junction and Mather:

From Yosemite Junction, over California Highway 120 to Junction unnumbered highway, thence over unnumbered highway to Mather to be operated on-call for 20 or more fares.

Only summer-season service is authorized.

12.28 - Between Oakland Camp Junction and Oakland Recreation Camp:

From Oakland Camp Junction, over unnumbered highway to Oakland Recreation Camp, to be operated on-call for 25 or more fares.

Only summer-season service is authorized.

12.29 - Between Berkeley Camp Junction and Berkeley Recreation Camp:

From Berkeley Camp Junction, over unnumbered highway to Berkeley Recreation Camp, to be operated on-call for 25 or more fares.

Only summer-season service is authorized.

Issued by California Public Utilities Commission.

\*Revised by Decision No. 90511, Application No. 58371 Dated JUL 3 1979