

Decision No. 26286

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of Application of
SOUTHERN PACIFIC RAILROAD COMPANY
and SOUTHERN PACIFIC COMPANY to
discontinue operation of passenger
trains on the branch line between
Napa Junction and Santa Rosa,
including the discontinuance of
Trains Nos. 152, 153, 155 and 156
between South Vallejo Wharf and
Santa Rosa, California.

ORIGINAL

Application No. 14975

H. W. Hobbs, for Applicants,
Edward Stan, for American Railway Express Company,
Interested party,
Earl A. Bagby, for California Transit Co.,
Interested party.

BY THE COMMISSION -

O P I N I O N

Southern Pacific Railroad Company and Southern Pacific Company, its lessee, have petitioned the Railroad Commission for an order authorizing the discontinuance of passenger train service on applicants' so-called Santa Rosa Branch between Napa Junction and Santa Rosa, California, a distance of 37 miles, and for authority to discontinue the operation of trains Nos. 152, 153, 155 and 156, which now operate between South Vallejo Wharf and Santa Rosa, traversing said Santa Rosa Branch for the entire length thereof.

A public hearing on this application was conducted by Examiner Handford at Santa Rosa, the matter was duly submitted and is now ready for decision.

As justification for the granting of the application, applicants allege that trains Nos. 153 and 156 operating daily, and trains Nos. 152 and 155 operating Sundays only, produce earnings varying from 16 cents to 40 cents per train mile; that

the out-of-pocket expense of operating said trains amounts to at least 80 cents per train mile; that the passenger service now being rendered by said trains can be adequately accommodated over the existing passenger service now being rendered between Napa and Santa Rosa by the Southern Pacific Motor Transport Company; and that applicants, together with Southern Pacific Motor Transport Company, will file suitable tariffs enabling passengers to and from points on the Santa Rosa Branch to use trains Nos. 154 and 157 now operating between Napa and South Vallejo, the motor coaches of Southern Pacific Motor Transport Company making convenient connections with said trains at Napa.

The rail service herein proposed to be discontinued is as follows:

	<u>Train 156</u> <u>Daily</u>	<u>Train 152</u> <u>Sunday only</u>
Leave South Vallejo	5:15 P.M.	9:35 A.M.
Arrive Santa Rosa	7:00 P.M.	11:15 A.M.
	<u>Train 153</u> <u>Daily</u>	<u>Train 155</u> <u>Sunday Only</u>
Leave Santa Rosa	6:45 A.M.	2:25 P.M.
Arrive South Vallejo	8:22 A.M.	4:00 P.M.

Total revenue derived from the trains proposed to be discontinued for the yearly period ending August 31, 1928, is as follows:

	<u>Train</u> <u>152</u> <u>Sunday</u> <u>Only</u>	<u>Train</u> <u>153</u> <u>Daily</u>	<u>Train</u> <u>155</u> <u>Sunday</u> <u>Only</u>	<u>Train</u> <u>156</u> <u>Daily</u>
Average revenue per train mile	24¢	22¢	48¢	25¢

The above revenue per train mile includes all earnings from passenger, baggage, express and mail traffic.

The expense of operation of the trains herein proposed to be discontinued, as shown by applicants' Exhibit No. 1, as filed at the hearing, is as follows:

	<u>Expense per Train Mile</u>
* Direct Train Expense	58.44 cents
Taxes	2.07 "
Passenger Car Repairs	<u>3.00 "</u>
Total out-of-pocket expense	63.51 "
Maintenance of Way	3.48 "
Indirect expense	<u>5.35 "</u>
Total cost of service proposed to be discontinued.	72.34 "

(*) Includes train and engine crews, fuel oil, locomotive repairs, locomotive and train supplies and expenses.

As indicative of the decrease in passenger traffic and revenue derived from the operation of passenger trains over the Santa Rosa Branch, the following statement (from applicants' exhibit No.3) shows conditions for the period 1923 to 1927, inclusive:-

<u>Year</u>	<u>Passengers carried</u>	<u>Revenue</u>
1923	20682	\$ 20424.00
1924	17964	18074.00
1925	12199	13079.00
1926	12843	13752.00
1927	9568	9394.00

A tabulation of the number of passengers carried during the year ending August 31, 1928, (Applicants' Exhibit No.4) shows the following average number of passengers to have been carried per day on the several trains herein proposed to be discontinued:

	<u>Sunday Train 152 South Vallejo to Santa Rosa</u>	<u>Daily Train 153 Santa Rosa to South Vallejo</u>	<u>Sunday Train 155 Santa Rosa to South Vallejo</u>	<u>Daily Train 156 So. Vallejo to Santa Rosa</u>
Passengers	13	10	20	9

The substituted service proposed by rail to Napa and thence via the stages of the Southern Pacific Motor Transport Company to Santa Rosa will eliminate the present daily service leaving Santa Rosa at 6:45 A.M. and returning to Santa Rosa at 7:00 P.M. and substitute a combined train and stage service operating on approximately the same schedule as the present service of trains Nos. 152 and 155 operating Sundays only, the proposed service via Napa requiring 40 minutes longer in elapsed time westbound and 55 minutes longer eastbound.

The rates of fare between points to be served by the combined rail and stage service are practically the same as those heretofore charged by the rail route, there being decreases only between Calistoga and the stations of Kenwood and Santa Rosa.

Although notice of the hearing on this application was published and posted by applicants there was no protest against the proposed abandonment and substitution of service presented at the hearing. Since the hearing petitions, signed by 51 residents of Santa Rosa, have been received requesting the denial of the application and the establishment of through service between Santa Rosa and Sacramento thereby eliminating the necessity for two changes now required.

The record herein shows the passenger train service on the Santa Rosa Branch of applicants' line to have been conducted at a material out-of-pocket loss, the revenue per passenger train mile for the year 1927 being 37.97 cents less than the out-of-pocket expense and 46.80 cents per passenger train mile less than the total operating expense.

From the record herein we are of the opinion and hereby conclude that the proposed substitution of a combined rail and stage service will provide reasonably adequate facilities for the limited passenger traffic now using the present rail facilities, at equivalent rates of fare, and that the continued operation of the passenger train service herein proposed to be

