

Decision No. 20992.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application
of The Petaluma and Santa Rosa
Railroad Company, a corporation,
for authority to remodel a portion
of its passenger equipment so as
to operate same on its Forestville
Branch, between Sebastopol and
Forestville, in Sonoma County,
California, with one employee.

ORIGINAL

Application No. 15,487.

BY THE COMMISSION:

O P I N I O N

The Petaluma and Santa Rosa Railroad Company, applicant herein, has applied to the Commission for authority to remodel a portion of its passenger equipment for one-man operation and to operate the same on its Forestville Branch Line, between Sebastopol and Forestville, with only one employee. This is a single track line, extending northwest from Sebastopol 7.18 miles to Forestville, over which trains are operated by time table and train orders; no block signal system is in use. Authority for one-man operation on applicant's line was previously requested by Application No. 13,544 and, after hearing, applicant, by Decision No. 18,301, dated April 29, 1927, was granted authority to operate one-man cars on its lines for a trial period of six months, under certain conditions. The Company, however, did not elect to put into effect the operation, as authorized, within the prescribed time limit.

In this application it is alleged, in effect, that the Company proposes to remodel its existing passenger equipment, to

be used on said Forestville Line, by installing thereon safety doors and dead-man control and other appropriate equipment for one-man car operation; that there has been a continued decrease in the earnings and number of passengers carried by applicant upon said branch line and that said decrease is attributable to the increase in ownership and operation of privately owned automobiles; that a large number of persons in the territory served by said branch line, including a large number of students, are dependent upon applicant for transportation service, as no other common carrier serves this district; that the present service is now conducted at a cost of approximately twenty-six (26) cents per mile and that with the putting into effect of one-man car service, as applied for, the cost of operation will be materially lessened without a decrease in the quantity of service now afforded by applicant, which consists of nine round trips per day between the hours of 7:00 a.m. and 11:43 p.m.

For further particulars concerning the operation of one-man cars on said Forestville Branch, reference is made to the file in said Application No. 13,544 and Decision No. 18,301.

The report of the Transportation Division shows that the present conditions on applicant's Forestville Branch Line, as related to this application, are similar to those that existed at the time of the hearing on Application No. 13,544, excepting that the number of passenger trains operated over that line has been reduced.

It appears to the Commission that this is not a matter in which a public hearing is necessary and that the application is reasonable and should be granted.

O R D E R

IT IS HEREBY ORDERED that permission and authority be and it is hereby granted to The Petaluma and Santa Rosa Railroad

Company, a corporation, to remodel a portion of its passenger equipment, by installing thereon safety doors, dead-man control and other appropriate equipment, and thereafter operate said remodeled passenger equipment in single units with one employee on the said Forestville Branch Line, under the following conditions, viz:

(1) The transportation rules of this company, in regard to the Forestville Branch Line, shall be made appropriate for one-man car operation and shall be submitted to the Commission for approval before being made effective.

(2) All employees used in train service on the Forestville Branch Line shall be required to pass a satisfactory examination on the transportation rules with particular stress being placed upon all rules and instructions having reference to one-man car operation.

(3) Lights used as markers on all one-man cars shall be illuminated by oil or other dependable source of energy independent of trolley current.

(4) The speed of all trains, except first-class trains, on the Forestville Branch Line must be so restricted that they can, at all times, be stopped within the range of vision.

(5) Facilities for telephone communication by operators of one-man cars with the train dispatcher must be provided by equipping all one-man cars with a portable telephone set which can be connected up by a simple attachment so that communication can be conveniently had with train dispatchers on short notice.

The Commission reserves the right to make such further orders in this matter as to it may seem right and proper and to

revoke the authority herein granted if, in its judgment, the public convenience and necessity demand such action.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 18th day of April, 1929.

Thos D. Lott

Al J. Loney

Ernest C. Linn

Leon Whitall

M. J. Linn

Commissioners.