

Decision No. 22212.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of SOUTHERN PACIFIC RAILROAD COMPANY and SOUTHERN PACIFIC COMPANY for authority to discontinue operation of passenger trains on their so-called Ocean View Line between San Francisco and San Bruno.

ORIGINAL

Application No. 16292.

Roy G. Hillebrand for Applicant.

BY THE COMMISSION:

O P I N I O N

This is an application of the Southern Pacific Company to discontinue operation of passenger trains on their so-called Ocean View line between San Francisco and San Bruno.

A public hearing in this matter was conducted by Examiner Williams at San Francisco, March 5, 1930, at which time the matter was submitted.

In the latter part of 1928, the City and County of San Francisco contemplated an improvement in the public highway between San Jose Avenue and Randall Street and upon a portion of the existing right of way of the Southern Pacific Company. In order to expedite this work the Southern Pacific Company applied to the Railroad Commission for authority to discontinue the operation of its passenger trains during the progress of this work. The Commission in its Decision No. 20469, dated November 15, 1928, granted the Southern Pacific Company such temporary authority. The

Southern Pacific Company now proposes to permanently abandon this passenger service.

Applicant alleges the passenger service at the time it was temporarily discontinued was unremunerative and was not sufficiently used by the public to indicate that there was need for the service. Exhibits presented by applicant show that during the year ending October 31, 1928, no passengers whatever were carried upon the train operating in a southbound direction between San Francisco and San Bruno and that an average of thirty-three passengers per day were carried upon the train operating in a northbound direction; that the revenue from the operation of these trains amounted to 35.5¢ per train mile and that the operating expenses amounted to 80.8¢ per train mile. Witness for the applicant testified that in his opinion the volume of passenger traffic could not be expected to exceed that for the year just previous to the discontinuance of the service and would probably be much less.

Applicant stated that it had received no complaints with reference to the discontinuance of service nor any requests for resumption of service. No opposition developed at the hearing either protesting the temporary discontinuance or the present application. It appears that the public has adapted itself to the services of the Market Street Railway, the Peninsula Rapid Transit Company and the Pacific Auto Stages Inc., serving generally the same territory.

Upon consideration of the record herein, we find that the public does not require the passenger service heretofore maintained on the Ocean View line and temporarily discontinued and that

applicant should now be permitted to abandon same. The following order will so provide.

ORDER

Southern Pacific Company having asked the Commission for authority to abandon its passenger trains Nos. 130 and 131 between San Bruno and San Francisco, a public hearing having been held, the matter being submitted and ready for decision and basing its order upon the above finding of fact,

IT IS HEREBY ORDERED that the Southern Pacific Company be and it is hereby authorized to abandon its passenger trains Nos. 130 and 131 operating upon its so-called Ocean View line between San Francisco and San Bruno and to cancel in conformity with the rules of this Commission all passenger rate tariffs and passenger time schedules applying upon said so-called Ocean View line until and unless the Commission shall hereafter find, after hearing, that public convenience and necessity require the restoration of passenger train service on said railroad line.

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

Dated at San Francisco, California, this 19th day of March, 1930.

C. S. ...

Leon ...

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Commissioners.