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Decision No. 23211

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of

SAN QUENTIN STAGE COMPANY,

for permission to discontinue and
abandon its operative rights and
service between San Quentin and Green
Brae.

Application No. 17045

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Earl A. Bagby, for Applicant.

BY THE COMMISSION:

OPINION

Applicant corporation seeks in this application to discontinue all stage service between Greenbrae, a station on the Northwestern Pacific Railroad, and San Quentin. A public hearing herein was conducted at San Rafael by Examiner Williams, at which time the matter was submitted without protest from any source.

The service sought to be abandoned has long been established and at one time received profitable patronage. It has maintained certain train connections with Northwestern Pacific and delivered passengers to and from the west gate of San Quentin prison. There is also a service maintained by applicant between San Rafael and the east or main entrance to the prison, this being over a new and improved route, and not via Greenbrae. It appears from the record that patrons prefer to go to San Rafael and connect with hourly or half-hourly stage service to the use of the two schedules maintained between Greenbrae and San Quentin. The

distance from Greenbrae to San Rafael is $1\frac{1}{2}$ miles, and from Greenbrae to San Quentin about $2\frac{1}{2}$ miles. As all trains on this division, mostly an hour apart, stop at both points, the better service connections appear to be at San Rafael.

Exhibit No. 1, filed by applicant at the hearing, covering revenues and expenses from May 1, to October 1, 1930, inclusive, shows that the cost of operation not including salaries or office expense, is 46.9 cents per mile, and entails an out-of-pocket loss of 33.6 cents. This is due to the fact that the vehicle used is a heavy duty 18-passenger type operating only short distances. During the period 2040 passengers were transported, mostly commuters, yielding from 7.3 cents per passenger (June), to 13 cents per passenger (October); in June, 480 passengers were transported, while in October the number was reduced to 60, of which only four used commuters' rates. While the reported cost of operation appears high, it is apparent that the operation could not become profitable if the cost per mile should be reduced by half. The exhibit further shows a declining patronage in the last three months due undoubtedly to the preference for the San Rafael connections. Joseph Miller, an experienced stage operator who owns practically all the stock of applicant corporation, testified that for three years last past the operation did not pay out-of-pocket cost, although he did not obtain control until November, 1929. To have operated a different vehicle would have required a capital expenditure which he felt has not been justified.

In view of the above showing, and no protest having been presented, we believe the application should be granted. An order accordingly will be entered.

ORDER

SAN QUENTIN STAGE COMPANY, a corporation, having made application to discontinue its passenger stage service between Greenbrae and San Quentin, a public hearing having been held, the matter

having been duly submitted and now being ready for submission,

IT IS HEREBY ORDERED that San Quentin Stage Company, a corporation, be, and it is, hereby authorized to abandon on December 31, 1930, all of its operations between Greenbrae and San Quentin, and to cancel its rates and time schedules therefor.

Dated at San Francisco, California, this 27th day of December, 1930.

[Signature]
[Signature]

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Commissioners.