

Decision No. 24051

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
 MARTINEZ-BAY POINT STAGE COMPANY
 for permission to abandon the operation
 of its stages between Martinez and Bay
 Point, County of Contra Costa, State of
 California.

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) Application
) No.17625
)
)

ORIGINAL

L. N. Bradshaw, for Applicant.
 H. C. Lucas and T. Finkbohner, for Pacific Greyhound
 Lines, Inc., Interested party.

BY THE COMMISSION -

OPINION

Martinez-Bay Point Stage Company, a corporation, seeks authority to abandon all service for passengers and property between terminals and intermediate points.

A public hearing was conducted by Examiner Kennedy at Martinez.

Applicant was authorized to establish the service by Decision No.7275 on Application No.5197, dated March 17, 1920, and service was begun April 10, 1920, and has continued to date without interruption.

According to H. A. Mitchell, President of applicant company, and General Manager of Sacramento Northern Railway, which owns all the stock of applicant, the service was established to transport workers between Martinez and shipyards and industries at Bay Point where connection with Sacramento Northern's electric trains to San Francisco and Sacramento was made. The service was a profitable one to the parent company for many years but has shown in the past year a steep decline in patronage. According to Exhibit No.1 prepared by Mitchell and admitted to the record, the operation has shown an out of pocket loss since its beginning. Its peak of

usefulness was in 1923 when it transported 14,955 passengers and sustained out of pocket loss of \$144.60. Losses gradually increased until 1930 when they reached \$2768.35. In addition to competition with the increasing privately owned automobiles, the industries at Bay Point subsided in volume and the completion of the new Southern Pacific bridge across the Carquinez Strait, replacing the former train ferry between Port Costa and Benicia, resulted in eighteen (18) Southern Pacific trains becoming available daily to passengers at Martinez, thus diverting practically all passenger traffic from Bay Point to Martinez, and rendering the stage line unnecessary for feeder purposes. Mitchell testified that in the first seven months of 1931 not a single passenger, destined to Sacramento, was transported from Martinez and Bay Point, whereas for ten years such was the bulk of traffic.

The showing in Exhibit No.1 for the first seven months of 1931 was passenger revenue of \$644.50 from 2697 passengers or an income of 23 cents per passenger. Additional revenue of \$195.46 was earned carrying newspapers (this revenue heretofore was about \$700. annually), making total income of \$839.96 as against an out of pocket cost of \$2603.82,- a loss of \$1763.86 for the period,

The operation has been conducted with leased equipment on an apparently economical basis, and the exhibit contains only cash expenditures.

No protest was offered at the hearing and Mitchell testified that no objection to discontinuance had been made to the company.

It appears from the above that the service has ceased to be a public need, inasmuch as but twelve passengers now use it daily, and that further maintenance at a loss is an undue burden on applicant. Therefore, an order will be entered authorizing abandonment of all service heretofore authorized.

O R D E R

Martinez-Bay Point Stage Company, a corporation, is hereby authorized to discontinue all service between Martinez and Bay Point and intermediate points, as provided for in Decision No.7275, on Application No.5197, dated March 17, 1920, provided that applicant shall post notice of the date of such discontinuance in its stations at least five (5) days before such date and shall withdraw and cancel its time schedules and tariffs for such service within thirty (30) days from date hereof.

Dated at San Francisco, California, this 21st day of September, 1931.

Chas. J. Scully
Leon A. Whisler

M. B. Harris
Frederic G. Stewart
COMMISSIONERS.