



Decision No. 34440

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of SOUTHERN PACIFIC COMPANY for permission to discontinue operation of mixed trains Nos. 172 and 173 between Lodi and Valley Springs, and of Trains Nos. 170 and 171 between Lodi and Woodbridge.

Application No. 17730.

Henry W. Hobbs, Attorney for Applicant.

BY THE COMMISSION:

O P I N I O N

In the above entitled application Southern Pacific Company requests the Commission's authority to discontinue the operation of mixed trains on its branch line extending from Woodbridge through Lodi to Valley Springs. A public hearing was held in the matter by Examiner Johnson at Lodi, on January 21, 1932.

The mixed train service on this branch, which applicant desires to discontinue, is furnished by Trains Nos. 170 and 171 operated between Lodi and Woodbridge daily, except Sundays, and Trains Nos. 172 and 173 operated between Lodi and Valley Springs daily, except Sunday. While these trains are designated by different numbers, the operation of all four trains is carried on by one crew and the same passenger equipment and power. Train No. 173 leaves Valley Springs at 7:30 A. M. and arrives at Lodi at 9:20 A. M., departing for Woodbridge as Train No. 170 at

at 9:55 A. M. At 10:20 A. M. it leaves Woodbridge as Train No. 171, arrives at Lodi at 10:35 A. M. and departs from Lodi as Train No. 172 at 11:55 A. M., arriving at Valley Springs at 1:35 P.M.

Applicant claims that, being a mixed train and performing freight service as well as passenger service, it has been necessary for this crew to work about three hours overtime each day. In the event the application is granted, the company proposes to install a straight eight-hour local freight schedule and it is claimed that, with this arrangement in effect, all the work on the branch can be performed without overtime. According to an exhibit filed at the hearing, an annual saving in operating expenses of \$8,452. can be made by discontinuing this passenger service.

It appears that the patronage of this passenger service has, in the past, been very light. Based on a check of the passengers carried during a period of approximately four weeks, the annual revenue from passengers amounts to about \$455. During the month of October, 1931, the service between Lodi and Valley Springs carried a total of 32 passengers, while but two passengers rode between Lodi and Woodbridge.

Trains Nos. 172 and 173 now carry mail between Lodi and Valley Springs and from this contract an estimated revenue of \$1,937. was earned during the past year. If the trains are discontinued, this revenue, together with the passenger revenue, will be lost, and when these items are deducted from the operating saving of \$8,452. a net saving of \$6,060. will result.

Notices of the hearing in connection with this matter were posted in the coaches operated on the line and were also mailed to the County and City officials concerned. No protestants appeared at the hearing.

From an examination of the record in this proceeding,

the Commission is of the opinion that there is very little public necessity for this passenger service and that substantial saving can be effected in its elimination. The application will, accordingly, be granted.

O R D E R

Southern Pacific Company, a corporation, on October 22, 1931, applied for authority to abandon and discontinue the operation of its mixed trains Nos. 170 and 171, operating between Lodi and Woodbridge, San Joaquin County, and its mixed trains Nos. 172 and 173, operating between Lodi, San Joaquin County, and Valley Springs, Calaveras County, and to cancel, in conformity with the rules of the Commission, all passenger rate tariffs and time schedules between said points, public hearing having been had, and the matter having been submitted,

IT IS HEREBY ORDERED that Southern Pacific Company is hereby granted authority to abandon and discontinue the operation of the above numbered trains and to cancel, in conformity with the rules of this Commission, all passenger rate tariffs and time schedules between said points, unless and until the Commission shall find that public convenience and necessity require the restoration of passenger service upon said railroad line, subject to the following conditions:

1. Applicant shall give the public not less than ten (10) days' notice of this change by posting notices in all stations along the line and in all trains involved herein.

2. Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the abandonment of the passenger service herein authorized and of its compliance with the conditions hereof.

3. The authorization herein granted shall lapse and become void if not exercised within one (1) year from the date hereof, unless further time is granted by subsequent order.

The effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 10th day of February, 1932.

W. C. Cramer
Leon A. White
M. A. Cramer
W. B. Cramer
James G. Stewart