

Decision No. 24818.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application
of PETALUMA AND SANTA ROSA RAIL-
ROAD COMPANY to discontinue
passenger service between Santa Rosa,
Sebastopol, Petaluma and Forestville,
Sonoma County, California.

ORIGINAL

Application No. 18089.

E. J. Foulds, for Applicant.

WHITSELL, COMMISSIONER:

O P I N I O N

In this proceeding Petaluma and Santa Rosa Railroad Company requests permission to discontinue all passenger service between Santa Rosa, Sebastopol, Petaluma and Forestville, Sonoma County, California.

A public hearing was held in this matter on May 24, 1932, in Petaluma, at which time the matter was duly submitted.

Petaluma and Santa Rosa Railroad Company operates an electric railroad between Petaluma, Sebastopol and Santa Rosa with a branch to Forestville, over which both freight and passenger traffic are handled. The company also operates a freight service on its Two Rock branch and a boat service between Petaluma and San Francisco.

In addition to passengers, the company handles express on its own account on its passenger trains. At the hearing, the application was amended to include the abandonment of this express service.

Applicant showed by Exhibits No. 1 and No. 2 that the amount of passenger business has reduced to such an extent that the revenues now received are materially less than the out-of-pocket cost of operation. For the year 1931, the total passenger revenue amounted to \$27,557.46, whereas the expense of performing the passenger service, including taxes, amounted to \$39,227.05. The passenger operations thus resulted in an out-of-pocket loss of \$11,669.59 for that year. For the first three months of 1932, the passenger operations resulted in a loss of \$2,487.58. In the event that passenger service is withdrawn it will be necessary to abandon the express service rendered by the company.

Applicant pointed out that an application has been filed with the Commission by an independent operator seeking a certificate of public convenience and necessity to operate automotive stage service through the territory served by applicant and if this is granted and the service inaugurated the communities now served by applicant will not be deprived of public transportation through the abandonment of applicant's passenger service.

Certain citizens of the communities made statements in protest of the abandonment of passenger service applied for on the grounds that such abandonment would be detrimental.

It is fully appreciated that railroad passenger service is an asset to the communities, but it must be borne in mind that the applicant cannot reasonably be required to continue to take the losses incurred by rendering this service. A review of the records shows that public convenience and necessity does not at this time justify the continued operation of said passenger and express service and that the application should be granted.

The following form of Order is recommended:

O R D E R

A public hearing having been held, the matter being under submission and now ready for decision,

IT IS HEREBY ORDERED that Petaluma and Santa Rosa Railroad Company be and it is hereby granted authority to abandon and discontinue the operation of passenger and express service on its lines of railroad between Petaluma, Sebastopol, Santa Rosa and Forestville, in the County of Sonoma, State of California, and to cancel, in conformity with the rules of the Commission, all passenger and express tariffs and time schedules between said points subject, however, to the following conditions:

1. Applicant shall give not less than ten(10) days' notice to the public of the abandonment of said passenger and express service by posting notice in its passenger cars and at all stations affected.
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 foregoing Opinion and Order is hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

The effective date of this order shall be ten (10) days from the date hereof.

Dated at San Francisco, California, this 3rd day of

May, 1932.

C. J. Seaver
Leon Whited
W. H. Cunn
W. B. Hagan
Fred C. Stewart
 Commissioners.