

Decision No. 25402.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
THE RIVER LINES (The California Trans-  
portation Company, Sacramento Navigation  
Company and Fay Transportation Company),  
(a) for leave temporarily to discontinue  
the local passenger service now being  
rendered by the vessels "Port of Stockton"  
and "Fort Sutter" on its San Joaquin River  
route; (b) for an order authorizing such  
discontinuance of service on less than  
30 days' notice.

ORIGINAL

Application No. 16337.

McCutchen, Olney, Mannon & Greene, by Allen P.  
Matthew and F. W. Mielke, for applicants.

J. C. Sommers, for Stockton Chamber of Commerce.

B. M. Bainbridge, in propria persona.

BY THE COMMISSION:

O P I N I O N

The River Lines (The California Transportation Company, Sacramento Navigation Company and Fay Transportation Company) by this application request authority to discontinue until May 1, 1933, on less than statutory notice, the transportation of passengers between San Francisco, Stockton and intermediate points.

A public hearing was held before Examiner Brown at Stockton December 8, 1932.

Applicants now operate two steamers on the San Joaquin River route, the "Port of Stockton" and "Fort Sutter". These steamers are combination freight and passenger vessels. Practically all of the passenger business is between the termini. Only

an occasional passenger uses the service at the way points.

Since 1921 passenger revenues have been declining, due in a large measure to the increasing use of the privately owned automobile. In 1921 the revenue was \$135,386.31, while the estimated revenue for 1932 is \$53,691. Since 1929 the operation of the two steamers has been conducted at a loss.<sup>1</sup>

The months of December to April inclusive are the leanest months for passenger travel. Applicants contend that if they are relieved from providing this service until May 1933 they can effect substantial economies by retiring the combination freight and passenger steamers, which are somewhat expensive to operate, and substitute therefor Diesel-equipped motor ships, to be used for the transportation of freight alone. The actual expense of operating the two steamers from February 1, 1932, to October 31, 1932, was \$95,922.11. The estimated cost<sup>2</sup> of operating two motor ships for the handling of freight during the same period is \$46,951.43, resulting in a decrease in operating expenses of \$48,970.68.

The elimination of passenger service will not seriously inconvenience travelers between Stockton and San Francisco, as there is now adequate service rendered by the Southern Pacific Company, The Atchison, Topeka and Santa Fe Railway Company, The Western Pacific Railroad Company and the Pacific Greyhound Lines. These four carriers provide 13 schedules per day from Stockton to San Francisco and the same number of schedules from San Francisco to Stockton.

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<sup>1</sup> The loss in 1929, exclusive of depreciation, interest and taxes was \$22,593. In 1930, 1931 and for the first ten months of 1932 the losses were \$7,816, \$16,650 and \$28,707 respectively.

<sup>2</sup> The estimated cost is based upon applicants' experience in operating motor ships between San Francisco and Sacramento.

After consideration of all the facts of record we are of the opinion and so find that the application should be granted.

O R D E R

A public hearing having been held on the above application and the matter submitted,

IT IS HEREBY ORDERED that applicants be and they are hereby authorized to discontinue on three (3) days' notice to the Commission and the public, the operation of the steamers "Port of Stockton" and "Fort Sutter" and to discontinue until May 1, 1933, the transportation of passengers between San Francisco and Stockton and intermediate points on the San Joaquin River route.

Dated at San Francisco, California, this 19<sup>th</sup> day of December, 1932.

W. J. [unclear]  
Leon [unclear]  
W. J. [unclear]  
W. B. [unclear]  
Fred G. [unclear]  
Commissioners.