

ORIGINAL

DECISION NO. _____

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

F. STADELMANN,

Complainant,

-vs-

NORTHWESTERN PACIFIC RAILROAD
COMPANY, a corporation,

Defendant.

CASE NO. 998.

Maurice L. Asher for Complainant

Stanley Moore for Defendant.

GORDON, Commissioner.

O P I N I O N

This is a complaint on behalf of F. Stadelmann and ten hundred forty-nine other persons alleging that by reason of no ferry and electric suburban service on the line of the Northwestern Pacific Railroad between San Francisco and points in Marin County between the hours of 9.30 and 11.30 PM complainants are caused great discomfort and inconvenience and the Commission is requested to establish by its order a ferry and suburban electric train service connecting therewith leaving San Francisco at approximately 10.45 PM of each day. The defendant filed its answer denying the material allegations of the complaint.

A public hearing was held at San Francisco on December 26, 1916, the matter was submitted and is now ready for decision.

Complainants in this case are principally business men and employes of small mercantile establishments in the City of San Francisco who reside at various locations in Marin County and who are served by the ferry and electric suburban trains of the defendant, Northwestern Pacific Railroad Company. Many of the complainants are the owners of small retail stores in San Francisco or are employed in such establishments. For the transaction of business these small retail stores remain open in the evening, especially on Saturday nights, until the hour of 10.00 PM. The present schedule of the Northwestern Pacific Railroad Company provides for ferry boats leaving San Francisco for Sausalito, with connecting electric suburban trains from the latter point, at 9.30; 11.30 PM; and 12.45 AM. Complainants are compelled to await the time of departure of the 11.30 PM ferry to be transported to their various homes in Marin County and testified as to the inconvenience caused by the lack of transportation and the long hours they were forced to remain away from their homes.

From April 30, 1911, to November 5, 1912, a boat from San Francisco to Sausalito was operated leaving at 10.45 PM; on November 6, 1912 and until April 15, 1916, the time of departure from San Francisco was at 11.15 PM; from April 16, 1916, to the present time the time of departure was at 11.30 PM, the last change having been made at the request of a number of the patrons of the defendant company who found the time of departure a convenient one, especially for patrons who had attended theatres, lectures, entertainments, etc., in San Francisco. The change of the leaving time of this ferry, while satisfactorily accomodating the theatre patrons of the defendant, increased the delay for such patrons as the complainants in this proceeding. The 9.30 PM boat is one at an

hour for which there appears to be a popular demand, this hour serving residents of Marin County having business in San Francisco who may desire to remain over for dinner and also serves on week days, excepting Saturday, a considerable patronage of attendants of night schools in San Francisco.

I have carefully considered the evidence presented in this case and am not convinced that there exists a sufficient demand for an intermediate ferry boat and accompanying train service between the boats scheduled for 9.30 and 11.30 PM on each day of the week. On Saturdays, however, the majority of the smaller retail establishments in San Francisco keep their places of business open for the accomodation of their patrons until 10.00 PM and I am of the opinion that service as sought by the complainants should be established on Saturdays only and that a full and complete record of the revenue derived from such service should be kept by the defendant company and furnished to this Commission. In order that the service may be performed without the necessity of adding another steamer to fill the schedule, ^{except on Saturday night,} I would suggest that the Saturday only schedule provide for boats to leave San Francisco for Sausalito with electric train connections from the latter point approximately as follows: 9.15, 10.45, PM; 12.00 midnight; 1.00 or 1.15 AM.

I recommend the following form of order:

O R D E R

F. Stadelmann having made complaint alleging inconvenience by reason of no ferry service on the line of the Northwestern Pacific Railroad Company between San Francisco and Sausalito and connecting suburban train service to Marin County points between the hours

of 9.30 and 11.30 PM. a public hearing having been held and the Commission being fully advised in the premises,

IT IS HEREBY ORDERED, That the Northwestern Pacific Railroad Company establish a ferry service San Francisco to Sausalito with connecting electric suburban train service to Marin County points leaving San Francisco, Saturdays only, at 10.45 PM and continue same for a period of three months and thereafter until otherwise ordered by this Commission.

IT IS FURTHER ORDERED, That the Northwestern Pacific Railroad Company keep a true and accurate account of all revenue derived from the operation of the ferry boat and connecting suburban trains hereby authorized and file same with this Commission.

The Commission reserves the right to make such other and further orders in this proceeding as to it may appear right and proper.

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 11th day of January, 1917.

Max Thelen
H. J. ...
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Commissioners.