

ORIGINAL

Decision No. 4997

DECISION NO. _____

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application)
of MT. TAMALPAIS AND MUIR WOODS)
RAILWAY for an order authorizing)
it to abandon the operation of)
all of its lines from November)
1st to March 1st of each year.)

APPLICATION NO. 3272.

- Thomas, Beedy & Lanagan by William Thomas,
for Applicant.
- H. C. Symonds, Town Attorney, for Town
of Mill Valley, Protestant.
- J. F. Barnett for Mill Valley Business
Men's Association, Protestant.
- F. A. Burden for Citizens' Committee,
Protestant.
- A. L. Whittle for certain property owners,
Protestants.

GORDON, Commissioner.

O P I N I O N

Applicant in this proceeding asks for an order of the Railroad Commission authorizing the suspension of all operation on all its lines from November 1st until March 1st of each year, alleging that it is impossible to operate during such period of each year except at a serious financial loss.

A public hearing was held at Mill Valley on November 9, 1917, the matter was duly submitted and is now ready for decision.

Mt. Tamalpais & Muir Woods Railway operate from the Northwestern Pacific Railroad station at Mill Valley to the summit of Mount Tamalpais with a branch line to Muir Woods. A local service is also operated over the main line through Blythdale Canyon to the station of Lee Street, a distance of 1.12 miles.

On November 30, 1915, the Railroad Commission under Decision 2944 in Application 1898 made its order authorizing a reduction of schedule to a minimum of one round trip daily/ between Mill Valley and the summit of Mount Tamalpais, and establishing a schedule of operation on the so-called "Lee Street Local" line.

It is now claimed that the operation of the entire line during the winter months is conducted at a loss and the following record of receipts and expenditures was introduced as an exhibit at the hearing:

<u>Nov. to Feb. inclusive.</u>	<u>Operat- ing Rev.</u>	<u>Operat- ing Exp.</u>	<u>Loss</u>	<u>Interest</u>	<u>Taxes & In- surance</u>	<u>Total Loss</u>
1906-7	\$7133.53	\$9546.76	\$2413.23	\$1809.16	\$350.84	\$4573.23
1907-8	8893.45	11921.51	3028.06	1741.12	393.60	5162.78
1908-9	8438.65	16232.19	7793.54	2725.08	696.88	11215.50
1909-10	8562.65	13572.49	5009.84	2306.24	644.96	7961.04
1910-11	11378.56	12582.51	1203.95	2256.92	726.80	4187.67
1911-12	11894.65	15946.37	4051.72	2156.76	479.78	6688.26
1912-13	10934.95	14074.86	3139.91	2109.52	437.39	5686.82
1913-14	6749.62	14438.14	7688.52	2114.92	269.98	10073.42
1914-15	7304.05	11779.41	4475.36	3196.52	373.45	8045.33
1915-16	11493.83	14524.21	3030.38	2012.48	603.41	5646.27
1916-17	4646.35	11803.48	7157.13	1244.48	244.29	8645.90
	97430.29	146421.93	48991.64	23676.20	5221.38	77886.22

The foregoing statement covers operation of the railroad only and does not include the losses resulting from the operation of hotels owned by the Company.

Although the suspension of service on the mountain line was objected to by the protestants in this proceeding, it appears clearly evident that the operation of the line to the summit of Mount Tamalpais is not a public necessity and that same is not patronized, resulting in a loss during the period for which suspension of operation is requested. It is understood that the hotel at the summit of Tamalpais is to be closed during the winter of 1917-18 and if this is done the volume of travel to the summit would be still further reduced. The applicant expressed a desire to operate one mountain train on Sundays and holidays during the period for which suspension of operation is requested but it is not evident that such operation can be made a profitable venture if the hotel at the summit of Tamalpais is to be closed resulting in no entertainment being available for patrons at the end of the trip.

I am of the opinion that the operation of the mountain trains from Mill Valley to the summit of Mount Tamalpais and of the branch line to Muir Woods should be discontinued during the months of November to March, inclusive, of each year until the further order of the Commission.

I shall now consider the portion of the application as relating to the operation of the so-called "Lee Street Local" from the Northwestern Pacific station at Mill Valley to the station of Lee Street.

The "Lee Street Local" line serves the residents of Blythedale Canyon by the operation of seventeen round trips daily on a schedule as heretofore agreed upon by the Railway Company and the residents. This line serves the needs of the community residing in Blythedale Canyon including business men, school

children and housewives. There is no other method of transportation available for the residents of the canyon and serious inconvenience would result if the suspension of service was to be authorized. This local service is cared for by a gasoline motor car having a seating capacity of twenty-three persons and a reserve car is available to ensure the regularity of service.

Protestants against the abandonment of this local service have used same for years and while the operation of this line during the months for which abandonment has been requested may result in a deficit, the line is serving a public necessity and its operation should be continued until the further order of the Commission, and in view of the authority for the suspension of the mountain service during the winter months, service should be given on Sundays and holidays, local service having heretofore been furnished on such days by the mountain trains.

I am of the opinion and shall recommend that the so-called "Lee Street Local" service be continued during the winter months of the season 1917-18 for the reason that the residents of Blythe - dale Canyon have no other substitute transportation and serious inconvenience would result if the line were to be abandoned during such period.

I submit the following form of order:

O R D E R

Mt. Tamalpais and Muir Woods Railway having made application for permission to discontinue all service on all its lines during the months of November to March of each year, a public hearing having been held, and the matter having been duly submitted and the Commission being fully advised,

IT IS HEREBY ORDERED, That Mt. Tamalpais and Muir Woods Railway be and the same hereby is authorized to discontinue all mountain service on its main line from Mill Valley to the summit of Tamalpais, including the Muir Woods Branch, during the months of November, December, January and February of each year until the further order of this Commission.

IT IS FURTHER ORDERED That the application for permission to suspend operation of the so-called "Lee Street Local" operating between the Mill Valley Station of the Northwestern Pacific Railroad through Blythedale Canyon to the station of Lee Street during the months of November to March of each year be denied and that regular daily service in accordance with the schedule agreed upon between the applicant and its patrons and as appearing in the opinion in Decision No. 2944 in Application 1898 as decided by this Commission November 30, 1915, be maintained during such months of each year until the further order of this Commission.

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 6th day of December, 1917.

Max Shelen

W. D. Kowalczyk

Alfred G. Johnson

Edwin C. Edgerton

Frank R. Dewey

Commissioners.