

ORIGINAL

Decision No. 9444.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

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CITY OF ALAMEDA,
a Municipal Corporation,
Complainant.

vs.

SOUTHERN PACIFIC COMPANY,
a Corporation,
Defendant.

CASE NUMBER 1637.

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William J. Locke, for Complainant.
Geo. E. Williams for Musician's Union
and Theatrical Federation.
Mrs. E. O. Tenny for Alameda State
Housewives' League, Order of Eastern
Star, Order of Rebeccas, Native
Daughters of the Golden West, and
Pythian Sisters.
E. J. Foulds for Defendant.

MARTIN, Commissioner.

OPINION.

Complainant, City of Alameda, a Municipal Corporation, complains of defendant, Southern Pacific Company, a corporation, alleging that a proposed discontinuance of certain scheduled trips of ferry steamers and connecting interurban trains operated by defendant between San Francisco and Alameda via Alameda Pier will compel certain patrons of defendant who are now residents of Alameda to either abandon their present employment in San Francisco or abandon their homes in Alameda; that the proposed discontinuance of service would be unjust, unfair and unwarranted, that the discontinuance of the 1:15 A. M. trip of

the ferry steamer from San Francisco with its connecting electric interurban trains will cause great annoyance, embarrassment and discomfiture to residents of Alameda who have heretofore used and now desire to continue the use of such ferry and train service. Defendant filed its answer denying the material allegations of the complaint and alleging that the trips of the ferry steamers and trains proposed to be discontinued are now being operated without any substantial patronage and that the revenue derived is much less than the cost of operation and that a continuance of the operation is unreasonable, wasteful and improvident.

A public hearing was held at San Francisco on July 26, 1921, the matter was duly submitted and is now ready for decision.

The ferry and connecting train service proposed to be discontinued are the schedules connecting with steamer leaving Alameda Pier for San Francisco at 5:45 A. M. and the ferry steamer leaving San Francisco at 1:15 A. M. for Alameda Pier and connecting trains for Alameda.

Witnesses for complainant testified as to the inconvenience that would be caused patrons using the early trains and boat for San Francisco. Regular patrons comprise persons engaged in the wholesale fruit and produce business in San Francisco, letter carriers and post-office clerks, a proprietor of a livery stable, and persons residing in Alameda and employed in San Francisco in occupations requiring their arrival at an early hour. Occasional patrons appear to be persons who desire to arrive at an early hour in San Francisco for the purpose of making train connections to Marin County and Northwestern Pacific Railroad points, also persons engaged in the

shipping industry in various capacities.

The objection of witnesses for complainant to the discontinuance of the 1:15 A. M. boat from San Francisco and its connecting trains was voiced as to regular patrons principally by musicians, theatrical employees and others having employment in San Francisco and residence in Alameda, musicians especially being affected. The occasional or transient patronage accorded this scheduled boat and connecting train is comprised principally of residents of Alameda who may desire to attend theatres, entertainments and other social activities in San Francisco.

Defendant filed as an exhibit a statement showing results from operation of its Ferry and Electric Suburban Lines and the following abstract of totals is self-explanatory.

	<u>12 Months Ending December 31, 1920.</u>	<u>5 Months Ending May 31, 1921.</u>
Total Operating Revenues,	\$ 3,654,095.20	\$ 1,585,180.50
Operating Expenses,	\$ 4,160,980.36	\$ 1,671,403.92
Taxes,	\$ 191,839.99	83,221.98
Total, Expenses & Taxes,	\$ 4,352,820.35	\$ 1,754,625.90
Operating Loss,	\$ 698,725.15 *	\$ 169,445.40 *

Note:- (*) Indicates deficit.

Mr. F. L. Burekhalter, Assistant General Manager of the Southern Pacific Company, was the principal witness presented by defendant. His testimony was to the effect that the necessity for economies prompted defendant company to desire to effect a curtailment of service that greatly exceeded in expense the revenue derived; that comparatively few patrons would be inconvenienced by the curtailment of service; and that a substitute service had been proposed in lieu of the morning trains and ferry schedule proposed to be discontinued whereby a connection would be made via Oakland Pier. This witness estimates that the

cost of the boat and train service proposed to be abandoned is \$2,132.00 per month, such service returning an approximate monthly revenue of \$305.00 per month, and while the entire expense will not be eliminated by the proposed discontinuance of service, he estimates that at least \$1,025.00 per month will be the direct saving if the service is discontinued .

Traffic checks made at intervals during the period from May 11th to July 23, 1921, inclusive, show the following daily averages:

Passengers from Alameda, arriving at Alameda Pier for connection with 5:46 A. M. Boat	49
Passengers leaving San Francisco on 1:15 A. M. Boat for Alameda Pier	39.5

It appears from the evidence that the early morning service from Alameda to San Francisco has been operative on practically the same scheduled time since the road was first opened in the year 1863. The late boat from San Francisco to Alameda was for some time scheduled to leave at 1:00 A. M. but was changed to the 1:15 A. M. schedule at the time of the Panama-Pacific Exposition in 1915.

I have carefully considered all the evidence and the exhibits presented at the hearing on this proceeding and am of the opinion and hereby find as a fact that the patronage accorded the scheduled boats and connecting trains, which are proposed to be discontinued has not resulted in revenue sufficient to meet the cost of operation and that the discontinuance of such scheduled ferry boats and connecting trains should be permitted under the conditions appearing in the following suggested form of order.

ORDER.

A public hearing having been held in the above

entitled proceeding, the matter having been duly submitted and the Commission being fully advised and basing its order on the finding of fact as appearing in the opinion which precedes this order.

IT IS HEREBY ORDERED that defendant, Southern Pacific Company, be and it hereby is authorized to discontinue the operation of the following scheduled ferry service and connecting interurban electric trains:

Leaving Alameda Pier for San Francisco at 5:46 A. M.

Leaving San Francisco for Alameda Pier at 1:15 A. M.

provided, however, that defendant, Southern Pacific Company, will be required at the time of discontinuing the train and ferry service now arriving at San Francisco from Alameda Pier at 6:05 A. M. to establish interurban train service from Alameda via Oakland Pier, such service to originate at a time which will permit of connection being made at Oakland Pier with the ferry steamer scheduled to arrive at San Francisco at 6:10 A. M.

IT IS HEREBY FURTHER ORDERED that the discontinuance of service herein authorized shall not be made effective until defendant, Southern Pacific Company, shall have given ten days notice to the traveling public by posting notices on all its steamers assigned to the Alameda Pier Route, at its Ferry Terminal in San Francisco, at all stations in Alameda, and by advertisement in newspapers of general circulation in the cities of San Francisco and Alameda.

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 31st
day of August, 1921.

H. B. Amador
H. D. Loveland
Erving Maston
Leola Rogers
J. F. Amador
Commissioners.