

Decision No. 27973

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of NORTHWESTERN PACIFIC RAILROAD COMPANY and PACIFIC GREYHOUND LINES, INC., for approval of an agreement for pooling their local passenger transportation services between San Francisco and Ukiah and intermediate points, including the points served by the branch line of Northwestern Pacific Railroad Company between Ignacio and Kenwood, exclusive of interurban service between San Francisco, San Rafael and intermediate points, and pursuant thereto to discontinue certain passenger train service of said Northwestern Pacific Railroad Company in said territory.

ORIGINAL

Application No. 19844.

In the Matter of the Application of PACIFIC GREYHOUND LINES, INC., a corporation, for authority to establish an optional route via Fulton.

Application No. 19865.

E. J. Foulds, for Applicant, Northwestern Pacific Railroad Company.

H. C. Lucas, for Applicant, Pacific Greyhound Lines, Inc.

E. A. Nissen, for Interested Parties.

Wade A. Wilson, for Sonoma Valley Chamber of Commerce.

CARR, COMMISSIONER:

O P I N I O N

In Application No. 19844 Northwestern Pacific Railroad Company and Pacific Greyhound Lines, Inc., request approval of an agreement covering the pooling of their local passenger transportation service between San Francisco and Ukiah and intermediate

points, including the points served by the branch line of Northwestern Pacific Railroad Company between Ignacio and Kenwood, but excluding the electric interurban service between San Francisco and Marin County points. The plan also involves the discontinuance of certain local passenger train service of Northwestern Pacific Railroad Company in said territory.

In Application No. 19865 Pacific Greyhound Lines, Inc., requests permission to establish optional routing of its bus service between San Francisco and Eureka, between Fulton corners and Mark West corners in order that service may be given to the Town of Fulton, in Sonoma County.

Public hearings on the two applications, which were ordered consolidated, were held in San Francisco on April 19th and on May 14th, 1935.

Northwestern Pacific Railroad Company performs passenger service between San Francisco and Eureka, as well as to Sonoma Valley points. These operations are in general paralleled by those of the Pacific Greyhound Lines, Inc. It is proposed herein to discontinue the local trains on the main line as far north as Ukiah and to the Sonoma Valley and coincident therewith augment the service of the Pacific Greyhound Lines, Inc. The trains proposed to be discontinued are:

1. Main Line from San Francisco:
No. 10 daily, except Saturday, from San Francisco to Santa Rosa.
No. 6 daily, San Francisco to Ukiah.
2. Main Line into San Francisco:
No. 9 daily, Santa Rosa to San Francisco.
No. 5 daily, except Sunday, Ukiah to San Francisco.
No. 7 Sunday only, Ukiah to San Francisco.
3. Branch Line between Ignacio and Kenwood:
Northbound trains Nos. 140 and 142, daily.
Southbound trains Nos. 141 and 143, daily.
(These trains being the only service on said railroad branch line).

With the discontinuance of these trains there will still remain in service two trains in each direction between San Francisco and Eureka, as well as trains on the Guerneville Branch.

It is proposed to pool the operations and earnings of local passenger traffic in accordance with the terms of an agreement entered into between applicants under date of January 30, 1935, a copy of which is attached to Application No. 19844.

Train and stage schedules will be rearranged to best meet traffic needs, including the making of connections with other carriers at San Francisco. Express shipments will be handled on the main line trains, as well as on passenger stages to and from Sonoma Valley points.

The Sonoma Valley Chamber of Commerce was the only protestant to the granting of these applications. However, after further consideration of the proposals, the protest was withdrawn.

With the withdrawal of trains Nos. 6 and 7, service to the Town of Fulton would be materially reduced. The State highway, over which Pacific Greyhound Lines, Inc., operates its passenger stages between San Francisco and Eureka, does not pass through Fulton. In order to give this community the benefit of passenger stage service, Pacific Greyhound Lines, Inc., proposes, in Application No. 19865, to establish an optional route through Fulton.

The record shows that a material operating saving can be effected if the changes proposed herein are put into effect and at the same time a slightly improved service to the riding public effected.

It is therefore concluded that the applications should be granted and the following form of Order is recommended.

O R D E R

Public hearings having been held on the above entitled

proceedings and the matters having been duly submitted and being now ready for decision,

IT IS HEREBY ORDERED

I. That Northwestern Pacific Railroad Company be and it is hereby authorized to discontinue the operation of the following passenger trains:

Main line from San Francisco:

No. 10, daily except Saturday, from San Francisco to Santa Rosa.

No. 6, daily, San Francisco to Ukiah.

Main line into San Francisco:

No. 9, daily, Santa Rosa to San Francisco.

No. 5, daily except Sunday, Ukiah to San Francisco.

No. 7, Sunday only, Ukiah to San Francisco.

Branch line between Ignacio and Kenwood:

Northbound, 140 and 142, daily, and

Southbound, 141 and 143, daily,

being the only passenger service on said railroad branch line,

subject, however, to the following conditions:

- (1) Applicant, Northwestern Pacific Railroad Company, shall give the travelling public not less than ten (10) days' notice of the discontinuance of said trains, by posting notices on said trains and at all stations affected.
- (2) Said discontinuance of trains shall be effected coincident with the commencement of operation of passenger bus service by Pacific Greyhound Lines, Inc., as proposed herein.

II. That the agreement entered into between Northwestern Pacific Railroad Company and Pacific Greyhound Lines, Inc., dated January 30, 1935, attached to and made a part of Application No. 19844 (Exhibit "A"), covering the pooling arrangement of operations and earnings be and the same is hereby approved, subject, however, to the following conditions:

- (1) Applicants shall, in accordance with the rules of this Commission, file tariffs, joint tariffs and time schedules prior to the commencement of operation under said agreement. Said tariffs shall be subject to the Commission's approval.

(2) Applicants shall, within thirty (30) days thereafter, notify this Commission, in writing, of the abandonment of said train service and the placing in effect of the pooling arrangement as specified in said agreement.

III. That Pacific Greyhound Lines, Inc., be and it is hereby authorized to establish an optional route on lines between San Francisco and Eureka (described as Route 17, in Decision No. 23244, in Application No. 16989), so as to serve the Town of Fulton, said optional route being described as follows:

Commencing at Mark West corners, thence via public road to Fulton, thence via public road to the State highway at Fulton corners and return via the same route

service over which optional route shall commence concurrently with the withdrawal of trains herein authorized.

Applicant shall file, in accordance with the rules of this Commission, time tables covering this optional route.

IV. That the Commission reserves the right to make such further orders relative to passenger service in the territory herein involved if, in its judgment, public convenience and necessity demand such action.

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 twenty (20) days from the date hereof.

Dated at San Francisco, California, this 20th day of May, 1935.

John A. ...
M. A. ...
M. B. Harris
Frank R. ...
Commissioners.