

Decision No. 20596

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the Application of  
SOUTHERN PACIFIC COMPANY for permission  
to discontinue operation of passenger  
trains Nos. 91 and 92 between Niland  
and Calexico.

Application No. 21699.

ORIGINAL

R. S. Myers, for Applicant.

R. B. Whitelaw, of Whitelaw & Whitelaw, for City  
of El Centro and El Centro Chamber of Commerce,  
Protestants.

Robert Hayes, for El Centro Chamber of Commerce,  
Protestant.

A. L. Seville, City Attorney for City of Brawley,  
Brawley Chamber of Commerce, and Associated  
Chambers of Commerce, Protestants.

George R. Kirk, City Attorney, for City of Calexico,  
and Calexico Chamber of Commerce, Protestants.

S. P. Williams, for City of Imperial, Protestant.

BY THE COMMISSION:

O P I N I O N

In this proceeding Southern Pacific Company requests permission to discontinue the operation of passenger trains Nos. 91 and 92, operating between Calexico and Niland, Imperial County.

A public hearing was held in this matter before Examiner Hall in El Centro, January 26, 1938.

Train No. 91 leaves Calexico daily at 9:45 A.M., stopping at El Centro, Imperial, Brawley, and Calipatria, and arrives at Niland at 11:05 A.M., at which point it connects with train No. 1 (Sunset Limited) for the west.

Train No. 92 leaves Niland at 3:15 P.M. for the above Imperial Valley points and arrives at Calexico at 4:35 P.M. This train makes connections with eastbound trains No. 12 (The Apache) and No. 2 (Sunset Limited), and westbound train No. 11 (Apache). In addition

there are two night trains, one in each direction, between Los Angeles and Imperial Valley points.

At the hearing applicant amended its application, providing that it would substitute, or cause to be substituted, passenger stage service between Niland and Calexico serving all railroad passenger stations, for the purpose of performing the same service which is now being performed by trains Nos. 91 and 92. All protestants withdrew their opposition to the granting of the application as amended.

Applicant showed that the operation of trains Nos. 91 and 92 (Exhibit 2) resulted in an annual out-of-pocket loss of approximately \$8,919, or a loss of 29.80¢ per train mile made up as follows:

EXPENSES:

Wages - Trainmen and enginemen	\$7,588
Fuel	1,775
All other	<u>5,072</u>

Total . . . . . \$14,435 or 48.23¢ P.T.M.

REVENUE:

Passenger	\$3,658
Mail	1,248
Express	<u>610</u>

Total . . . . . \$5,516 or 18.43¢ P.T.M.

Out-of-pocket Loss . . . \$8,919 or 29.80¢ P.T.M.

In addition, it was shown that trains Nos. 91 and 92 caused interference with freight trains and switching crews, particularly during the watermelon and cantaloupe seasons, and that the discontinuance of these trains and the inauguration of bus service would leave the line free for freight train operation during the daytime, thereby facilitating the movement of perishables.

The parties stipulated that there is a good paved highway between Niland and Calexico, which is suitable for passenger bus operation.

Applicant showed that bus service could be performed for approximately 25¢ per bus mile as against passenger train operating cost of about 48¢ per train mile.

It appears that the substituted passenger bus service proposed would reasonably meet the needs of Imperial Valley and that the amended application should be granted, provided, however, that trains Nos. 91 and 92 are discontinued concurrently with or after the establishment of the proposed bus service, and the following Order will so provide.

O R D E R

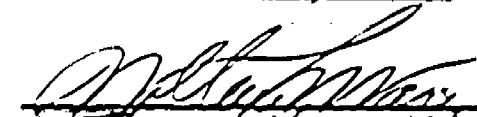
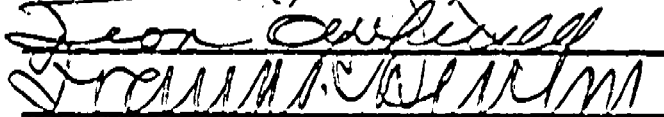
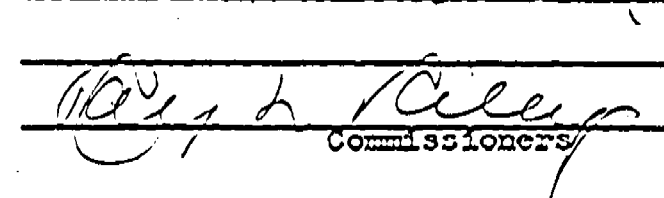
A public hearing having been held and the matter being under submission,

IT IS HEREBY ORDERED that Southern Pacific Company is authorized to discontinue the operation of trains Nos. 91 and 92 between Niland and Calexico, Imperial County, subject, however, to the following conditions:

- (1) Applicant shall not discontinue said trains until it has placed in operation, or caused to be placed in operation, a passenger stage service between Niland and Calexico. Said passenger stage operation shall serve all passenger stations of applicant and upon approximately the same schedule as now used by said trains, and shall make connections with main line trains at Niland substantially as at present.
- (2) Applicant shall give not less than ten (10) days' notice of said substitution of service by posting notice in trains Nos. 91 and 92 and at stations served by said trains.
- (3) Applicant shall, within thirty (30) days thereafter notify the Commission, in writing, of the change in service and of its compliance with the conditions hereof.
- (4) The authorization herein granted shall lapse and become void if not exercised within one (1) year from the date hereof, unless further time is granted by subsequent order.

The effective date of this Order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 7<sup>th</sup> day of February, 1938.

  
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Commissioners