

Decision No. 4263

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Investigation on the Com-)
mission's own motion into the service schedules)
of SOUTHERN PACIFIC GOLDEN GATE FERRIES, LTD.,) Case No. 4263.
between Hyde Street, San Francisco, and Sausa-)
lito.)

GEORGE W. GERHARD, for the Civic League of Improvement Clubs
and Associations.

F. M. McAULIFFE AND LLOYD W. DINKELSPIEL; RALPH O. MARRON,
for U. S. Webb, Attorney General, for the
California Toll Bridge Authority.

GEORGE H. HARLAN, and the firm of SLOSS, TURNER AND FINNEY,
for the Golden Gate Bridge and Highway District.

GEORGE HERRINGTON, for San Francisco Bay Toll Bridge Company.

GUY V. SHOUP, HARRY S. YOUNG, AND E. J. FOULDS, for the Southern
Pacific Golden Gate Ferries, Ltd.

HARRY S. YOUNG and JORDAN L. MARTINELLI, for the Anglo-California
National Bank.

JORDAN L. MARTINELLI, for the City Council of the City of
Sausalito, etc.

GEORGE FOURATT, for the Master Mates and Pilots.

C. R. SCHWANENBERG, City Manager, for the City of Alameda.

JOHN J. O'TOOLE, City Attorney, DION R. HOLM, Asst. City Attorney,
and N. RANDALL ELLIS, for the City and County
of San Francisco.

H. H. SANBORN, for himself as a stockholder.

HARRY EASON, as an individual.

BY THE COMMISSION:

O P I N I O N

The above-entitled proceeding deals with the matter of discontinuing night service by Southern Pacific Golden Gate Ferries, Ltd., between San Francisco and Sausalito.

Public hearings were held in this proceeding before either or both Commissioner Ware and Examiner Hunter on the following dates: Nov. 12th and 18th; Dec. 7th and 23rd, 1937; Jan. 4th, 5th, 6th, 25th, 26th, 27th, and 28th; Feb. 1st, 2nd, and 3rd, 1938. The matter was taken under submission February 3rd, 1938. Although this matter was heard on a common record with Cases Nos. 4204 and 4225, each case will be determined upon that portion of the record which is applicable to that particular case.

At the outset this carrier attempted to reduce its schedule of operation in accordance with the provisions of the Commission's General Order No. 87, which, in effect, provides that where service is reduced by a corporation operating ferries or vessels engaged as common carriers of persons and/or vehicles operating on regular schedule between points exclusively on the inland waters of this State, they shall give the public and the Commission not less than ten days' advance notice of such proposed reduction in service. The company filed such a notice with the Commission, under date of October 7, 1937, of its plan to reduce the service, particularly with

respect to night operations, to become effective October 17, 1937.⁽¹⁾

Under the proposed schedule, the last boat departs Sausalito at 10:00 P.M. and departs San Francisco at 10:30 P.M. Service is resumed from San Francisco at 5:00 A.M., and from Sausalito at 5:30 A.M.

(1) SAUSALITO - HYDE STREET ROUTE - PROPOSED SCHEDULE CHANGE

<u>LEAVE HYDE ST., SAN FRANCISCO</u>		<u>LEAVE SAUSALITO</u>	
<u>Present</u>	<u>Proposed</u>	<u>Present</u>	<u>Proposed</u>
Every 20 Min.	5:00 AM	Every 20 Min.	5:30 AM
6:00 AM	6:00 AM	5:30 AM	Then every 30
to		to	min. until
7:00 PM	Then every 30	6:30 PM	7:30 AM
	min. until		
Then every 30	8:00 AM	Then every 30	Then every 20
min. until		min. until	min. until
9:00 PM	Then every 20	8:30 PM	7:30 PM
	min. until		
Then hourly until	7:00 PM	Then hourly until	Then
4:00 AM		5:30 AM	8:00 PM
	Then every 30		8:30 PM
Then every 30	min. until	Then every 30	9:00 PM
min. until		min. until	
6:00 AM	9:30 PM		Then Last Boat
	Then Last Boat		at
	at		10:00 PM
	10:30 PM		

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Three protests were received by this Commission relative to the proposed reduction in service.⁽²⁾ Upon receipt of these protests, the Commission instituted the above-entitled investigation October 15, 1937, and placed the matter for public hearing, which is the subject of this decision.

It is clear from this record that the Sausalito line is now operated at a substantial out-of-pocket loss, which has endured over the past several months. The discontinuance of the night service, according to the record, will reduce this loss, in part, to the extent of about \$115 per day.

Although many resolutions were introduced in the common record of the instant and related cases by City Councils, Board of Supervisors, Service Clubs, Real Estate Boards, etc., to the effect that the retention of ferry service was desirable, no specific protest was made opposing the company's proposed reduction in night service.

The record shows that the carrying out of the company's plan to reduce night service would not only improve its earning position, but would also increase the earnings of the Golden Gate Bridge.

Other than the matters referred to above, no opposition developed to the granting of the request of Southern Pacific Golden Gate Ferries, Ltd., for authority to curtail night service.

(2) One of such protests, filed by the Golden Gate Bridge and Highway District, reads in part as follows:

"The grounds of this protest are: That the matter of the curtailment and diminution of said ferry service is germane to and interwoven with the question of the rates to be charged by such Southern Pacific Golden Gate Ferries, and in fact constitutes an integral part of the problem which is to be investigated and determined at said hearing on November 12, 1937."

A second protest, received from a commuter, states that this discontinuance of the automobile ferry would require him leaving Fairfax at 9:17 PM in lieu of 10:02 PM., to make through train and boat connections to San Francisco, where he reports for work at midnight.

A third protest is to the effect that the removal of the night automobile ferries would eliminate all ferry service from San Francisco to Sausalito after 12:45 A.M., at which time the last passenger boat of the Northwestern Pacific departs.

As the ferry company is sustaining substantial out-of-pocket losses, of which the night service constitutes a material part, it appears that, regardless of this Commission's pending decisions in the related cases, the continuance of the out-of-pocket loss due to night operation serves no purpose and works a financial hardship upon the ferry company without any commensurate advantage to the general public or to the Golden Gate Bridge and Highway District.

A careful review of this record leads to the conclusion that the Commission should authorize Southern Pacific Golden Gate Ferries, Ltd., to put into effect the revised schedule set forth above in Footnote 1, and the following Order will so provide.



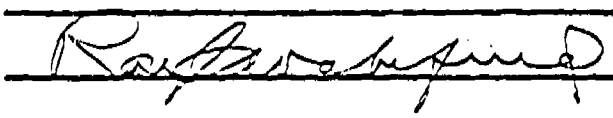
O R D E R

A public hearing having been held on the above-entitled matter,

IT IS HEREBY ORDERED that Southern Pacific Golden Gate Ferries, Ltd., is hereby authorized to put into effect the revised schedule of operation set forth in Footnote No. 1 of the preceding Opinion, such change in schedule to become effective upon not less than ten (10) days' notice to the public, by posting notices in all ferry boats operated on this line and at the terminals in San Francisco and Sausalito, and to this Commission.

The effective date of this Order shall be the date hereof.

Dated at San Francisco, California, this 21st day of March, 1938.

Commissioners