

Decision No. 31631.

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of )  
SOUTHERN PACIFIC GOLDEN GATE FERRIES, LTD.)  
for authority to abandon its vehicular ) Application No. 22256  
ferry services between San Francisco and )  
Alameda. )

E. J. FOULDS, for Applicant

H. ALBERT GEORGE, City Attorney, and R. L. VAUGHAN,  
Special Counsel, for the City of Alameda, Protestants.

BY THE COMMISSION:

O P I N I O N

In this application Southern Pacific Golden Gate Ferries, Ltd. requests authority to abandon its vehicular ferry service between San Francisco and Alameda.

Public hearings were held in this proceeding before Examiner Hall on November 15, 1938, in Alameda, and on December 7, 1938, in San Francisco, on which latter date the matter was submitted.

Applicant conducts a vehicular ferry service between San Francisco and Oakland, and also between San Francisco and Alameda. At the present time the latter service is performed by means of the passenger ferries of Southern Pacific Company for the account of applicant, vehicles being carried on all boats of Southern Pacific Company except those carrying peak loads of commuters from Alameda in the morning and from San Francisco in the evening.

Southern Pacific Company was granted authority by this Commission in Decision No. 28671, Application No. 19704, and by the Interstate Commerce Commission in Finance Docket No. 11164, to abandon its ferry service between San Francisco and Alameda upon the commencement of transbay interurban service by the Interurban Electric Railroad Company over the San Francisco-Oakland Bay

Bridge. If applicant were to continue ferry service between San Francisco and Alameda after the commencement of transbay interurban service over San Francisco-Oakland Bay Bridge, it would be necessary for it thereafter to operate its own vessels.

Applicant contended that the amount of business derived from the Alameda service did not warrant the placing of its own vessels in this service and that the amount of revenue would in no wise compensate it for the cost of performing the same.<sup>(1)</sup> Applicant further contended that Alameda patrons could be handled on its Oakland Pier route by using the Posey Tube and 7th Street, Oakland, a somewhat longer highway distance.

The City of Alameda protested the complete abandonment of this vehicular service, its contention being that applicant should, upon the abandonment of Southern Pacific Ferries, perform vehicular service during the morning and evening rush hours. It was the city's opinion that applicant could divert one of the boats from its Oakland Pier route to perform this service without materially increasing applicant's over-all operating costs. It was protestant's conviction that sufficient morning and evening traffic could be attracted to pay for this restricted service and that, inasmuch as applicant is not now performing this service with its own boats during these peak hours, a trial at least should be made to ascertain if such service would pay the out-of-pocket costs.

In support of its contention the city presented evidence to show that there is a great congestion of vehicular traffic in the Posey Tube during the hours of peak traffic and should the city

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(1) Exhibit No. 2 shows that for the year 1937 the revenues from this service amounted to \$14,953.14, and it is estimated that the cost of providing a service by one boat would be over \$50,000 per year. This exhibit also shows the revenues for the first nine months of 1938 were \$19,928.14.

be without direct vehicular ferry service to and from San Francisco, the necessary use of the Posey Tube to reach either the Bay Bridge or the Oakland Pier ferry route would further congest traffic in the tube and increase the travel time between Alameda and San Francisco.

It was developed that a government air base is under construction in Alameda not far from the Alameda Pier which, when placed in operation, will employ about 2,500 civilians and about 2,000 enlisted men. This will not only add to the congestion in the Posey Tube but will augment the ferry's automobile traffic.

Applicant contended that if it operated one or more boat trips from Alameda to San Francisco in the morning, and similar service in the opposite direction in the evening, it would not only operate at a loss but would restrict its Oakland Pier service.

Applicant's showing of financial loss is based on the number of vehicles now transported by means of Southern Pacific Company's boats, but as such boats carry no vehicular traffic during the hours when there is greatest need for such a service, there are no means of ascertaining from the evidence before us the extent of the traffic which would be enjoyed were service rendered during and limited to the morning and evening peak hours. It is evident that only by actual test can we determine the adequacy of such a service or the effect upon the revenues of applicant.

It is concluded, therefore, that applicant should not be allowed to totally abandon its Alameda-San Francisco service but should be allowed to reduce the service to not less than one boat trip in each direction daily (excluding Sundays and holidays) between Alameda and San Francisco, and upon a schedule as hereinafter provided.

The application will therefore be denied, and permission is

granted for the reduction in service between Alameda and San Francisco.

O R D E R

A public hearing having been held and the matter having been duly submitted

IT IS HEREBY ORDERED that the application is denied.

IT IS HEREBY FURTHER ORDERED that Southern Pacific Golden Gate Ferries Ltd. is authorized to reduce its vehicular ferry service between Alameda and San Francisco to not less than the following:

1. Alameda to San Francisco, Monday to Saturday, inclusive, one boat trip each day, leaving Alameda at approximately 8:00 A.M.
2. San Francisco to Alameda, Monday to Friday, inclusive, one boat trip each day, leaving San Francisco at approximately 5:20 P.M.
3. San Francisco to Alameda, Saturdays only, one boat trip leaving San Francisco at approximately 12:20 P.M.
4. Sundays and holidays, no service.

IT IS HEREBY FURTHER ORDERED that applicant is authorized to file its time schedules for said reduced service on not less than one (1) day's notice to the Commission and the public,

For all other purposes the effective date of this Order shall be the date hereof.

Dated at San Francisco, California, this 9<sup>th</sup> day of January, 1939.

Robert W. [Signature]  
Frank R. [Signature]  
Ray L. [Signature]  
[Signature]  
Justin J. [Signature]  
Commissioners