

Decision No. 32285

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
SOUTHERN PACIFIC COMPANY to discon-)
tinue certain passenger trains)
operating between San Francisco and)
Martinez.)

Application No. 22916

ORIGINAL

BY THE COMMISSION:

R. S. MYERS, for Applicant.

HARRY SEE, for Brotherhood of Railroad Trainmen and
Brotherhood of Railroad Telegraphers.

O P I N I O N

By letter received July 18, 1939, applicant Southern Pacific Company notified the Commission of certain proposed changes in passenger train service to be made effective August 1, 1939, on the Western, Sacramento, San Joaquin, and Los Angeles Divisions, with notices to be posted in accordance with General Order No. 27-A.

Considerable protest on behalf of the public was received in connection with the contemplated curtailment of service and by letter dated July 26, 1939, applicant amended the proposed changes in service to become effective August 1, 1939. On August 11, 1939, Application No. 22916 was filed with the Commission requesting authorization for the discontinuance of operation of trains Nos. 203 and 205 operating between Martinez and Oakland Pier with boat connection to San Francisco, and trains Nos. 206 and 282 operating from Oakland Pier to Martinez with boat connection from San Francisco to Oakland Pier, said trains operating daily except Sundays and holidays.

It was alleged by applicant that insufficient traffic was being handled to justify continued operation.

A public hearing was held before Examiner Jenkins on

September 6, 1939, in Richmond. Witnesses for applicant submitted evidence indicating the traffic cost and revenue characteristics of the trains under consideration.

Protests were received both by petition and individual persons in opposition to the proposed discontinuance of passenger service, generally upon the basis that the patrons now availing themselves of that service are predominantly commuters and that curtailment of the local schedules as proposed would result in their being forced to avail themselves of other modes of less convenient transportation. Applicant contended that no serious hardship would result from the changes proposed in that there will still be available through schedules of Southern Pacific Company with arrivals and departures approximating very closely those of the existing local trains proposed for discontinuance. It was further pointed out that there are also available motor coach schedules of Pacific Greyhound Lines operating between the various East Bay points involved and San Francisco via the Bay Bridge and also Transbay motor coach schedules of Key System.

Cost studies were submitted by applicant prepared on an annual out-of-pocket basis covering operation of the four trains involved between Oakland Pier and Martinez showing the average cost per train mile to be 88.50¢. Similarly evidence was submitted showing the annual revenue derived from the operation of these trains to be only 25.46¢ per train mile. Traffic studies were submitted by applicant to show the number of revenue passengers handled on these four trains for the period August 9 to 29, 1939, inclusive (18 days excluding Sundays), to be as follows:

Train No.	Destination	Passengers	
		Total	Aver. per Day
205	Martinez to San Francisco	416	23
282	San Francisco to Martinez	715	40
203	Martinez to San Francisco	989	55
206	San Francisco to Martinez	<u>652</u>	<u>36</u>
Total		2,772	154

Each of the trains considered for removal from service consists of a combination gas-electric locomotive and passenger car and one trailer, the seating capacity of the former being 30 passengers and that of the latter 60 passengers, or a combination per train of 90. Although in most instances it would be possible to operate these trains without the trailer, no reduction could be made in crew cost and the overall reduction would fall far short of being sufficient to offset the differential between revenue and out-of-pocket cost now experienced.

Based upon studies submitted, on train No. 205, departing from Martinez at 6:10 A.M. destined to San Francisco, 76% of the passengers were carried between Richmond and San Francisco. On train No. 203, departing from Martinez at 6:25 A.M. and destined to San Francisco, approximately 10% of the passengers were handled between Richmond and San Francisco, 21% between Crockett and San Francisco, 16% between Martinez and San Francisco, and 15% between Martinez and Crockett. On train No. 282, departing from San Francisco at 4:15 P.M. destined to Martinez, 14% were carried between San Francisco and Crockett, 14% between San Francisco and Martinez, 19% between Crockett and Martinez, and 12% between Crockett and Port Costa. On train No. 206, departing from San Francisco at 5:20 P.M. destined to Martinez, approximately 49% were carried between San Francisco and Richmond, and 21% between

San Francisco and Crockett.

This indicates that an appreciable percentage of the total passengers handled travel between Richmond and San Francisco. There is available to those passengers frequently scheduled Key System motor coach service, motor coach service of Pacific Greyhound Lines, and through trains of applicant.

At the present time applicant affords transportation to its patrons utilizing the trains herein considered for discontinuance at commutation rates of fare which on a per-ride basis is considerably less than those rates of fare on other modes of transportation herein mentioned. The record herein indicates that there is an insufficiency of patronage of these four trains to justify their continuance in operation and although it is realized that removal of such service will result in inconvenience to a number of those persons now utilizing the schedules, the carrier cannot be expected to continue operations wherein the revenues derived fall far short of the out-of-pocket costs incurred. Improvement of other modes of transportation in recent years has resulted in a large diversion of patrons from applicant's facilities. Construction of the San Francisco-Oakland Bay Bridge, together with vast improvements in the highway system connecting that bridge with the areas served by applicant in the territory herein considered, has provided access between San Francisco and those areas by both private automobile and common carrier motor coach lines at a great reduction in travel time. As a consequence many persons who theretofore utilized facilities of applicant are now traveling over the highways and those patrons who have chosen to continue use of the rails are insufficient in number to justify continuation of that service. It therefore appears from this

record that the application for discontinuance of service as requested be granted.

O R D E R

Public hearing having been held and the matter having been submitted,

IT IS HEREBY ORDERED that Southern Pacific Company is hereby granted authority to abandon and discontinue the operation of trains Nos. 203 and 205 operated between Martinez and San Francisco and trains Nos. 206 and 282 operated between San Francisco and Martinez upon not less than ten (10) days' notice to the public by posting notices in said trains.

Applicant shall within thirty (30) days thereafter notify this Commission in writing of the abandonment of the passenger service authorized herein and of its compliance with the conditions hereof. 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 19th day of September, 1939.

Paul J. Quinn
Frank J. Quinn
Arthur J. Quinn
Justin J. Quinn
Commissioners