

Decision No. 23662

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
SANTA FE TRANSPORTATION COMPANY, a)
California corporation, for permission)
to suspend or abandon service as a)
common carrier for the transportation)
of passengers between San Francisco)
and Stockton via Antioch.)

Application No. 23662.

ORIGINAL

ROBERT BRENNAN and WILLIAM F. BROOKS, for
Applicant Santa Fe Transportation Company.

WAKEFIELD, Commissioner:

O P I N I O N

By this application the Santa Fe Transportation Company seeks authority to abandon service as a common carrier for the transportation of passengers at intermediate points between San Francisco and Stockton via its Antioch route.⁽¹⁾ A public hearing was had at Stockton on September 12, 1940, at which time testimony was offered by applicant in support of the application. No one appeared at the hearing in protest to the granting of the authority sought.⁽²⁾

Applicant offered in evidence an exhibit showing the

(1) By Decision No. 30790 of April 18, 1939, in Application No. 20170 and related proceedings, applicant was authorized, among other things, to transport passengers by motor coach between San Francisco and Stockton via alternate routes, one through Antioch and the other through Tracy.

(2) The instant application as filed, seeks authority in the alternative, "to suspend for a period of one year or to abandon" the existing service. Applicant orally amended the application at the hearing and asked that the proceeding be considered solely as an application for abandonment of service via the Antioch route.

chronological history of its motor coach schedules for passenger transportation service instituted on and after July 1, 1938, between San Francisco and Stockton via Antioch. The exhibit shows that originally, two schedules were inaugurated between the terminals in each direction. Later, the applicant cancelled one schedule and changed the remaining schedule several times in an effort to attract a greater portion of the traveling public.

Applicant offered another exhibit showing the subnormal revenue received from ticket sales at intermediate points between the terminal cities of San Francisco and Stockton via the Antioch route, for the six months' period ended June 30, 1940. (3)

An exhibit showing total revenue on bus operations between San Francisco and Stockton for the period July to December, 1939, inclusive, indicates that applicant sustained an operating loss of \$6,227.16 on its Antioch route. For the six-month period ended June 30, 1940, the corresponding loss was \$6,057.44.

The operating distance between San Francisco and Stockton via Antioch is 93 miles, whereas the route via Tracy is only 88 miles between the same points.

The witness asserted that applicant's operations in the State as a whole are not sufficiently profitable to support the operation of unproductive routes. In this connection, he stated that the company operated at a net loss for the past year, although a small profit was realized in the last three months.

Applicant concluded its presentation by pointing out

(3) The gross revenue upon the intermediate business for this period by months was as follows: \$122.30, \$103.24, \$113.18, \$116.07, \$133.00, \$137.29.

22668

that the gross revenue per mile in the affected territory, for the two year period from July 1938 to June 1940, including through passengers, was \$.059 per mile eastbound and \$.0699 per mile westbound. The witness contrasted these revenues per mile, with the average costs per mile of approximately 21 cents, including depreciation, and 18 cents per mile, excluding depreciation, experienced on the Antioch route. (4)

A review of the evidence indicates that applicant has reasonably endeavored to operate regular schedules between San Francisco and Stockton via Antioch and has readjusted its hours of arrival and departure to induce additional passenger traffic and to meet the needs of the traveling public. It appears, moreover, that the experience gained by applicant from more than two years' operation of such service has demonstrated that the maintenance of this particular route is not now justified, nor will its operation be justified for the future. Passengers between San Francisco and Stockton appear to prefer applicant's service via the shorter route through Tracy and Manteca and applicant proposes, in the event the abandonment here sought is authorized, to continue the latter service.

In addition, it appears that the traveling public between San Francisco and Stockton and between the latter points on the one hand and intermediate points via Antioch on the other hand will not, in the event of said abandonment, be deprived of adequate passenger transportation service. Common carriers now operating between these points via Antioch are sufficient in number and

(4) Applicant has no interstate operative rights over the Antioch route, and the certificate granted by Decision No. 30790 contains certain limitations which prevent the applicant from developing all of the local business which might otherwise be experienced on that route.

adequate in facilities to care for the traffic offered. With the abandonment of service by applicant, the route in question will be served in whole or in part by the Pacific Greyhound Lines, The Atchison, Topeka & Santa Fe Railway Company, the Southern Pacific Company, the Sacramento Northern Bus Line, River Auto Stages, the Key System, and the East Bay Transit Company.

F I N D I N G S

Upon the record herein, the evidence supports a finding of fact that public convenience and necessity justify the abandonment by the Santa Fe Transportation Company of that portion of its operative rights for the transportation of passengers, baggage and express between San Francisco and Stockton on the one hand, and intermediate points thereto via Antioch, on the other hand.

I recommend the following form of order.

O R D E R

The Santa Fe Transportation Company having requested authority to abandon service as a common carrier for the transportation of passengers between San Francisco and Stockton and intermediate points via its Antioch route, a public hearing having been had thereon on September 12, 1940, after due notice thereof, and having considered the evidence submitted at such hearing,

IT IS ORDERED that the Santa Fe Transportation Company be and it is hereby authorized to discontinue and abandon service as a common carrier for the transportation of passengers by automotive vehicle, between San Francisco and Stockton and intermediate points via the Antioch route.

IT IS FURTHER ORDERED that Santa Fe Transportation Company cancel all time schedules and tariffs insofar as they contain rates

rules and regulations for the transportation of persons between San Francisco and Stockton, on the one hand, and intermediate points, via Antioch, on the other hand, said cancellation to become effective within ten (10) days after the effective date of this order and on not less than five (5) days' notice to the Commission and to the public.

This order shall become effective ten (10) days after the date hereof.

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 24th day of September, 1940.

Ray & Pien
Frank Allen
Ray & Pien
H. Bell
Justin J. Casmen
Commissioners.