

ORIGINAL

Decision No. 21414

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of SANTA FE)
TRANSPORTATION COMPANY, a California Corpora-)
tion, to revise certain running time, reduce)
certain passenger stage service, and eliminate) Application No. 29034
certain passenger stage schedules between San)
Francisco and Los Angeles, and between Los)
Angeles and San Diego.)

WILLIAM F. BROOKS and JOHN B. KRAMER, for Applicant
RODERICK J. WILSON, for various Chambers of Commerce and others
VERNON E. JEFFRIES, Protestant
F. G. PELLETT, State Representative, Brotherhood of Railroad
Trainmen, interested party
WALTER A. RHODE, San Francisco Chamber of Commerce, interested party.

O P I N I O N

The Santa Fe Transportation Company filed with this Commission revised timetables to become effective December 10, 1947, in which applicant proposed to eliminate certain schedules in its operations between San Francisco and Los Angeles, and also between Los Angeles and San Diego, in the State of California. Due to the fact that protests were received, these timetables were rejected by the Commission, and applicant thereafter, on January 23, 1948, filed the above-numbered application asking for authority to eliminate certain schedules, or portions of schedules, and to make certain revisions in its remaining schedules.

Public hearings were held in this matter in Los Angeles, on February 9, 1948, and in San Francisco on February 10, 1948. The matter was then submitted upon the filing of statements by the parties if they so desired. One statement was filed and the matter is ready for determination.

The Santa Fe Transportation Company operates intrastate passenger stage service over various routes between San Francisco and Los Angeles, and between Los Angeles and San Diego. The schedules now in effect are on file with this Commission in accordance with the provisions of General Order No. 93-A, and were incorporated in the record of this proceeding.

Applicant proposes to eliminate or change the following schedules:

1. Schedule No. 64

It is proposed to eliminate a portion of this schedule from San Francisco to Merced, which schedule leaves San Francisco at 2:45 a.m. and arrives at Merced at 6:50 a.m.

2. Schedule No. 101

It is proposed to discontinue this schedule from Merced to San Francisco which leaves Merced at 8:08 p.m. and arrives at San Francisco at 12:30 a.m.

3. Schedule No. 104

It is proposed to eliminate this schedule which leaves San Francisco at 11:45 a.m. and arrives at Los Angeles at 11:00 p.m.

4. Schedule No. 76

It is proposed to change this schedule to leave San Francisco at 11:30 a.m. and arrive at Los Angeles at 11:55 p.m., and to eliminate all stops between Plaza (in the vicinity of Goshen Junction) and Los Angeles, except Bakersfield and Lebec. At the present time this schedule leaves San Francisco at 11:30 a.m. and arrives at Los Angeles at 12:25 a.m.

5. Schedule No. 83

It is proposed to eliminate this schedule. At present it leaves Los Angeles at 4:30 p.m. and arrives in San Francisco at 5:15 a.m.

6. Schedule No. 94

It is proposed to change this schedule in order that it leave San Francisco at 11:00 a.m. and arrive at Porterville at 7:18 p.m. and to re-route it through Stockton from Tracy to Manteca. At present this schedule leaves San Francisco at 10:00 a.m. and arrives at Porterville at 7:18 p.m. via Stockton.

7. Schedule No. 2

It is proposed to eliminate this schedule which leaves Los Angeles at 1:45 a.m. and arrives in San Diego at 5:00 a.m.

8. Schedule No. 4

It is proposed to change this schedule so that the bus will leave Los Angeles at 2:00 a.m. and arrive at San Diego at 5:30 a.m., instead of as at present leaving Los Angeles at the same time but arriving in San Diego at 5:50 a.m., or twenty minutes later than at present.

9. Schedule No. 17

It is proposed to eliminate this schedule which leaves San Diego at 12:15 p.m. and arrives at Los Angeles at 4:20 p.m.

10. Schedule No. 126

It is proposed to change this schedule so that it will leave Manteca at 9:55 p.m. and arrive at Stockton at 10:25 p.m. At present this schedule leaves Manteca at 10:00 p.m. and arrives at Stockton at 10:30 p.m.

11. Schedule No. 77

It is proposed to make minor revisions in the operating time of this schedule between Delano and Fresno; however, departure time from Los Angeles at 1:15 p.m. and arrival time at San Francisco at 2:10 a.m. will not be changed.

12. Schedule No. 27

It is proposed to make minor revisions in this schedule between San Diego and Los Angeles. The 5:15 p.m. departure time from San Diego will not be disturbed but the arrival time in Los Angeles will be changed from 8:30 p.m. to 8:45 p.m.

13. Schedule No. 29

A minor change is proposed in this schedule between San Diego and Los Angeles and it will not be routed via La Jolla. The 5:25 p.m. departure time from San Diego will not be disturbed but the arrival time at Los Angeles will be changed from 9:30 p.m. to 9:15 p.m.

14. Schedule No. 33

A minor change is proposed in this schedule between San Diego and Los Angeles, to be routed via La Jolla. The 7:15 p.m. departure from San Diego will not be changed but the arrival time in Los Angeles will be changed from 11:05 p.m. to 11:20 p.m.

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Applicant produced testimony as well as Exhibits 1 to 10 inclusive, showing that the rearrangement of certain schedules and the elimination of others would not seriously inconvenience the traveling public in the areas involved.

We will not go into detail as to the various changes involved as they are fully explained in Exhibits 1 to 8 inclusive.

The granting of this application was protested by counsel purporting to represent many individuals, cities, and Chambers of Commerce, but only one witness appeared in protest although notice required by the Commission was posted in all of the buses of applicant on the schedules herein involved and also on all other schedules in the area affected. The record shows that in the case of this one witness the proposed changes in service would not affect his travel needs as the schedules he uses between Tracy and Oakland will not be disturbed.

We have given careful consideration to the entire record and it is concluded, after comparison of the existing and proposed timetables, a study of the traffic handled on the schedules involved, and public convenience and necessity requirements of the traveling public, that the request is reasonable and the application should be granted.

ORDER

A public hearing having been held and the matter being under submission, IT IS HEREBY ORDERED that the Santa Fe Transportation Company be and it

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	Ex. 1	Ex. 2	Ex. 3	Ex. 3	Ex. 4	Ex. 5	Ex. 6	Ex. 6	Ex. 7
	Sch. 64	Sch. 101	Sch. 76	Sch. 104	Sch. 83	Sch. 94	Sch. 2	Sch. 4	Sch. 17
Rev. per Mile *	\$.215	\$.195	\$.205	\$.326	\$.236	\$.206	\$.387	\$.257	\$.258
System Cost Per Mile	* .315	.315	.315	.315	.315	.315	.315	.315	.315

* Average for 5 Months - February, April, June, September, and November 1947.

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is hereby authorized to modify its schedules as hereinbefore outlined and more particularly described in the application.

This authorization shall lapse and become void if not exercised within one year from the date hereof.

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

Dated at San Francisco, California, this 30th day of March, 1948.

R. J. Anderson
Justin J. Quince
Joseph J. Quince
Harold Hill
Harold J. Pottier
 Commissioners