

Decision No. 45237

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 THE ATCHISON, TOPEKA AND SANTA FE)
 RAILWAY COMPANY (COAST LINES), SAN)
 DIEGO & ARIZONA EASTERN RAILWAY COMPANY,)
 SOUTHERN PACIFIC COMPANY (PACIFIC LINES),)
 and THE WESTERN PACIFIC RAILROAD COMPANY,)
 for authority to cancel one-way and)
 round-trip intermediate-class passenger)
 fares, also mixed-class passenger fares)
 involving intermediate class in part, as)
 published in the respective tariffs.)

Application No. 31852

Appearances

E. J. Foulds, for applicants.
 James K. Gibson, for the
 Commission's Staff.

OPINION AND ORDER

In this proceeding, applicants seek authority to cancel one-way and round-trip intermediate-class passenger fares applicable intrastate in California as set forth in the applicants' respective tariffs on file with the Commission.

A public hearing in this matter was held in San Francisco before Examiner Lake on December 21, 1950.

The applicants' testimony in substance was that the operation of tourist-car service, for which the intermediate-class fares are applicable, has generally been discontinued throughout the country. As new trains and equipment have been ordered, the rail carriers have deemed it inadvisable to include any tourist sleeping cars as part of the replacement program. While intermediate-class fares are in effect between points on the lines of the applicants, tourist-car

service is actually operated only by Southern Pacific Company between San Francisco and Los Angeles on Trains Nos. 57 and 58.¹ It is the purpose of this company to discontinue the use of tourist cars on Trains Nos. 57 and 58. Thereafter, there will be no need for the fares herein sought to be canceled.²

The discontinuance of the fares here in issue will not, according to a witness for Southern Pacific Company, deprive passengers of service between the points involved. The witness pointed out that passengers would have their choice of standard sleeping car service, or chair car or coach service. A statement presented by the witness showing the number of commercial intermediate-class tickets sold for California intrastate travel in regular tourist cars between San Francisco and Los Angeles during October and November, 1950, indicates that the daily average California intrastate commercial tourist car passengers was 5 and 7, respectively.³

No one opposed the granting of the authority sought.

With the discontinuance of tourist-car service on Trains Nos. 57 and 58, there will be no further need for continuing the intermediate-class fares. The proposed cancellation of these fares has been justified and should be granted.

Therefore, good cause appearing,

¹ Tourist car service is also operated on certain transcontinental passenger trains. Their schedules, however, are not conducive to sleeping car travel intrastate in California. This service is proposed to be canceled on January 1, 1951.

² It was pointed out that the tourist-car service would be discontinued concurrently with the cancellation of the fares.

³ In addition tourist car service was used by military personnel and pass holders.

IT IS HEREBY ORDERED that the above-entitled application,
as amended, be and it is hereby granted.

This order shall become effective twenty (20) days after
the date hereof.

Dated at Los Angeles, California, this 9th day of
January, 1951.

R. Z. Anderson
Justin F. Craven
Harold A. Kibb
Herbert P. Pitts

Commissioners