

ORIGINAL

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Decision No. _____

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of SOUTHERN PACIFIC
COMPANY to change schedule of
passenger train No. 57 between
Los Angeles and San Francisco.

Application No. 45762

O P I N I O N

Southern Pacific Company seeks the Commission's authority to change the schedule of its westbound Owl Train No. 57. The Owl operates via the San Joaquin Valley Line from Los Angeles to San Francisco. A schedule attached to the application reveals the present and proposed schedules at key points. The proposed changes are indicated below (all times, Pacific Standard Time):

	<u>Present</u>	<u>Proposed</u>
Leave Los Angeles	6:25 PM	9:30 PM
" Bakersfield	11:45 PM	3:05 AM
" Fresno	2:15 AM	5:20 AM
" Los Banos	3:27 AM	6:32 AM
" Tracy	4:35 AM	7:37 AM
" Martinez	5:35 AM	8:32 AM
" Oakland	7:00 AM	9:40 AM
Arrive San Francisco	7:35 AM	10:10 AM

Applicant alleges three principal reasons in support of its request. First, the later departure of Train No. 57 from Los Angeles will permit a later Los Angeles gathering and provide next-day delivery for more head end traffic to San Joaquin Valley points. Second, it will provide a more convenient meet at Martinez, instead of at Oakland, with the applicant's Train No. 10 (Shasta Daylight). The schedules compare as follows:

	<u>Train No.</u>	<u>Present</u>	<u>Proposed</u>
Leave Los Angeles	57	6:25 PM	9:30 PM
Arrive Martinez	57	5:26 AM	8:27 AM
Leave Martinez	10	8:45 AM	9:00 AM
Arrive Portland	10	11:25 PM	11:40 PM

One of the present principal uses of Train No. 57 is made by passengers traveling to Portland, Oregon, and northern points, by transfer at Oakland to Train No. 10. Third, the proposed 9:30 PM departure from Los Angeles will permit connection at Los Angeles with Santa Fe Trains Nos. 77 and 79 (San Diegan) from San Diego which is not presently available.

There were two protests. The first, by a railway labor union which requested a hearing to determine how mail from the east would be handled. Since this question is one primarily for the United States Post Office it does not appear a good reason for holding a hearing. ✓

The other protest came from a passenger who resides in Fresno. He pointed out that the service from Los Angeles to Bakersfield, Tulare and Fresno and from those points to Oakland and San Francisco will be at a less convenient hour. It may be taken as axiomatic that any substantial change in a passenger train schedule will inconvenience some and increase the convenience of others. In the Commission's opinion the public benefits from this change will far outweigh the inconveniences. ✓

The Southern Pacific Company had previously filed a proposed timetable under General Order No. 27-B, to become effective September 1, 1963, which provided for changes in schedules of Owl Train No. 57, Lark Train No. 75 and Shasta Daylight Train No. 10 as well as rerouting of Owl Trains Nos. 57 and 58 to operate via Merced instead of Los Banos. Passengers between Los Angeles and

Portland were to have been routed via Lark Train No. 75 to San Francisco and bus to Oakland for transfer to the Shasta Daylight Train No. 10. Numerous protests were received regarding this proposal and the Commission rejected the timetable filing. The subject application proposal substantially eliminates the objectionable features of the previous timetable filing.

The Commission finds that:

1. A public hearing is not necessary.
2. For a majority of passengers using the Owl the proposed schedules would provide more convenient service.
3. Inhabitants of Orange and San Diego Counties will acquire an improved all rail service to Sacramento Valley and Oregon points.
4. The convenience of passengers from Los Angeles and vicinity desiring to travel to Sacramento Valley and Oregon points will be increased, and the company should assure the transfer connection at Martinez.
5. The service on head end traffic from Los Angeles to San Joaquin Valley points will be enhanced by the later departure.
6. Public convenience and necessity require that the sought authority be granted.

The Commission concludes that:

1. The application should be granted.
2. Such authority should be in effect at the time when Daylight Saving Time ends in California, namely October 27, 1963.

O R D E R

IT IS ORDERED that Southern Pacific Company is authorized to make the changes in the schedule of its Train No. 57, the westbound "Owl", as proposed in the application, in timetables to be effective October 27, 1963.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 4th day of October, 1963.

William W. Bennett
 President

John Mitchell

George L. Groves

Frederick B. Haloboff
 Commissioners