

Decision No. 68920**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of SOUTHERN PACIFIC
COMPANY to discontinue the
operation of passenger trains
Nos. 151 and 154 between San Jose
and Los Angeles.

Application No. 47246
(Filed January 11, 1965)

John MacDonald Smith, for Southern Pacific Company,
applicant.

James E. Howe, for the Brotherhood of Railroad
Trainmen, AFL-CIO, and on behalf of J. L. Evans,
for the Brotherhood of Locomotive Firemen and
Enginemen, protestants.

Orville Wright, for the City of San Francisco
interested party.

Clyde T. Neary, for the Commission staff.

O P I N I O N

Southern Pacific Company requests authority to discontinue
passenger trains Nos. 151 and 154 between San Jose and Los Angeles.

A public hearing was held before Examiner Daly on March 15,
1965, at San Francisco and the matter was submitted.

Notice of the hearing was published in papers of general
circulation in San Francisco, San Jose, Salinas, San Luis Obispo,
Santa Barbara and Los Angeles. Notice was posted in trains Nos. 151
and 154 and in all stations affected by the application.

Between San Francisco and San Jose trains Nos. 151 and
154 perform a commute service, and no change is proposed in the
service between these points.

Between San Jose and Los Angeles said trains primarily
perform a mail service. The consist is usually four or five mail
cars and one commute type coach. The overall running time of these

trains between San Jose and Los Angeles is approximately 15 hours. For the period September 1, 1964 to February 15, 1965, train No. 154 carried a daily average of 8 passengers and train No. 151 carried a daily average of 4 passengers (Exhibit 8). Fifty percent of the passenger traffic for both trains is made up of group movements which are transported for short distances. If the authority herein requested is granted the mail probably will be handled by Pacific Motor Trucking Company, depending upon the wishes of the Post Office Department. According to applicant it is experiencing an annual net loss of \$628,200 in operating trains Nos. 151 and 154. Discontinuance of the trains herein considered and diversion of mail, applicant asserted, would have no effect upon the time schedules of the Coast Daylight and Lark trains. The company will be expected to maintain these latter schedules with good on-time performance.

No affirmative evidence was introduced in protest to the authority sought.

After consideration the Commission finds as follows:

1. Applicant is presently operating trains Nos. 151 and 154 between San Jose and Los Angeles.
2. Trains Nos. 151 and 154 are basically mail trains and transport an average of four and eight passengers, respectively, each day between San Jose and Los Angeles and intermediate points.
3. Applicant is operating said trains at a substantial loss.
4. In the event said trains were discontinued the mail would be handled by other means.

After consideration the Commission finds that public convenience and necessity no longer require the operation of trains Nos. 151 and 154 between San Jose and Los Angeles.

O R D E R

IT IS ORDERED that:

1. Southern Pacific Company is hereby authorized to discontinue trains Nos. 151 and 154 between San Jose and Los Angeles.

2. Within ninety days after the effective date hereof, Southern Pacific Company shall comply with and observe the following:

- (a) Amend or reissue tariffs and timetables reflecting the authority herein granted not earlier than ten days after the effective date of this order on not less than ten days' notice to the Commission and the public, and the effective date of the tariff filings shall be concurrent with the discontinuance of the service herein authorized.
- (b) Post notice of discontinuance of service in all trains affected hereby for a period of at least ten days prior thereto.
- (c) Publish notice of discontinuance of service at least ten days prior thereto in newspapers of general circulation within the following areas: San Francisco, San Jose, Salinas, San Luis Obispo, Santa Barbara, and Los Angeles.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 20th day of APRIL, 1965.

Fredrick B. Halaloff
President

Ed Mitchell

George H. Hoover

Augusta

William L. Bennett
Commissioners