

FINANCE DOCKET NO. 23383

SOUTHERN PACIFIC CO. DISCONTINUANCE OF TRAINS NOS.  
19 AND 20 BETWEEN PORTLAND, OREG., AND OAKLAND,  
CALIF.

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*Decided March 26, 1966*

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Upon investigation, found that the continuance of operation by the Southern Pacific Company of passenger trains Nos. 19 and 20 between Oakland, Calif., and Portland, Oreg., is not required by public convenience and necessity and the continued operation thereof will unduly burden interstate commerce. Investigation discontinued.

*John MacDonald Smith and Oglesby H. Young*, for Southern Pacific Company.

*Floyd D. Hamilton*, for the cities of Chiloquin, Klamath Falls, and Malin, Oreg.

*James P. Hanratty and George R. Waldum*, for protestants.

*Martin R. Hicks, Jr. and Harold G. McKellips*, for United Federation of Postal Clerks.

*Charles E. Bales, Lloyd Brown, Keith A. Burbidge, H. L. Burns, J. J. Corcorn, James L. Evans, Marion S. Felter, James E. Howe, George P. Lechner, Robert V. Mariani, William R. Roisom, G. E. Rutledge, Gradie W. Sanders, H. W. Taggart, Walter H. Turner, Homer C. Watson, and Russell H. Woodhams*, for railway labor organizations.

## REPORT OF THE COMMISSION

DIVISION 3, COMMISSIONERS TUGGLE, MURPHY, AND WALRATH

MURPHY, *Commissioner*:

Pursuant to the provisions of section 13a(1) of the Interstate Commerce Act, the Southern Pacific Company, a common carrier by railroad subject to the provisions of part I of the act, filed a notice and supporting statement on November 9, 1964, in which it proposed to discontinue, effective December 10, 1964, passenger service on its trains Nos. 19 and 20 between Oakland, Calif., and Portland, Oreg., a distance of approximately 715 miles. Copies

of the notice were served and posted in the manner prescribed by section 13a(1) of the act and the regulations of this Commission.

The Railway Labor Executives' Association and a number of users of the service filed protests to the proposed discontinuance, and by order of November 27, 1964, we instituted an investigation of the proposal and ordered that the service be continued for a period not to exceed 4 months beyond the effective date of the notice. Because of the statutory limitation upon the time available for such investigation and decision, the order provided for the omission of an examiner's report and recommended order and for certification of the record to us for initial decision.

Public hearings were held at San Francisco, Calif., Klamath Falls and Portland, Oreg. Appearances in opposition to the proposed discontinuance of service were entered by the cities of Chiloquin, Klamath Falls, and Malin, Oreg., certain users of the service, postal clerks, and various railway labor organizations. Neither the State of California nor the State of Oregon opposed the proposed discontinuance.

Trains Nos. 19 and 20 operate daily between Oakland and Portland serving some 35 intermediate points in the States of California and Oregon. San Francisco passengers are transported to and from Oakland by cab or bus. The trains presently operate in accordance with a schedule providing for the departure of train No. 20 from Oakland at 11:40 p.m., a delay en route at Eugene, Oreg., of 2 hours and arrival in Portland at 9 p.m. the following evening for a total elapsed period in transit of 21 hours and 20 minutes. Train No. 19 leaves Portland at 10 p.m. and arrives at Oakland at 5:15 p.m. the next evening for a total elapsed time in transit of 19 hours and 15 minutes. Appendix A shows the schedules of trains Nos. 19 and 20 as well as the schedules of other passenger service offered by Southern Pacific between the concerned termini.

Prior to 1960 train No. 20 departed from Oakland at various times between 7:30 p.m. and 8:30 p.m. and arrived at Portland the next evening about 8 p.m., an elapsed time of about 23 hours. Train No. 19 left Portland about 10 p.m. and arrived at Oakland the next evening about 8 p.m., an elapsed time of about 21 1/2 hours. At the urging of the Post Office Department (Department) to speed the schedule of the train, Southern Pacific in 1960 eliminated 15 stops in the State of California and reduced the schedules of train No. 20 northbound by 2 hours and 35 minutes and of train No. 19 southbound by 1 hour and 15 minutes. Again to accommodate the Department a 2 hour layover of train No. 20 was instituted at Eugene, Oreg., to pick up a large volume of mail originating at various Willamette Valley, Oreg., points destined to Portland and

connections. On August 5, 1964, to retain certain mail traffic the through mail and express from southern California, Los Angeles, San Francisco, Oakland, and the surrounding area en route to Portland and beyond was diverted to trailer-on-flat car (TOFC) trains. Except for certain mail, the traffic to intermediate points was placed on trucks operated by the Pacific Motor Transport Company, a wholly owned motor common carrier of Southern Pacific.

The regular consist of trains Nos. 19 and 20 is a working mail car; a lightweight, air-conditioned reclining chair car with a capacity of between 38 and 58 passengers; two 30-foot mail apartment cars on train No. 19; and two 30-foot railway post office cars on train No. 20. No sleeping, dining or lounge cars are carried.

In addition to trains Nos. 19 and 20, Southern Pacific operates two other sets of trains between San Francisco and Portland. Trains Nos. 11 and 12, the Cascade, operate daily the year around. Trains Nos. 9 and 10, the Shasta Daylight, operate daily from June 10 to and including the first Tuesday after Labor Day. Both are first class trains. Running time between the 2 termini is about 17 and 16 hours, respectively. Trains Nos. 11 and 12 have reserved seat cars, sleeping cars, dining cars, and lounge cars for both sleeping and chair car passengers; and trains Nos. 9 and 10 have parlor cars, chair cars, dome lounge cars and dining cars. Lightweight equipment is used on both trains. Equipment is added as needed. Mail and baggage are transported between (1) San Francisco and Davis; (2) Gerber and Klamath Falls; and (3) Eugene and Portland. Adjustments will be made in this service to accommodate the needs of the Department, if trains Nos. 19 and 20 are discontinued.

Other available alternative means of transportation are substantially the same as those noted in our report in Finance Docket No. 22905, *Southern Pac. Co. Partial Discont. of Passenger Service*, (not printed) decided September 21, 1964, and need not be restated herein. Because of recent storm damage in southern Oregon and northern California some restriction on highway travel does exist. However, it has been indicated that the highways in the area are being repaired and placed back in service.

Trains Nos. 19 and 20 have been and are oriented to the transportation of mail, express and baggage. Passenger transportation has been secondary because of the lengthy transit time involved between Oakland and Portland. Local travel on the trains has predominated. Services have been curtailed from time to time due to lack of patronage; dining and lounge car services were last oper-

ated in September 1956, and less-than-carload express was handled until August 1964 when it was diverted to TOFC service. There are some movements of baggage and infrequent movements of carload express, milk and cream, and newspapers and newspaper supplements. This traffic is not regular, and a great part of it could be handled by Pacific Motor Transport. Approximately 95 percent of the revenue derived from the operation of the trains results from the transportation of mail.

The single chair car used on trains Nos. 19 and 20 has an average accommodation for about 50 persons. The average number of passengers per trip northbound during 1962, 1963, and the first 8 months of 1964 were, respectively, 11, 13, and 17. For the corresponding periods southbound the average were respectively, 12, 12, and 15. During August, September, October, November, and the first 3 weeks of December 1964, Southern Pacific conducted a further study of the utilization of trains Nos. 19 and 20.<sup>1</sup> During the 142-day study period the average number of passengers per trip southbound was approximately 16 and northbound was approximately 11 or, respectively, 32 and 22 percent of the seating capacity of the one passenger car carried. During the period an average of 7 passengers per day entrained at Portland, and an average of 11 detrained at Oakland, of which 6 were destined for San Francisco. Conversely an average of 3 passengers entrained at Oakland, of which 2 originated at San Francisco, and 8 detrained at Portland. Average traffic per day at other stations ranged from less than one per day to less than 1 per month. Many intermediate stations did not originate or terminate any passengers. Appendix B shows a tabulation of the average number of revenue passengers per day for the period of the canvass.

Southern Pacific explains that it was faced with the decision of either losing the mail that these trains had been carrying or further improvising its service. Thus, by agreement with the Department the bulk of the mail traffic which was formerly carried on these trains was diverted to TOFC service thereby eliminating transfers and speeding the movement. Since mail accounted for the principal amount of revenue of the trains, its loss was catastrophic in terms of profitability of their operation. The carrier concludes that diversion of head-end traffic to other transport media, redistribution of mail for expedition and user preference

<sup>1</sup>The study of the average number of passengers entraining and detraining at the stations served by trains Nos. 19 and 20 was assembled from Conductors' actual ticket collection augmented by the tickets honored but not listed on the Conductors' reports of tickets. Several of the trips shown in the study embraced movements of military personnel, excursion and other special parties.

in passenger travel have made the continued operation of the trains unnecessary.

Southern Pacific's general balance sheet as of June 30, 1964, showed assets aggregating \$2,353,038,213, including current assets of \$279,862,165, special funds \$13,033,519, investments \$195,440,-872, transportation property less reserve for depreciation and amortization \$1,842,002,793, and other assets and deferred charges \$22,698,864. Liabilities were: current \$162,447,398, long term debt \$753,795,019, including \$30,950,744 due within 1 year, reserves \$20,695,803, other liabilities and deferred credits \$24,841,-271, capital stock \$424,875,041, and retained income \$966,383,681.

Its income statement for the years 1962, 1963, and the first 6 months ended June 30, 1964, shows respectively, railway operating revenues of \$701,878,944, \$704,488,237, and \$362,850,999; net railway operating income of \$60,385,173, \$71,238,705, and \$40,-715,979; and net income after fixed charges of \$60,782,878, \$67,-052,889, and \$42,324,366.

In 1961, 1962, and 1963 Southern Pacific experienced net railway operating losses from passenger operations, respectively, of \$23,396,134, \$16,323,133, and \$17,086,573. Excluding railway tax accruals and net rents from the expenses, operating ratios for those years were 135.03, 119.56, and 123.35 percent. These losses were absorbed by revenues from freight operations.

In 1962, 1963, and the first 8 months of 1964 revenue from passenger, mail, express and other sources and the resulting total revenues for trains Nos. 19 and 20 were, respectively: \$69,500, \$1,564,800, \$361,900, \$13,500, and \$2,009,700; \$65,100, \$1,511,400, \$331,700, \$12,900, and \$1,921,100; and \$38,300, \$937,600, \$197,100, \$8,300, and \$1,181,300. For the corresponding periods claimed expenses were \$2,707,700; \$2,678,800, and \$1,794,300. Net losses for those periods were shown as \$698,000; \$757,700, and \$613,000. However, a number of the items included in the carrier's computations are of a nature not generally accepted by the Commission in proceedings of this nature for the purpose of determining the out-of-pocket operating results of trains. Thus, interest on locomotives and cars, maintenance of way and structures, station service, other transportation, other maintenance of equipment, traffic, general, haul of company material, related health and welfare and payroll taxes, as well as joint facility expenses, although it has been shown that some portion of the expenses represented by the latter account would be saved, will not be considered, compare Finance Docket No. 22905, *Southern Pac. Co. Partial Discont. of passenger Service, supra*, and *Missouri Pac. R. Co.*

*Discontinuance of Passenger Trains, 320 I.C.C. 1.* Upon recomputation it would appear that operation of the trains for the aforesaid periods resulted in an excess of revenues over expenses of \$147,100, \$8,300, and an excess of expenses over revenues of \$138,300.

Southern Pacific estimates that the operations of the trains for the year 1965 based on the car consist existing on December 18 and 19, 1964, would result in an excess of expenses over revenues of \$1,132,000. The carrier's computations include total estimated revenues for trains Nos. 19 and 20 of \$828,000, consisting of \$59,700 from passengers, \$751,200 from mail, \$1,700 from express, and \$15,400 from other sources, and estimated out-of-pocket costs of \$1,960,000.

Revenue received from passengers was based on 1964 revenues which it was believed would continue during 1965. Mail revenue was constructed from a 5-year seasonal index keyed to November 1964, reflecting the diversion of mail to TOFC. Express revenue was estimated at the rate of six carloads annually. Baggage revenue, consisting of newspapers, milk, and cream is based on an actual waybill study of October and November 1964. Expenses reflect those directly assigned or are based upon the allocation of unit costs. The statement of estimated savings to result from the discontinuance also contains a number of items which, as previously stated, are not normally considered in proceedings of this nature.

However, in support of its claim that the discontinuance of trains Nos. 19 and 20 would result in annual savings of approximately \$112,000 at the Northern Pacific Terminal at Portland, Southern Pacific presented a detailed cost statement of the operations at that point. The statement notes that the terminal operation is divided into five zones for purposes of pricing units of service rendered. The service performed in each zone for the using and owning roads is allocated on a percentage basis. These percentages are then used to assign a portion of the total expense in each zone to both the using and the proprietary carriers. Southern Pacific's proportion of the annual expense for all passenger trains operated into and out of the terminal is shown in the cost statement as \$431,687. The cost remaining after discontinuance of trains Nos. 19 and 20 is computed to be \$319,603. Thus, it concludes that the savable expense for the 12-month period 1965, after discontinuance of trains Nos. 19 and 20 is \$112,084. It should be noted, however, that the terminal cost before and after trains

Nos. 19 and 20 are discontinued remains the same, namely \$2,260,-620, and that the savable expense of \$112,084 is merely shifted to the remaining using and proprietary carriers. While costs at the affected terminal will undoubtedly decrease as a result of the discontinuance, the remaining cost will have to be prorated to fewer cars. In view of the ultimate conclusion herein we need not test the carrier's computation to ascertain whether it accurately reflects savings to be realized, but for the purposes of this proceeding we will assume that none of these expenses are savable. None of the protestants seriously challenged the basis used for deriving revenues and expenses levels. Other than the analysis of the joint facility expense we find it unnecessary for the purpose of this case to assess the reasonableness of the methods used by the carrier.

After deducting the aforementioned expense items which aggregate \$358,100, the out-of-pocket costs of operation of trains Nos. 19 and 20 would total \$1,601,900, and the savings to be realized would equal approximately \$773,900.<sup>2</sup>

Opposition to the carrier's proposal was presented primarily by representatives of postal employees. They note that the prophesied adverse operating results of the service is the direct result of loss of mail revenue, but that the carrier could have retained or even increased this item of revenue if (1) mail to Portland and beyond from southern California and the San Francisco area had not been diverted to piggyback, (2) certain stops in California on trains Nos. 19 and 20 had not been eliminated, and (3) certain other adjustments were made in the schedules of these trains to accommodate mail traffic to the needs of the public. The importance and volume of the mail transported by the trains and the fact that the mail could be delayed by as much as 24 hours in the event of discontinuance was also stressed. It was charged that Southern Pacific, by delays and changes in service service has caused loss of mail; that to sell the piggyback service to the Department rates were reduced; and that the scheduled time of the TOFC trains are not much better than trains Nos. 19 and 20. Moreover, the schedule of trains Nos. 19 and 20, it is alleged, is accommodating to both connecting line passengers and mail; and, if advertising of the service were undertaken, additional passenger revenue could be realized.

As an alternative proposal to continued operation of these trains, the representative of the postal employees suggested that a railway

<sup>2</sup>The carrier's data for 1965 and the adjustments thereto are set forth in appendix C.

mail car be incorporated in the consist of the TOFC trains or trains Nos. 11 and 12.

Users of the service or their representatives from a number of communities served by the trains argued that although they realize that the carrier has a duty to its stockholders to conduct operations in a profitable manner, that it also has a duty to the public to provide service, and that this requirement is not being fulfilled.

It was noted that the carrier was experiencing one of its most profitable years in its history and that it certainly was financially able to sustain the comparatively small loss expected to result from continued operation. The service, witnesses state, is necessary in the affected area which, during many periods of the year, suffers the effect of fog, snow, and hazardous road conditions rendering alternative means of transportation unuseable or unsafe. The witnesses argued that any decrease in passenger patronage was the result of dirty cars, poor facilities at some stations, and the lack of public promotion for the service. Discontinuance, they assert, would not only inconvenience patrons of the trains, but would have a severe effect upon the delivery of mail. Users of the express and milk service similarly expressed opposition to the proposed discontinuance.

Labor representatives assert that the discontinuance is not in the best public interest and generally, submit arguments similar to those of other individual protestants. In addition, however, it is asserted that extensive hardships will be inflicted upon the carrier's employees and that the same conditions as are contained in *Chicago, B. & Q. R. Co. Abandonment*, 257 I.C.C. 700 should be imposed if the proposal becomes effective. We have found in all prior similar proceedings that we are without authority under section 13a(1) to impose terms and conditions for the protection of employees adversely affected. See *Great Northern Ry. Co. Discontinuance of Service*, 307 I.C.C. 59 and the reasons given therein.

#### DISCUSSION AND CONCLUSIONS

Since at least 1960 the transportation of mail has been the primary purpose for the existence of the concerned trains. The record demonstrates that the availability of mail movements have served to subsidize the little used passenger service offered by trains Nos. 19 and 20 through 1963. The changes in scheduling

implemented by Southern Pacific to accommodate the movement of the mail demonstrates the carrier's willingness to take whatever steps were required in order to preserve this item of traffic. However, the amount of mail service to be provided and the manner of so providing it in any given area is within the province of the Department, *St. Louis-S. F. Ry. Co. Discontinuance of Service*, 307 I.C.C. 477, 486, and the transfer of the greater portion of the mail from these trains was approved by the Department. Moreover, there is no indication that special concessions were granted in order to convince the Department that the mail should utilize other service or that anything beside more economical and expeditious handling of mail was involved.

Southern Pacific is in sound financial condition. It has, however, sustained net railway operating losses from passenger operations of about \$23, \$16, and \$17 million, respectively, for the years 1961, 1962, and 1963. Despite these overall passenger deficits trains Nos. 19 and 20 have, up to 1963, been paying their way. After eliminating items of expense classified as not savable, these trains operated at an out-of-pocket profit of \$147,100 and \$8,300 in 1962 and 1963, but an out-of-pocket loss of \$138,300 was sustained during the first 8 months of 1964. Similar data projecting the results of operation for the year 1965 show a continued trend of mounting losses and a net out-of-pocket deficit of \$773,900.

It is argued by some that the carrier, because of its favorable financial condition, should continue to absorb these losses since the demands of public convenience and necessity for the continuance of the trains are great. However, the record does not sustain this premise. Less-than-carload express and mail traffic is no longer available in volume to these trains. Existing transit time inhibits their use for carload express, and milk and cream traffic is insignificant. Most important, passenger use of the service is minimal. One cannot expect service to be operated over a distance of over 700 miles for the benefit of 10 to 15 passengers. To attract additional passengers and retain existing passengers, speed is a decisive factor. Decreasing transit time between termini which might induce additional patronage would require sacrifice of stops at the very communities that demand retention of service.

Most of the communities served by trains Nos. 19 and 20 have enjoyed population increases since 1950; however, the impact of the population increases has not been reflected in the load factor

of the two trains. Moreover, there has been no substantial increase in patronage following the curtailment of trains Nos. 9 and 10. The record does not support the argument that the demands of public convenience and necessity require that these trains be continued. Under the circumstances it would be contrary to the public interest and the national transportation policy to require the continuance of this service.

The territory is amply provided with alternative means of transportation. While the protestants at Macdoel and Dorris may be somewhat inconvenienced by the loss of the mail service provided by the trains, other mail service is available or will be provided, and any inconvenience to the general public through discontinuance of the trains is outweighed by the discontinuance of the losses being sustained by the carrier through continuation of this little used service. We have considered the adverse affect which the discontinuance may have upon employees. In our opinion, this adverse affect, when considered with other factors previously discussed, does not justify the findings which we are required to make before we may order continuation of the operations involved.

Contentions of the parties as to either law or fact not specifically discussed herein have been given consideration and have been found to be without material significance or not justified.

Upon consideration of the substantial losses being experienced through the operation of these trains, the minimal use of the trains by the public, the resultant dwindling of revenues, and the existence of an abundance of alternate transportation services at most points, we find that operation by the Southern Pacific Company of passenger trains Nos. 19 and 20 between Oakland, Calif., and Portland, Oreg., is not required by public convenience and necessity and that the continuance in operation thereof would constitute an undue burden on interstate commerce.

An appropriate order will be entered discontinuing investigation.

328 I.C.C.

APPENDIX A

Southern pacific passenger train schedules

Northbound			Southbound				
(A) Train #10	Train #12	Train #20	Population	Train # 19	Train # 11	(A) Train #9	
7:20 a.m.	8:50 p.m.	11:10 p.m.	Lv. San Francisco-----Ar.	(740,316)	5:50 p.m.	9:20 a.m.	11:30 p.m.
7:55 a.m.	4:35 p.m.	11:40 p.m.	Lv. Oakland - 16th St.--Ar.	(367,548)	5:15 p.m.	8:45 a.m.	10:55 p.m.
8:04 a.m.	4:45 p.m.	-----	Lv. Berkeley-----Ar.	(111,268)	-----	8:30 a.m.	10:45 p.m.
-----	4:54 p.m.	-----	Lv. Richmond-----Ar.	71,854	-----	8:10 a.m.	-----
-----	5:14 p.m.	-----	Lv. Crockett-----Ar.	(# 3,500)	-----	f 7:45 a.m.	-----
8:45 a.m.	5:35 p.m.	-----	Lv. Martinez-----Ar.	( 9,604)	-----	f 7:35 a.m.	10:07 p.m.
-----	-----	-----	(Suisun 2,470)	-----	-----	-----	-----
f9:04 a.m.	f6:03 p.m.	-----	Lv. Suisun-(Fairfield) Ar.	14,968	f4:07 p.m.	7:08 a.m.	-----
9:35 a.m.	6:35 p.m.	1:15 a.m.	Ar. Davis-----Lv.	(8,910)	3:35 p.m.	6:35 a.m.	9:19 p.m.
9:40 a.m.	6:40 p.m.	1:55 a.m.	Lv. Davis-----Ar.	-----	3:05 p.m.	6:30 a.m.	9:15 p.m.
11:20 a.m.	8:30 p.m.	3:40 a.m.	Ar. Gerber-----Lv.	(# 775)	1:15 p.m.	4:45 p.m.	7:20 p.m.
11:27 a.m.	8:35 p.m.	3:55 a.m.	Lv. Gerber-----Ar.	-----	1:00 p.m.	4:40 a.m.	7:15 p.m.
12:13 a.m.	9:18 p.m.	5:10 a.m.	Lv. Redding-----Lv.	(12,773)	11:55 a.m.	3:40 a.m.	6:25 p.m.
1:45 p.m.	10:50 p.m.	6:50 a.m.	Ar. Dunsmuir-----Lv.	( 2,873)	10:20 a.m.	2:10 a.m.	4:55 p.m.
1:50 p.m.	10:55 p.m.	7:20 a.m.	Lv. Dunsmuir-----Ar.	-----	9:50 a.m.	2:05 a.m.	4:50 p.m.
-----	-----	7:50 a.m.	Lv. Mount Shasta-----Lv.	( 1,936)	f 9:10 a.m.	-----	-----
-----	-----	9:21 a.m.	Lv. Macdoel-----Lv.	(# 125)	7:23 a.m.	-----	-----
-----	-----	9:40 a.m.	Lv. Dorris-----Lv.	(973)	7:10 a.m.	-----	-----
4:20 p.m.	1:30 a.m.	10:15 a.m.	Ar. Klamath Falls-----Lv.	(16,949)	6:45 a.m.	-----	-----
4:30 p.m.	1:40 a.m.	10:40 a.m.	Lv. Klamath Falls-----Ar.	-----	6:15 a.m.	11:30 p.m.	2:25 p.m.
-----	-----	f11:10 a.m.	Lv. Chioquin-----Lv.	(945)	f 5:35 a.m.	11:20 p.m.	2:15 p.m.
-----	-----	f12:01 p.m.	Lv. Chemult-----Lv.	(# 150)	f4:50 a.m.	-----	-----
-----	-----	12:45 p.m.	Ar. Crescent Lake-----Lv.	(# 175)	4:25 a.m.	-----	-----
-----	-----	12:50 p.m.	Lv. Crescent Lake-----Ar.	-----	4:20 a.m.	-----	-----
-----	-----	f1:01 p.m.	Lv. Cascade Summit---Lv.	(# s 25)	f4:10 a.m.	-----	-----
-----	-----	f	Lv. Abernethy-----Lv.	(# no pop.)	f	-----	-----
-----	-----	f	Lv. Cruzatte-----Lv.	(# 5)	f	-----	-----
-----	-----	f	Lv. Frazier-----Lv.	(# no pop.)	f	-----	-----
-----	-----	f	Lv. Fields-----Lv.	(# 10)	f	-----	-----

SOUTHERN PAC. CO. DISCONTINUANCE OF TRAINS

Southern pacific passenger train schedules—Continued

Southbound			Northbound			
Train # 10	Train # 12	Train # 20	Population	Train # 19	Train # 11	Train # 9
-----	-----	f	Lv. Wioopee-----Lv.	(# 10) f	-----	-----
-----	-----	f	Lv. McCredie Springs----Lv.	f (# 50) f	-----	-----
-----	-----	f2:50PM	Lv. Oakridge-----Lv.	1,973) f2:20 AM	-----	-----
-----	-----	f	Lv. Westfir-----Lv.	500) f	-----	-----
-----	-----	f3:45 PM	Lv. Springfield-----Lv.	(19,616) f1:37 AM	-----	-----
8:44 PM	6:09 PM	4:00 PM	Ar. Eugene-----Lv.	(50,977) 1:30 AM	-----	-----
8:50 PM	6:15 AM	6:00 PM	Lv. Eugene-----Ar.	1:00 AM	7:00 PM	10:01 AM
9:30 PM	6:54 AM	6:45 PM	Lv. Albany-----Lv.	(12,926) 12:08 AM	6:55 PM	9:55 AM
10:01 PM	7:22 AM	7:35 PM	Lv. Salem-----Lv.	(49,142) 11:25 PM	6:18 PM	9:16 AM
-----	-----	f	Lv. Woodburn-----Lv.	(8,120) f	5:42 PM	8:45 AM
-----	-----	f	Lv. Canby-----Lv.	(2,168) f	-----	-----
-----	-----	f	Lv. Brooklyn-----Lv.	-----	-----	-----
11:25 PM	8:45 AM	9:00 PM	Ar. Portland-----Lv.	(872,676) 10:00 PM	4:30 PM	7:35 AM

Source of population figures: U. S. Department of Commerce, Bureau of Census. 1960 Population Publications PC (1) 6A Calif. and 89A Oregon.  
 #—Rand McNally January 1, 1964 estimate. 95th Edition-1964.  
 a—Summer population 100.

A—Operates daily June 10 to September 7 inclusive.  
 f—Flag stop.

328 I.C.C.

APPENDIX B

Average number of revenue passengers per day August 1-December 20, 1964

	Train No. 19		Train No. 20	
	On	Off	On	Off
Portland	7	O	O	8
Brooklyn	O	O	O	O
Oregon City	C	A	B	B
Canby	O	C	O	C
Woodburn	O	C	C	C
Salem	B	#	#	A
Albany	C	A	#	A
Junction City	O	O	O	A
Eugene	B	#	4	A
Springfield	O	C	O	C
Westfir	O	O	O	O
Oakridge	C	C	B	C
McCredie Springs	O	O	O	O
Wicopee	O	O	O	O
Fields	O	C	O	O
Frazier	O	O	O	O
Cruzatte	O	O	O	O
Abernethy	O	O	O	O
Cascade Summit	O	O	O	O
Crescent Lake	C	C	C	B
Chemult	C	C	C	C
Chiloquin	C	C	C	A
Klamath Falls	1	#	#	#
Dorris	C	C	B	C
Maadoel	O	C	C	O
Mt. Shasta	B	O	C	B
Dunsmuir	1	B	A	A
Redding	2	#	B	B
Gerber	2	#	A	#
Davis	2	2	A	A
Suisun-Fairfield	#	A	O	O
Oakland	C	5	1	O
San Francisco	O	6	2	O

# - Less than one per day.  
 A - Less than three per week.  
 B - Less than one per week.  
 C - Less than one per month.  
 O - None during period.

328 I.C.C.

APPENDIX C

*Net benefit from discontinuing passenger Trains Nos. 19-20 between  
Oakland, Calif., and Portland, Oreg.,*

Item	Carrier	Eliminations	Recognized
Revenue-----	\$828,000	-----	\$828,000
<i>Expenses</i>			
Wages-train and enginemen-----	593,000	-----	\$593,000
Servicing-locomotives servicing passenger cars-----	45,500 79,800	-----	45,500 79,800
Repairs-locomotives-----	250,500	-----	250,000
Repair-passenger cars-----	185,600	-----	185,600
Casualties-----	25,800	-----	25,800
Switching-----	37,700	-----	37,700
Station employees-----	37,700	-----	37,700
Increased wages and benefits for above expenses-----	22,800	-----	22,800
Health and welfare for above expenses-----	33,700	-----	33,700
Payroll taxes-----	69,300	-----	69,300
Train fuel-----	85,600	-----	85,600
Depreciation locomotives-----	106,100	-----	106,100
Depreciation passenger cars-----	27,100	-----	27,100
Car rents-----	500	-----	500
Taxi Service-----	1,700	-----	1,700
Joint facilities-----	112,000	\$112,000	-----
Interest-locomotive-----	11,900	\$ 11,900	-----
Interest passenger cars (Head-end cars only)-----	4,600	4,600	-----
Maintenance of way and stru- tures-----	92,900	92,900	-----
Station supplies and expenses-----	7,700	7,000	-----
All other transportation-----	21,400	21,400	-----
All other maintenance of equip- ment-----	13,900	13,900	-----
Traffic-----	32,700	32,700	-----
General-----	20,900	20,900	-----
Company material-----	16,100	16,100	-----
Increased wages and benefits on above-----	6,900	6,900	-----
Health and welfare on above-----	5,600	5,600	-----
Payroll taxes on above-----	11,500	11,500	-----
Total expenses-----	\$1,960,000	\$358,100	\$1,601,900
Net loss-----	\$1,132,000	\$358,100	\$773,900