

Decision No. 12385

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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In the matter of the application of the Fresno Traction Company, a corporation, for a certificate of present and future convenience and necessity for the construction of an extension of its present lines and for the further and additional order allowing and permitting said company to cross certain county roads at grade.

ORIGINAL

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) Application No. 9140
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E. J. Foulds, for applicant

COMMISSIONER MARTIN:

O P I N I O N

In this application Fresno Traction Company, a corporation asks for three things, namely: first, certificate of public convenience and necessity for the construction of an extension of its railroad from a point near the intersection of Wishon and Rialto Avenues in the County of Fresno to the townsite of Pinedale; second, authorization to exercise the rights and privileges granted it by the County of Fresno as set forth in certified copy of the franchise attached to the application; third, the necessary authority to construct this track across ten public highways.

A public hearing was held in San Francisco on July 16, 1923.

The proposed extension is to commence about three and one-half miles north of Fresno where it will branch off from applicant's San Joaquin River line on Wishon Avenue at Rialto Avenue, thence extend practically straight north to the townsite of Pinedale, thence continuing northerly adjacent to the westerly bound-

aries of this townsite to a wye connection with the tracks of the Minarets and Western Railway.

The purpose of this extension is to provide transportation for the employees of a large lumber mill of the Sugar Pine Lumber Company now completed lying just to the west of Pinedale. It is shown that this mill will produce approximately 500,000 feet of lumber per day and that there will be from a thousand to twelve hundred employees. Pinedale is a new town tributary to these lumber mill operations and the service to be given will provide transportation for these employees between the mill and the townsite on one hand, and the City of Fresno, on the other. In addition it is intended to combine with the Minarets and Western Railway for passenger service to the High Sierras and the extent of this service being shown by the fact that approximately 23,000 people were taken to Bass Lake, a point on the Minarets and Western Railway, last year. In addition to passenger service express will be carried both between Fresno and Pinedale and in connection with the Minarets and Western Railway.

Applicant was not prepared with a detailed estimate of the cost of the proposed extension nor with the estimated revenues and expenses. These have since been submitted and the cost of construction is estimated as follows:

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|-------|---|-------------|
| 10.82 | Acres at \$600.00 | \$ 6,492.00 |
| 8000 | Cubic Yards of grading at 75¢ | 6,000.00 |
| | Culverts & structures crossing irrigation ditches | 3,600.00 |
| 8640 | Split RW. Ties @ \$1.13 | 9,763.00 |
| 360 | Tons S.P. CS Revised 75# rail @ \$76.83 | 27,658.80 |
| 978 | Pair continuous rail joints for 75# S.P. CS revised "T" rail @ 3.40 | 3,325.20 |
| 17280 | Tie plates to be used on 75# S.P. CS revised "T" rail @ 22¢ | 3,801.60 |
| 4890 | Hipower nut locks 7/8" @ .03708 | 181.32 |
| 4890 | lbs. 7/8" track bolts with 15/16" rolled thread 4-1/8" long @ 5¢ | 244.50 |
| 25000 | lbs. 5-1/2" x 9/16" track spikes @ .038 | 950.00 |
| 4 | switches complete @ \$400.00 | 1,600.00 |
| 6000 | yds. ballast @ \$1.00 | 6,000.00 |
| | Freight on Ballast | 4,950.00 |

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|-------|--|-----------------|
| | Labor distributing ballast 6000 yds. @ 10¢ | \$ 600.00 |
| | Crossing signals and signs | 500.00 |
| 162 | Trolley poles in ground @ \$17.00 | 2,754.00 |
| 162 | Pole brackets @ \$4.00 | 648.00 |
| 10344 | lbs. 4/0 trolley wire @ 17¢ | 1,758.48 |
| 3 | miles rail bonding @ \$350.00 per mile | 1,050.00 |
| 2.98 | miles of track laying @ \$1,200.00 | 3,576.00 |
| 2.98 | miles of overhead labor @ \$500.00 | <u>1,490.00</u> |
| | | \$86,942.90 |
| | 10% for Engineering & Contingencies | <u>8,694.29</u> |
| | | \$95,637.19 |

The applicant's estimate of revenues and expenses of the extension is as follows:

"Employees at mill situated at the terminus of the proposed extension - 1200; of this number there should be at least 400 riders daily, at a rate of 20¢, would equal per year, a revenue of

\$29,200.00

"Estimated riders to and from the town of Pinedale - 18,000 per year, at a rate of 20¢

3,600.00

"We are advised that Government Statistics show that in 1922 there were some 23,000 visitors, originating south of Fresno, entering the Yosemite Valley by way of Merced. The operation of the proposed line, in conjunction with the Minarets & Western Railway, should divert at least 10% of those visitors over our line, giving us a haul of 2300 passengers, at a rate of 20¢

460.00

\$33,260.00

"The Fresno Traction Company's operating revenue and expenses for the year 1922 show that the ratio of operating expenses, depreciation and taxes to operating revenue was 77.20%.

"Assuming that the ratio of 77.20% is a fair basis to present, the operating revenue derived from the operation of the road would return us a net income of \$7,358.78."

The record shows that the Fresno Traction Company is to build from Rialto Avenue to and across Herndon Avenue and that the track, as shown on Exhibit B attached to the application, north of Herndon Avenue is to be owned by the Minarets and Western Railway and operated jointly. No agreement covering such joint use and operation had been finally agreed upon at the time of the hearing, but, since this should be a matter of record in these proceedings,

applicant should file as soon as it is executed.

Public convenience and necessity as measured, particularly by the needs for railway transportation between the extensive lumber mills and the townsite of Pinedale and the City of Fresno, justify the construction of this extension as proposed by applicant. This extension crosses the following public highways in the unincorporated portion of Fresno County: Wishon Avenue, Emerson Avenue, Sierra Madre Avenue, Shaw Avenue, unnamed road at station 38 plus 36, unnamed road at station 51 plus 49, unnamed road at station 64 plus 63, Bullard Avenue, Sierra Avenue and Herndon Avenue. These highways are unimportant, except Wishon Avenue, Shaw Avenue and Herndon Avenue, the latter two being most important. The crossings are located in open level country with the view in all directions practically unobscured and with the exception of Wishon Avenue, which crossing is in the nature of a turnout crossing half of the street, all crossings are at right angles. Shaw Avenue and Herndon Avenue have a surface of oiled dirt, while the other roads are not improved.

Testimony of our engineers indicates that no special protection is necessary at any of the crossings and that there is no reason why the crossings should not be authorized as proposed by applicant.

The following form of order is submitted.

O R D E R

Fresno Traction Company having made application for authority to construct an extension from a point in the County of Fresno at the intersection of Wishon Avenue and Rialto Avenue northerly to the townsite of Pinedale and at grade across certain public highways in the County of Fresno, a public hearing having been held, the Commission being apprised of the facts, the matter being under submission and ready for decision,

IT IS HEREBY FOUND AS A FACT, that public convenience and necessity require the construction and operation of an electric railroad from a point at the intersection of Wishon Avenue and Rialto Avenue in the County of Fresno, thence running north to a connection with the track of the Minarets and Western Railway Company at the northwesterly corner of the townsite of Pinedale, therefore,

IT IS HEREBY ORDERED, that Fresno Traction Company be and it is hereby authorized to exercise the rights, privileges and franchise granted by that certain ordinance of the County of Fresno filed with the application as Exhibit E.

IT IS HEREBY FURTHER ORDERED, that permission be and it is hereby granted Fresno Traction Company to construct its tract at grade across Wishon Avenue, Emerson Avenue, Sierra Madre Avenue, Shaw Avenue, unnamed road at station 38 plus 36, unnamed road at station 51 plus 49, unnamed road at station 64 plus 63, Ballard Avenue, Sierra Avenue and Herndon Avenue in the unincorporated portion of Fresno County, State of California in the location shown by drawing No. 283 marked Exhibit B and filed with the application, subject to the following conditions:

(1) The entire expense of constructing the crossings, together with the cost of their maintenance thereafter in good and first-class condition for the safe and convenient use of the public, shall be borne by applicant.

(2) Said crossings shall be constructed of a width and type of construction to conform to those portions of said roads now graded, with the top of rails flush with the pavement, and with grades of approach not exceeding one (1) per cent; shall be protected by suitable crossing signs and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(3) Applicant shall, within thirty (30) days thereafter,

notify this Commission, in writing, of the completion of the installation of said crossings.

(4) The authorization herein granted for the installation of said crossings will lapse and become void one year from the date of this order unless further time is granted by subsequent order.

(5) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossings as to it may seem right and proper and to revoke its permission if, in its judgment, the public convenience and necessity demand such action.

This order shall become effective five (5) days after the making thereof.

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 23rd day of July, 1923.

CC Seaver
W. H. H. ...
Erving Martin
Garlon Shaw
Commissioners.