

Decision No. 18060**ORIGINAL**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 SOUTHERN PACIFIC COMPANY for authority)
 to close agency at Raisin City, County) Application
 of Fresno, State of California.) No.13217

In the Matter of the Application of the)
 AMERICAN RAILWAY EXPRESS COMPANY for)
 authority to abandon its agency at) Application
 Raisin City, County of Fresno, State) No.13558
 of California.)

H. W. Hobbs for applicant in Application No.13217,

G. S. Reed for applicant in Application No.13558,

G. J. Champion, Chas G. Ross and Frank Gordon, of
 Raisin City, protesting the granting of Application
 No.13217.

BY THE COMMISSION -

OPINION

In Application No.13217, Southern Pacific Company, a corporation, has petitioned the Railroad Commission for an order authorizing the closing of its agency station at Raisin City on its San Joaquin Division in Fresno County until such time as sufficient traffic will have been developed to justify the maintenance of an agency.

In Application No.13558, American Railway Express Company, a corporation, has petitioned the Railroad Commission for an order authorizing the discontinuance of its agency now maintained at Raisin City in Fresno County, alleging that its agency is now maintained jointly with the railroad agency of the Southern Pacific Company at that point; that if the application of said Southern Pacific Company as now pending before the Railroad Commission be granted, the arrangement of joint agency will not be possible; and that, after investigation, it has been found that no suitable person

is available to act as agent for said applicant.

A public hearing on these applications was conducted by Examiner Handford at Fresno, the matters were consolidated for the receiving of evidence and for decision, were duly submitted and are now ready for decision.

An exhibit attached to Application No. 13217 shows the following data as reflecting the business handled by applicant Southern Pacific Company at its station of Raisin City during the yearly period ending June 30, 1926:

Agency Ticket Sales		\$ 16.00
Less-than-carload Freight		
Received	\$ 617.00	
Forwarded	<u>96.00</u>	<u>713.00</u>
Total Ticket Sales and Less-than-carload Freight Revenues		\$729.00
Carload Freight		
Received	8387.00	
Forwarded	<u>630.00</u>	<u>9017.00</u>
	Total Revenue	\$9746.00
Average monthly station expense		\$147.44

From the above statement the following computation has been made:

Percentage of Revenue from Ticket Sales and Less-than-carload Freight required for Station Expense:- 242.70 percent.
Percentage of Total Revenue required for Station Expense:- 18.15 percent.

Mr. P. W. Barnard, representing the General Manager's office of applicant Southern Pacific Company, testified regarding his investigation of the revenue derived from the agency station at Raisin City and the result of his study was contained in a statement filed as an exhibit at the hearing.

The following comparative figures have been abstracted from the exhibit and are of interest:

Comparison of Revenue

	<u>Calendar Year</u>	
	<u>1925</u>	<u>1926</u>
Passenger Tickets sold	\$ 16.00	\$ 6.00
Less-than-carload freight (Received and forwarded)	<u>879.00</u>	<u>635.00</u>
Total, Tickets sold and Less-than-carload Freight Revenue	\$895.00	\$641.00
Carload Freight (Received and Forwarded)	<u>8475.00</u>	<u>10963.00</u>
Total Revenue -	\$9370.00	\$11604.00
Station Expense for Calendar Year 1926 -		\$1708.00

From the above statement it appears that the percentage of revenue required for the maintenance of agency facilities is as follows:

Percentage of Revenue derived from Tickets Sold and Less-than-carload Freight; required for Station Expense; 190.84 percent in 1925 and 266.46 percent in 1926.

Percentage of Total Revenue required for Station Expense: 18.23 percent in 1925 and 14.72 percent in 1926.

It will be noted that practically no passenger business is transacted at this station and that there has been a decrease in the revenue received from less-than-carload freight business. These are the items for which the services of a railroad agent are most necessary for the public. While an increase in the revenue arising from carload shipments appears for the year 1926 over the previous year, shipments of road oil were responsible for such increase and there is no prospect of similar shipments

moving in the immediate future.

Mr. E. S. Weir, Assistant Superintendent of the San Joaquin Division of applicant, Southern Pacific Company, testified as to the train service now furnished the station of Raisin City, one mixed train daily, in each direction, being operated. This witness also described the manner in which the station would be operated as a non-agency in the event of the granting of the application, it being the intention of the applicant to place a key for the freight warehouse in the hands of some responsible person in the community, thereby enabling shipments to be protected from the elements or from theft or pilferage. The nearest agency stations to Raisin City are Kerman, 12.1 miles westerly, and Caruthers, 5.6 miles easterly.

Mr. G. S. Reed, Route Agent for applicant American Railway Express Company, testified that the agency at Raisin City was conducted by the agent of the Southern Pacific Company, such agent working for both applicants. The average number of express shipments during the past year has been 29 per month, producing an average monthly revenue of \$32.95. Applicant has not been successful in securing any responsible local merchant to act as its agent on a commission basis, due to the small volume of business and resultant small compensation. In the event of the discontinuance of the express agency, the witness described the service that would be available, express being received or delivered by the train messenger at the car door, or if destined to Raisin City prepaid and so marked, would be put off at that point at owner's risk.

Mr. G. J. Champion, residing at Raisin City, testified that he was a shipper of poultry and eggs by express, same being destined to San Francisco Bay points. Some poultry feed was received by local freight. As this witness lives some distance from the station, the irregular train arrivals of the mixed train operating on the Raisin City branch would make it inconvenient in the shipment of his express and might necessitate the transfer of

his shipments to Caruthers, an agency station, although to do so would necessitate a seven mile trip each time shipments were to be made.

Mr. Frank G. Gordon, of Raisin City, testified as to the prospect for additional tonnage being available, stating that many vineyards had been planted, some of which were now about to become productive, and that the first carload of grapes had been shipped from Raisin City during the 1926 season.

We have fully considered the evidence and exhibits in these proceedings. From the foregoing analysis of the exhibits it is apparent that the continued maintenance of an agency station by applicants Southern Pacific Company and American Railway Express Company is not justified by the volume of business transacted at said station, and that said authority should be granted for the discontinuance of said agencies until such time as traffic conditions will justify their re-establishment.

C R D E R

A public hearing having been held on the above entitled applications, the matters having been consolidated for the purpose of receiving evidence and for decision, having been duly submitted, and the Commission being now fully advised,

IT IS HEREBY ORDERED that applicant Southern Pacific Company, a corporation, be and the same hereby is authorized to discontinue the maintenance of an agent at its station of Raisin City on its San Joaquin Division in Fresno County, and to hereafter operate said station of Raisin City as a non-agency station until the further order of this Commission, and

IT IS HEREBY FURTHER ORDERED that applicant American Railway Express Company, a corporation, be and the same hereby is authorized to discontinue the operation of an agency at Raisin City

in Fresno County and to hereafter serve said Raisin City as a non-agency with receipt and delivery of express by train messenger at the car door until otherwise authorized by this Commission.

The effective date of this order is hereby fixed as twenty (20) days from the date hereof.

Dated at San Francisco, California, this 14th day of March, 1927.

Emmanuel
H. B. Bourdage
C. Stearns
Leon Whitell
Thos. B. Routh
COMMISSIONERS.