

Decision No. 18502

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
SOUTHERN PACIFIC COMPANY for authority  
to close its agency at Shingle Springs  
station, County of El Dorado, State of  
California.

)  
)  
) Application  
) No. 11762  
)  
**ORIGINAL**

- E. W. Hobbs, for Applicant,
- Clarence Schreiber, Protestant,
- H. C. Cridge, Protestant,
- L. A. Belon, Protestant,
- C. H. Housner, Protestant,
- W. S. Biggs, Supervisor, Third District, El Dorado  
County, Protestant.

BY THE COMMISSION -

O P I N I O N

Southern Pacific Company, a corporation, has petitioned the Railroad Commission for an order authorizing the closing of its agency station at Shingle Springs on the Placerville Branch of its Sacramento Division in El Dorado County, alleging that the maintenance of an agency at such station is not justified and that the maintenance of a non-agency station will furnish adequate service to its patrons under present conditions.

A public hearing on this application was conducted by Examiner Handford at Placerville, the matter was duly submitted and is now ready for decision.

In support of its allegations applicant filed a statement as a portion of its application showing revenue received from Shingle Springs Station during the yearly period ending June 30, 1925, and from such statement the following data has been compiled.

YEAR ENDING JUNE 30, 1925.

Passenger tickets sold	-	\$880.00
Less than carload freight		
Received	\$764.00	
Forwarded	350.00	1114.00
Total tickets sold and L.C.L. freight		\$1994.00
Carload Freight		
Received	\$688.00	
Forwarded	2296.00	2984.00
Total Revenue		\$4978.00

The expense of maintaining the station during the above period was \$1593.24. Based on the foregoing figures the percentage of revenue derived from passenger tickets sold and less than carload freight, received and forwarded, required to care for the station expense was 77.58 percent, and the percentage of total revenue required for the station maintenance was 32.01 percent.

A statement filed as an exhibit at the hearing shows the revenue derived for the yearly period ending November 30, 1926, and from such statement the following data has been compiled.

YEAR ENDING NOVEMBER 30, 1926.

Passenger tickets sold	-	\$ 374.00
Less than carload freight, received and forwarded	-	<u>1002.00</u>
Total, ticket sales and L.C.L. Freight		\$1376.00
Carload freight, received and forwarded		<u>2390.00</u>
Total Revenue	-	<u>\$3766.00</u>

The expense of maintaining the station during the above period was \$1571.00. Based on the foregoing figures for this period, the percentage of revenue derived from ticket sales and less than carload freight, received and forwarded, required to care for the station expense was 114.17 percent, and the percentage of total revenue required for the station maintenance was 23.97 percent.

The following is the record of the carload business handled at Shingle Springs during the periods shown:

<u>Year ending</u> <u>January 30, 1925.</u>			<u>Year ending</u> <u>November 30, 1926.</u>		
<u>Commodity</u>	<u>Number Cars</u> <u>Received - Forwarded</u>		<u>Commodity</u>	<u>Number Cars</u> <u>Received-Forwarded</u>	
Cord Wood	-	26	Soapstone	-	13
Grapes	-	2	Cord Wood	-	15
Feed	2	-	Gravel	2	-
Grain	1	-	Hay	2	-
Gravel	2	-	Macadam	2	-
Oil	2	-	Crude Oil	2	-
Salt	1	-	Poultry Feed	1	-
Tank Material	1	-	Salt	1	-
			Sheep	2	-
	<u>9</u>	<u>28</u>		<u>12</u>	<u>28</u>

None of the foregoing commodities require the services of an agent, cars being loaded by shippers and unloaded by consignees.

Mr. W. M. Stillman, Assistant Superintendent of the applicant's Sacramento Division, testified regarding the service and facilities at Shingle Springs station, and the service that would be available for the public were the station to be operated as a non-agency point. Shingle Springs is now served by one passenger train each way daily and by tri-weekly local freight service from Sacramento on Mondays, Wednesdays and Fridays, and toward Sacramento on Tuesdays, Thursdays and Saturdays.

The granting of the application is protested by residents of Shingle Springs and patrons of the railroad.

Mr. Clarence Schreiber, Postmaster and proprietor of a general merchandise store at Shingle Springs, testified 90 percent of the freight received at that point was transported by applicant's railroad, the balance being handled by private trucks, but little freight being handled by the authorized truck line serving Shingle Springs as an intermediate point on its route between Sacramento and Placerville.

Mr. W. S. Biggs, Supervisor of the Third District of El Dorado County, testified as to the territory tributary to Shingle Springs being a large area devoted to small farms; that the fruit industry was formerly more active than it had been in recent years; and that the mining industry which had formerly contributed to the prosperity of the community, had for the past few years been inactive although there were prospects for its revival.

Mr. H.C. Cridge, representing the French Creek Farm Center, testified that he represented a dry farming community, and that objection existed to the closing of the agency station for the reason that Placerville would then be the only station in El Dorado County.

Mr. Fred Wessels, Secretary of the Rescue Farm Bureau Center, testified his organization had established a co-operative purchasing association for the purpose of securing commodities in quantity; that feed and poultry supplies, which were formerly moved by trucks, were now secured in carload quantities and delivery was taken at Shingle Springs; that the poultry industry was rapidly developing in his community and that it was his opinion the volume of business would be increased.

Mr. Chas. Brunetti, a vineyardist residing seven miles southeast of Shingle Springs, testified that he shipped two or three carloads of grapes each year. These shipments, however, are loaded at, and move from the non-agency station of Brandon, which is two miles west of the vineyard owned by the witness, and such station would be used, as in the past, for his shipments.

We have given full consideration to the record in this proceeding. While the volume of passenger and less than carload freight business at Shingle Springs is not extensive, and it is for these items that the services of an agent are particularly desirable for the patrons of the railroad, a condition would be created if the agency were to be discontinued where no agency facilities would be available for the public over a territory 34 miles in length. In our opinion we conclude such a condition is not in the public interest and the application will, therefore, be denied.

#### O R D E R

A public hearing having been held on the foregoing application, the matter having been duly submitted, the Commission being now fully advised and basing its order on the conclusion as appearing in the opinion which precedes this order,

IT IS HEREBY ORDERED that this application be and  
the same hereby is denied.

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

Edmund Cook  
H. B. Bousdick  
C. Seamy  
Leon Whittell  
Thos. J. Reilly  
Commissioners.