

Decision No. 21851

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of The Atchison, Topeka and Santa Fe Railway Company, a corporation, for authority to reduce its train service between Elsinore and Temecula, on its Temecula District, in the State of California.

~~CONFIDENTIAL~~

Application No. 15914.

M. W. Reed, for the applicant.
Vail Cattle Company, by C. P. Visel,
protestant.
McSweeney Farms, by John McSweeney,
protestant.
C. E. Williamson, in propria persona,
protestant.

DECOTO, COMMISSIONER:

O R D E R

The Atchison, Topeka and Santa Fe Railway Company filed the above entitled application with this Commission, seeking permission to reduce the train service on its Temecula District, between Elsinore and Temecula, from daily, except Sunday service, to bi-weekly service; namely, on Monday and Friday.

A public hearing on this matter was held in Los Angeles on November 2, 1929, the matter having been submitted, and is now ready for decision.

Applicant amended its application at the hearing so as to provide service on Tuesday and Friday instead of Monday and Friday.

Applicant is, at the present time, operating mixed trains designated as trains Nos. 507 and 508, daily, except Sunday, through Corona-Pophyry and Elsinore to Temecula. Applicant al-

leged that due to a lack of passenger business and a marked decrease in freight business on that portion of said line between Elsinore and Temecula, the daily, except Sunday, service between those points was not warranted nor justified and that a bi-weekly service with extra service to protect livestock and perishable shipments would meet the needs of the traveling and shipping public.

The stations affected by the proposed reduction in service would be Wildomar, Murrietta, Linda Rosa and Temecula. However, since there has been no business of any kind transacted during the past year or little probability of any being transacted in the near future at the stations of Wildomar and Linda Rosa, the proposed reduction in service will have practically no effect upon those stations.

The following tabulation shows the freight and passenger revenue and carload freight for the stations of Murrietta and Temecula for the first nine months of 1927, 1928 and 1929:

	<u>Freight Revenue</u>	<u>Passenger Revenue</u>	<u>Carload Freight</u>
Jan. to Sept., 1927,	\$62,055.65	\$202.27	594 cars
Jan. to Sept., 1928,	40,518.49	77.28	432 "
Jan. to Sept., 1929,	16,743.47	383.28	225 "

The freight revenue has continually decreased since 1927 so that the same for the first nine months of 1929 is only 27% of that during the corresponding period in 1927.

Applicant agreed that if the service is reduced, it will at all times provide extra service for one or more carloads of perishables or livestock either to or from stations between Elsinore and Temecula; that is, in so far as that type of business is concerned the same service will be available as at present.

The record shows that there would be a saving of approximately \$25.00 for each round trip that is discontinued.

Mr. McSweeney, who ships a large amount of potatoes by iced refrigerator cars from Temecula, stated that if he were guaranteed that the same service would be rendered in the future as in the past for this commodity by means of extra service, he would make no protest to the reduction in train service.

Mr. Williamson, who ships felspar from Temecula, stated that a tri-weekly service would be much more convenient for his business than would a bi-weekly service.

Mr. Visel, representing Vail Company, stated that the reduction in service proposed would be inconvenient due to the reduction in express service; however, the record shows that there is only an average of three express shipments daily at the stations of Murrietta and Temecula.

It appears from the record in this proceeding that a tri-weekly service would more adequately meet the needs of the traveling and shipping public than a bi-weekly service and no one would be unreasonably inconvenienced by such a reduction in service provided the applicant will furnish such extra service as may be necessary for the transportation of perishables and livestock.

From the record herein I am of the opinion that the continued operation of the present amount of mixed train service proposed to be reduced is not justified by the business offered by the traveling and shipping public and the continued decrease in revenue, in comparison to operating costs, places an undue and unwarranted burden on applicant and its patrons, and that a tri-weekly service between Elsinore and Temecula, together with such extra service as may be necessary for the movement of

perishables and livestock, will be adequate and reasonably convenient for the traveling and shipping public and the order will so provide.

I recommend the following form of order:

O R D E R

An application having been filed with this Commission, a public hearing having been held, the matter having been duly submitted and the Commission being fully advised,

IT IS HEREBY ORDERED that permission and authority be and it is hereby granted to The Atchison, Topeka and Santa Fe Railway Company to reduce the mixed train service on its Temecula District between Elsinore and Temecula, from daily, except Sunday service, to tri-weekly service; namely, on Tuesday, Thursday and Saturday, subject, however, to the following conditions:

(1) The public shall be given ^{at least} five (5) days' notice of such change in service by posting notices on trains and all stations affected.

(2) In the event one or more carloads of livestock or perishables are offered to applicant for shipment to or from points on said line between Elsinore and Temecula on any day in which service is not rendered, except Sunday, applicant shall provide rail facilities for the transportation of such shipment.

The Commission expressly reserves the right to make such other and further orders in this proceeding as to it may appear just and proper, or as may be required by public convenience and necessity.

The effective date of this order shall be twenty (20)

days from the date hereof.

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 2nd day of December, 1939.

Thos D. Loutin

C. L. Seavey

Edward J. ...

Leon Arkhull

M. J. ...

Commissioners.