

Decision No. 21905

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 discontinue its station
at Allensworth, California, as an
agency station and to operate the
same as a blind siding.

Application No. 16038.

William F. Brooks, for Applicant.

C. H. Griffith, for Protestant
Shippers.

BY THE COMMISSION:

O P I N I O N

Applicant herein seeks to abandon the station agency at present maintained at Allensworth, Tulare County, alleging that the volume of business is insufficient to justify the expense of maintaining the agency.

A public hearing herein was conducted by Examiner Williams at Allensworth. Allensworth is an agency station on the valley division of applicant, located ten miles south of Angiola and nineteen miles north of Wasco, both of which are agency stations. According to Exhibit "A" filed by applicant for the business in the twelve months terminating September 30, 1929, 73 passenger tickets were sold, resulting in revenue of \$151.62. During the same period 634 tons of freight were received and

dispatched, producing a revenue of \$4,458.41. Of the last quantities, 603 tons were carload movements, bringing a revenue of \$4,102.49, leaving \$355.92 as l. c. l. revenue. Practically all of the carload shipments were livestock.

Exhibit "B" discloses a monthly average of 4,963 pounds of l. c. l. received and 130 pounds dispatched for the year ending August 31, 1929, with an average monthly revenue of \$512.26. For the same period the average monthly passenger receipts were \$13.32 and the expense of maintaining an agency averaged \$195.65. For the same period the total receipts for express business handled amounted to \$80.33 on an average of ten shipments per month, or an average monthly revenue to the railroad of \$6.69 as shown by Exhibit "C."

Oscar L. Thomas, station agent, testified that the agency handles express and telegraph messages as well as the duty for applicant carrier, and that during November, 1929, freight received bore charges of approximately \$4,400.00, mostly earned from livestock and alfalfa shipments. Exhibits show that November is a relatively high month for shipments of a carload character.

C. H. Griffith, a farmer in the zone of Allensworth station, testified to the cultivation by him of a large area of broom corn and the need of an agency to handle this business; and he also testified that it is planned to put in 3,000 acres of cotton and to construct a ginn at Allensworth which will require agency facilities.

A. M. Thomas, another shipper, testified that his usual payment was from five to six thousand dollars a year to

the Allensworth station for freight shipped, but that it would be double that amount for the next six months. He is one of the largest shippers of livestock in this region. Mr. Thomas stated that if the agency were abandoned it would be necessary to drive to Earlimart on the Southern Pacific, a distance of ten miles, to handle his business.

Allensworth is a station in an agricultural colony bearing the same name and occupying 750 acres in the immediate vicinity of the station. There was no showing that this colony is now producing any considerable amount of l. c. l. freight or receiving any large quantity. The largest shippers are those a little more distant from the station and approximately five-sixths of all the business of the station is carload movement, which does not require the attention of an agent. Excluding carload movements, the volume of business appears wholly insufficient to justify the maintenance of the agency, and applicant can reasonably ask to abandon it and conduct the business as a blind siding. Train conductors, of course, can easily handle the passenger traffic, but the abandonment of the station would require the deposit of shipments on an open platform or at the car door of the express or freight train.

While it is our belief that the agent should be withdrawn, permission will be granted only on condition that the l. c. l. shipments be properly handled by a caretaker and kept under lock and key for delivery to the consignees, and with the further understanding that should any heavy movements or business

develop, the agency will be temporarily restored, which plan was agreed to by applicant at the hearing.

O R D E R

The Atchison, Topeka and Santa Fe Railway Company having made application to abandon its agent at the station of Allensworth, Tulare County, a public hearing having been held, the Commission being apprised of the facts, the matter being under submission and ready for decision, therefore

IT IS HEREBY ORDERED that permission and authority be and it is hereby granted to The Atchison, Topeka and Santa Fe railway Company, a corporation, to abandon its agency at the station of Allensworth, County of Tulare, California, subject, however, to the following conditions:

1. Applicant shall continue the maintenance of said station of Allensworth as a non-agency station.
2. Applicant shall store l. c. l. shipments in the station building under lock and key and shall appoint a custodian of the key at said station for the purpose of caring for l. c. l. freight.
3. Applicant shall post notices at said station of Allensworth, notifying the public of the removal of said agent, for at least ten (10) days before said agent is removed.
4. The Commission reserves the right to make such further orders as it may deem right and proper and to revoke

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its permission if, in its judgment, the public convenience and necessity demand such action.

The effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 16th
day of December, 1929.

David Louis
Chas. J. ...
Ernest ...
Leon ...
W. J. ...
Commissioners.