

325, operating between Porterville and Springville.

A public hearing was held before Examiner Johnson at Springville on November 3rd, at which time the proceedings were consolidated for the purpose of hearing and decision and the matter is now under submission.

The record shows that the nearest agency to Springville, which is located at the end of the branch line, is Porterville, 16 miles distant and that the only public transportation service to Springville, a community of approximately 200 population, is that afforded by Southern Pacific Company through the operation of a mixed train scheduled to leave Porterville at 6:00 A.M. Tuesdays, Thursdays and Saturdays, and to arrive at Springville at 7:20 A.M. The scheduled leaving time at Springville is 7:45 A.M. on the same days, arriving at Porterville at 10:05 A.M.

Witnesses for Southern Pacific Company presented evidence showing the business handled at Springville during the twelve months' period ended August 31, 1931, compared with a similar twelve months' period ended August 31, 1930, as follows:

<u>Station Data</u>	<u>Year Ended Aug. 31, 1931.</u>	<u>Year Ended Aug. 31, 1930.</u>
Baggage handled - pieces	26	28
Number of waybills made	28	68
Number of freight bills made	442	568
Western Union messages	314	261
 <u>Freight Forwarded and Received</u>		
Carloads - cars	11	44
Carload revenue	\$1,163.	\$4,336.
Less-than-carload (tons)	94	76
Less-than-carload (revenue)	\$929.	\$1,027.
 <u>Passengers and Revenue</u>		
Agency reports - passengers	1	1
Agency reports - revenue	\$19.	\$1.

The record shows that total direct station expense was \$1,798. for the annual period ending August 31, 1931, compared with total station revenues of \$2,111.

The carrier introduced evidence to show that the station expense is only a small part of the total expense in handling shipments. Exhibit No. 1 shows that during 1930 on the Southern Pacific lines station expenses amounted to but 6.86% of the total expense of operation.

The Railway Express business amounted to \$225.72 during the twelve months ended June 30, 1931, compared with the business of \$281.54 for the preceding twelve months' period. Of this amount, 10% is paid the agent in commissions, which amounted to \$22.60 during the year ended June 30, 1931. There were 278 shipments handled to and from Springville during this period, the average revenue for a shipment being \$0.82. In addition, the Railway Express Agency, Inc., pays \$10. per month for the services of the conductor of the mixed train acting as express messenger between Porterville and Springville.

Applicant, Southern Pacific Company, presented evidence of an agreement with a local party who would act as custodian of the key to the railroad freight house in the event this application is granted. This party lives within a convenient distance of the freight house and the key would be available during business hours.

The carrier also desires to be relieved of the necessity of running trains Nos. 324 and 325 on Tuesdays, Thursdays and Saturdays as mixed trains, citing in support of their applications the fact that the ticket sales at Springville during the twelve months ended August 31, 1931, amounted to but \$19. It

was shown that on certain trips during recent months these trains were operated without handling a single freight car during the entire trip and there were many trips on which but one freight car was carried. On the other hand, it has been necessary to furnish extra service on the line on other days to handle live stock and citrus shipments.

The carrier desires to operate trains on this branch line to Springville on an extra train basis, thereby saving the expense of the regular service when the business does not justify. The record shows, however, that it is planned to operate not less than two round trips for freight service on the line each week, unless it develops that there is no freight to be moved.

The granting of the applications was protested by the Springville Chamber of Commerce and other local interested parties on the ground that inconvenience and possible loss of property would result through the removal of the agent. One witness appeared and protested the removal of the passenger service.

This matter has been before the Commission twice in recent years through the application of the Southern Pacific Company to discontinue its agency and in each case the application has been denied. A serious decline in business, however, has occurred during the past year, as shown by the record in this case, the gross revenues covering business at Springville, both carload and less-than-carload freight and passenger business being but \$313. in excess of the agent's wages and other direct station expenses at Springville, without regard for the costs of transportation and other expenses incident to these shipments.

The 1931 business reflects a loss in revenue of \$3,253. compared with 1930, or a decrease of 60.5%. The less-than-carload freight business amounted to 392 inbound shipments and 39 outbound

shipments during the year, being an average of 1.3 shipments inbound each week day and one outbound shipment every eight days.

Under the facts as presented, the Commission finds that the applications should be granted.

O R D E R

Public hearings having been held and the matters herein being under submission,

IT IS HEREBY ORDERED that:

- I. Southern Pacific Company be and it is hereby authorized to discontinue its agent at Springville, California, upon ten (10) days' notice to the Commission and the public; provided, however, that such station will be maintained as a non-agency station; and provided further that less-than-carload freight shipments are stored under lock and key in the company's warehouse under the care of an authorized custodian of the key.
- II. Railway Express Agency, Inc., is hereby authorized to discontinue its agency at Springville coincident with the discontinuance of the Southern Pacific Company's agent at that point and to cancel said station from its tariffs and station records.
- III. That Southern Pacific Company be and it is hereby authorized to discontinue operation of mixed trains Nos. 324 and 325 between Porterville and Springville, provided, however, that reasonable and adequate freight service is rendered between Porterville and Springville on an extra train basis.

For all other purposes the effective date of this

order shall be twenty (20) days from and after the date hereof.

Dated at San Francisco, California, this 16th day
of November, 1931.

C. Devery

Leon Whitney

W. J. Carr

M. B. Harris

Fred G. Stewart

Commissioners.