

ORIGINAL

Decision No. 25009

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application
of the FRESNO TRACTION COMPANY
for permission to discontinue its
service on a portion of its line
in the County of Fresno.

Application No. 18126.

Everts, Ewing, Wild & Everts, by D. F. Conway,
for Applicant.
Chester E. Warlow, for First Securities Co. and
Security First National Bank of Los Angeles.
Mrs. Arthur Bernhauer, for Rig Gardens Women's
Club, Protestants.
M. F. McCormick, Fred Baruch, Jr., R. B. Harris
and C. E. Causey, as Individual Protestants.

BY THE COMMISSION:

O P I N I O N

In this application the Fresno Traction Company requests authority to discontinue service on a portion of its system serving the City of Fresno and the immediate vicinity. A public hearing was held at Fresno on June 10, 1932, by Examiner Johnson and at this hearing the matter was submitted and is now ready for decision.

The lines which the applicant desires to discontinue are known as the San Joaquin River Extension and the Pinedale Line. These two lines, which operate for a portion of their routes over the same track, connect with one of the city lines of applicant near the northerly limits of the City of Fresno and extend northward through a farming and suburban residential district. The Pinedale Line extends almost directly north a distance of approximately four miles to the settlement known as Pinedale, in the vicinity of the plant of the Sugar Pine Lumber Company. Approximately one and one-half miles north of the initial point of this line the San Joaquin River Extension departs to the westward, following a

county road known as Shaw Avenue for a distance of two miles and then turns northward for about three miles to Herndon Avenue. Service on these two lines is performed by a single shuttle car, making twelve trips a day on the Pinedale Line and six trips a day on the San Joaquin River Line.

Applicant presented figures purporting to show that during the thirty-day period from March 7th to April 5th, 1932, the revenue allocated to this line totalled \$274.61, while the expenses during the same period amounted to \$737.08. Neither the revenues nor expenses shown in this statement are direct collections or charges. The revenue credited to the line is based on an on-and-off check made during this thirty-day period and, in addition to the revenue earned on the lines it is proposed to discontinue, includes the revenue earned by the city lines transferring to the extension. The expenses are estimated on a car-mile basis and if the line is discontinued it is doubtful if a saving of \$737., or even any considerable portion of this amount would be made. The savings would be principally platform wages, amounting to \$209. per month, and the cost of power, which would be approximately \$100. per month. It is apparent, however, that the revenue from this line does not in any way reimburse the company for the actual out-of-pocket cost of operation and the additional expense is a burden on the remainder of the system.

At the hearing it was suggested that service might be provided only to the junction point between the Pinedale extension and the San Joaquin River line and that by so doing the cost of operation could be reduced. The Commission has investigated the feasibility of such operation and it appears that the cost of providing this service would probably amount to several times the amount of revenue that would accrue.

Where a transportation company has obligated itself to furnish street car service to a community, the Commission does not usually look with favor on the abandonment of non-paying ends of lines simply because they are not self-supporting. In the present case, however, the service performed by these two lines is entirely outside of the City of Fresno in a suburban community in which the customary form of transportation is private automobile and is patronized chiefly by school children or used as an emergency service when other means of transportation are not available. Under the circumstances, we do not feel that the patrons of the remainder of the system of the Fresno Traction Company should be burdened with the cost of providing such a service. The application will, therefore, be granted.

O R D E R

Fresno Traction Company having made application requesting authority to discontinue service on its San Joaquin River Extension and its Pinedale Line north of Andrews Station in the unincorporated portion of the County of Fresno, public hearings having been held and the matter having been submitted,

IT IS HEREBY ORDERED that the Fresno Traction Company is hereby authorized to discontinue the operation of the passenger service on the above lines on ten (10) days' notice to the public and to this Commission and to cancel its rates, tariffs and schedules accordingly.

Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the abandonment of the facilities authorized herein and of its compliance with the conditions hereof.

The authorization herein granted shall lapse and become

void if not exercised within one (1) year from the date hereof,
unless further time is granted by subsequent order.

The authority herein granted shall become effective
on the date hereof.

Dated at San Francisco, California, this 1st day
of August, 1932.

C. J. Harvey
Leon White
W. J. Lee
W. B. Lane
Fred G. Heston
Commissioners.