

Decision No. 31544

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
SOUTHERN PACIFIC COMPANY, first, for
permission to discontinue the operation
of mixed trains operating between Berenda
and Raymond; second, for permission to
discontinue the operation of mixed trains
operating between Knowles Junction and
Knowles; third, for authority to discon-
tinue all passenger service on its so-
called Raymond Branch; and fourth, to dis-
continue all passenger service on its so-
called Knowles Branch.

Application No. 22309.

R. S. MYERS, for applicant.
HARRY SEE, for Brotherhood of Railroad Trainmen.
W. A. CROOKS, Ahwahnee Sanitarium.
J. HARRY NOBLE, Merchant, Raymond.
A. C. SEAW, Stockman and President of Telephone
Company, Raymond.

BY THE COMMISSION:

O P I N I O N

Applicant, Southern Pacific Company, here requests per-
mission to discontinue the operation of mixed trains operating
Tuesdays and Saturdays between Berenda and Raymond and, since these
trains provide the only passenger service on the so-called Raymond
branch, for authority to abandon all passenger service on said
branch.(1)

Public hearing was held in this matter before Examiner
Edwards at Merced on December 1, 1938, at which time the matter was

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- (1) Applicant orally amended its application at the hearing to
delete all reference to the discontinuance of mixed train
operation on its so-called Knowles branch, i.e., between Knowles
Junction and Knowles. Applicant stated that inasmuch as passen-
ger service is not now, and has not for sometime past, been
operated on this branch, that portion of the application refer-
ring to the discontinuance of such service is in error and should
be deleted.

submitted. The evidence introduced by the applicant in support of its request is briefly summarized herewith.

The Raymond branch, terminating at Raymond, Madera County, extends approximately 20 miles from its junction with the Southern Pacific main line at Berenda. Mixed trains provide a round trip between Berenda and Raymond on Tuesdays and Saturdays. Upon the discontinuance of said service applicant proposes to render on-call carload freight service on at least two days per week for the movement of carload traffic, including the spotting of empties; and in addition it will continue to render such occasional special movements on other days as is now provided. Such freight service will in effect be the equivalent of that which is at present rendered. The freight train service on this branch is provided through a side trip made by the main line local freight operating between Merced and Fresno.

Applicant proposes to handle all less-carload traffic, express, milk and cream and, in fact, everything except carload traffic by Pacific Motor Transport which will operate on two scheduled days per week, such days being those which best serve the needs of the traffic.

In support of its application to discontinue the mixed trains, applicant introduced evidence to show the savings it expects to effect. During the year ended October 3, 1938, 47 side trips up this branch line would have been required to handle the business received. The estimated added cost to the carrier of making these side trips was \$1182 per year. The additional expense to the Pacific Motor Transport Company of providing a scheduled bi-weekly service was estimated at \$500 per year. The total cost under the proposed plan would therefore be the sum of these two items or \$1682. On the other hand the cost of providing the present mixed train service twice weekly on this branch was estimated at \$4141. This is

based on the additional mileage and overtime paid train and engine crews as a result of their branch line runs. (2) The expected net saving is therefore \$2459 (\$4141 minus \$1682). During the two-week check in May, 1938, and 19-day check in November, 1938, no passengers were handled, and the record further indicates that in general the passenger traffic in recent years has been practically nil.

Three local Raymond shippers entered an appearance and cross-examined the railroad witnesses concerning the details of the proposed freight service to be offered if the mixed trains were discontinued. No objections were offered to the carrier's application.

CONCLUSIONS:

A review of the record indicates that public convenience and necessity do not require the continued operation of passenger service between Berenda and Raymond; that the passenger requirements of applicant do not require the continued operation of the mixed trains now operated over this route; and that the application should be granted.

O R D E R

IT IS HEREBY ORDERED that Southern Pacific Company is hereby authorized to (a) discontinue the operation of the mixed trains between Berenda and Raymond; and (b) to abandon passenger service on its Raymond branch, all subject to the following conditions:

- (1) Applicant shall give not less than ten (10) days' notice to the public of said discontinuance of service by posting notice on all trains affected and at all stations involved.

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- (2) The total branch line mileage round trip is 46.4 miles.

- (2) Applicant shall, in conformity with the General Orders of this Commission, cancel all passenger tariffs and time schedules applying to said discontinued service on not less than ten (10) days' notice to the Commission and to the public.
- (3) Applicant shall within thirty (30) days thereafter notify this Commission in writing of the abandonment of the service authorized herein and of its compliance with the conditions hereof.
- (4) The authorization herein granted shall lapse and become void if not exercised within one 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 12th day of December, 1938.

Barbara J. Quinn
Leon A. Whittell
Frank D. Hulen
Ray L. Rice
W. H. Hiley
Commissioners