

ORIGINAL

Decision No. 32089

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of SOUTHERN)
PACIFIC COMPANY, first, for permission to dis-)
continue the operation of passenger trains)
Nos. 345 and 346, operating between Bakersfield) Application
and Fresno, via Porterville, and second, to) No. 22781
discontinue all regular passenger service between)
Famosa and Porterville and between Exeter and)
Fresno, via Dinuba.)

R. S. MYERS, for Applicant

SHERRILL HARBERT, for Cities of Sanger, Dinuba, Exeter,
Lindsay, Porterville, Terra Bella, Strathmore, Ducor,
Protestants

HARRY SEE, for Brotherhood of Railroad Trainmen, Brother-
hood of Locomotive Engineers, and the Order of Railroad
Telegraphers, Protestants.

A. C. GILLILAND, for Ivanhoe Chamber of Commerce,
Interested Party.

BY THE COMMISSION:

O P I N I O N

In this proceeding Southern Pacific Company requests
(a) permission to discontinue the operation of passenger trains
Nos. 345 and 346 operating between Bakersfield and Fresno via
Porterville, and (b) to discontinue all regular passenger service
between Famosa and Porterville, and between Exeter and Fresno, via
Dinuba.

Public hearings were held in this matter before Examiner
Hall in Porterville on August 9th and August 17th, 1939, on which
latter date the matter was submitted for determination.

Southern Pacific Company now operates train No. 346 from
Fresno to Bakersfield via Dinuba, Exeter, and Porterville, leaving
Fresno at 7:15 p.m. and arriving at Bakersfield at 11:05 p.m. In

the opposite direction train No. 345 leaves Bakersfield at 6:30 a.m., operating via Porterville, Exeter, and Dinuba to Fresno, arriving at the latter point at 10:20 a.m. These two trains serve most of the towns on the east side of the San Joaquin Valley in Tulare and Fresno counties.

Applicant contends that the amount of business handled by these two trains does not warrant their continued operation and that there are other common carriers in the field which would provide this service.

It is shown by Exhibits Nos. 1 and 2 presented by applicant that the estimated annual cost of operating this service amounts to \$35,826, whereas the total revenues from the operation of these two passenger trains amount to \$22,852, leaving a deficit of about \$13,000 (See Appendix "A" attached hereto).

It will be noted from Exhibit 2 that of the total revenue \$13,600 is derived from the carriage of mail, or about 60 per cent. Applicant alleges that the mail in that territory can be handled by Star routes under contract with the Post Office department and that there are services of various common carrier stages in the territory which can amply take care of the passenger revenue.

It is proposed to have the express matter handled through this territory by the remaining train service and by Pacific Motor Transport truck. The detailed method of proposed handling of Express is shown on Exhibit No. 5 which provides that Express from and to Sanger, Ivanhoe, Terra Bella, and Ducor would be handled by Pacific Motor Transport truck service; the Express service to Dinuba would be handled by Santa Fe trains Nos. 30 and 25, and in addition by Pacific Motor Transport truck; and Exeter, Lindsay, Strathmore, and Porterville would continue to have Express service by trains Nos. 57 and 58.

There are some carload shipments of perishable Express which, of course, could not be handled by Pacific Motor Transport truck. Applicant showed that these carload shipments could be handled either by passenger trains Nos. 57 and 58 or by the local freight train through that territory to make connection with passenger trains at either Fresno or Bakersfield.

The granting of this application was opposed by practically all of the communities now being served. It was their contention that the continued operation of these trains was necessary primarily for the carriage of mail during the shipping seasons and that late evening mail service was very important for these shippers to get under way the shipping documents for that day's work. Furthermore, it was contended by the complainants that Southern Pacific Company, instead of asking for discontinuance of these trains, should provide an improved and expedited passenger service over this route which would, in their opinion, greatly stimulate patronage, thus building up revenues; also that these trains should make better connections at both Bakersfield and Fresno with trains from and to San Francisco and Los Angeles. It was their belief, on account of the fact that the territory was growing, that a greater percentage of the population would be induced to travel by rail, provided a fast modern operation was put into effect, such as is now being performed by trains Nos. 51 and 52 between San Francisco and Los Angeles via Tulare.

A great deal of stress was placed upon the importance of getting the mail in and out of that territory and it appears from the record that the discontinuance of mail service on these trains is the most disturbing to these communities.

A review of the record shows that the various cities and towns in this area are served by the Santa Fe Railway Company and Santa Fe Transportation Company, Southern Pacific Company, Orange Belt Stages, Pacific Greyhound Lines, and Anchor Stages. Although

none of these various services operate over the exact routes of trains Nos. 345 and 346, they do serve those various communities and make reasonable connections at either Fresno, Tulare, Hanford, or Corcoran with trains of Southern Pacific Company, The Atchison, Topeka and Santa Fe Railway Company, and busses of Pacific Greyhound Lines running between San Francisco and Los Angeles (See Appendix "B" attached hereto).

In the event this application is granted, it is believed the Post Office department will cooperate with the various communities in order to continue reasonable mail service in and out of the territory.

From the record in this proceeding it is clear that the revenue derived from the operation of these two passenger trains does not in any way compensate the carrier for the expense of operation.

A fast expedited train service could not be operated over the east side between Fresno and Famosa without a large expenditure on track improvement. Fast trains could not be operated with any degree of safety without this track being brought up to proper fast running standards, the cost of which could not be justified from the probable revenue expected.

A review of the record in this proceeding leads us to the conclusion that public convenience and necessity do not require the continued operation of these two trains and therefore the application will be granted.

O R D E R

Public hearings having been held and the matter being under submission

IT IS HEREBY ORDERED that Southern Pacific Company is

authorized:

I. To discontinue the operation of passenger trains Nos. 345 and 346 operating between Bakersfield and Fresno, via Porterville, and

II. To discontinue all regular passenger service between Famosa and Porterville, and between Exeter and Fresno, via Dinuba, subject, however, to the following conditions:

- (1) Applicant shall give not less than ten (10) days' notice to the public of said passenger train abandonment by posting notices at all agency ~~stations~~ and in the trains involved.
- (2) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the abandonment of the passenger service herein authorized to be abandoned and of its compliance with the conditions hereof.
- (3) The authorization herein granted shall lapse and become void if not exercised within one (1) year from the date hereof, unless further time be granted by subsequent order.

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

Dated at ~~San Francisco~~ ^{Los Angeles}, California, this 26th day of September, 1939.

Ralph W. ...
...
...
Justin F. ...
Commissioners

SOUTHERN PACIFIC COMPANY - PACIFIC LINES

DIRECT TRAIN COST PER ANNUM APPLICABLE TO OPERATION OF PASSENGER TRAINS NOS. 345 and 346, BETWEEN BAKERSFIELD AND FRESNO, CALIFORNIA, VIA PORTERVILLE.

	S E R V I C E		
	<u>MOTOR</u>	<u>STEAM</u>	<u>TOTAL</u>
	(a)	(b)	(c)
Number of days	341.5	25.5	365
Train miles	85,102	5,856	90,958
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<u>Out-of-Pocket Costs:</u>			
Wages: Trainmen and Enginemen	\$16,076	\$1,431	\$17,507
Fuel	3,498	617	4,115
Motor car and/or locomotive repairs	7,038	703	7,741
Enginehouse expense and train supplies and expenses	1,217	189	1,406
Motor Car and/or locomotive supplies	477	156	633
Passenger train cars - Repairs	1,702	234	1,936
Southern Pacific Company proportion of Railway Express messenger service . . .	1,386	96	1,482
Taxes: Social Security Unemployment and Railroad Retirement Acts	924	82	1,006
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Total above cost	\$32,318	\$3,508	\$35,826
Cost per train mile	37.98¢	59.90¢	39.39¢

REVENUE PER ANNUM ASSOCIATED WITH OPERATION OF PASSENGER TRAINS NOS. 345 and 346, BETWEEN BAKERSFIELD AND FRESNO, CALIFORNIA, VIA PORTERVILLE.

Gross Revenue, allocated to Trains Nos. 345 and 346:

Passenger	\$ 5,854
Mail	13,600
Express	3,200
Milk and Cream	78
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Total Revenue	\$22,732

Train Miles 90,958

Revenue per train mile 24.99 cents

PRESENT PASSENGER SERVICE
IN THE TERRITORY INVOLVED IN APPLICATION NO. 22781

S O U T H B O U N D

Pacific Greyhound Lines	(158)	Anchor Stages	(343)	Orange Belt Stages, Inc.	(9)	Santa Fe Transp. Co.	Section No. 5	A.T.& S.F.RY.CO.	Southern Pacific Company	San Francisco			
Selma					161	163	165	167	170	176	178		
5:30P	11:10A	8:00A	5:15P	2:00P	11:00A	8:00A				5:45A	7:15P	6:50A	Fresno
			5:50P	2:50P	11:35A	8:35A					7:44		Sanger
6:33P	12:13P	8:57A								6:33	8:02		Reedley
6:15P	12:22P	9:10A								6:10	8:11		Dinuba
											8:37		Ivanhoe
											8:55	8:35A	Exeter
											9:08	8:53	Lindsay
											9:30	9:10A	Porterville
											10:30		Famosa
											11:05P		Bakersfield
5:50P	1:30P	10:55A									7:44A		Tulare
5:20P		10:25A									*8:15A		Corcoran
													Visalia-Airport-Plaza
													Hanford

Proposed to be discontinued.

NOTE: - North Dinuba
*Connects with A.T. & S.F. RY. CO. - Main Line.

PRESENT PASSENGER SERVICE
IN THE TERRITORY INVOLVED IN APPLICATION NO. 22781

N O R T H B O U N D

	Southern Pacific Company	A.T.&S.F.RY.CO.	Santa Fe Transp. Co.	Seott on No. 5	Orange Belt Stages, Inc.	(343)	(168)	Anchor Stages	Pacific Greyhound Lines
	#345	#357	#25	160	162	164	166		Selma
SAN FRANCISCO									
Fresno	10:20A	10:00P	3:36P					7:35A 9:35A 1:35P 5:05P	8:45A 10:25A 1:25P
Sanger	9:50							7:00A 9:00A 1:00P 4:30P	
Reedley	9:28		2:57						7:38A 9:23A 3:21P
Dinuba	9:18		2:19						7:25A 9:10A 3:06P
Ivanhoe	8:51								
Exeter	8:35	7:50P		9:24A 2:00P	7:10P 11:45P	8:25A 1:50P	2:20P 3:45P	7:05P	
Lindsay	8:20	7:38		9:12A 2:18P	7:58P 12:03A	8:48 2:10	2:37 4:02	7:25	
Porterville	8:00	7:20P		10:01A 2:10P	8:20P 12:25A	9:10A 2:35P	3:00P 4:25P	7:15P	
Famosa	7:03								
Bakersfield	6:30A								
Tulare			2:00P						9:20A 4:50P 2:10P
Corcoran			1:35P						9:50A 5:20P
Visalia Airport-Plaza				8:50A		7:45A 1:13P		6:30P	
Hanford				1:00P 6:40P	10:45P	6:30A 12:40P		5:50P	

Proposed to be discontinued.

NOTE - North Dinuba
*Connects with A.T.&S.F.RY.CO.-Main Line.