

Decision No. 33498

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 passenger trains Nos. 57 and 58, oper-) Application
ating between Porterville and Fresno via Exeter,) No. 23498
Visalia, and Goshen Junction, second, to discontinue)
all regular passenger service on the Visalia Branch,)
and third, to discontinue all regular passenger service)
on main line between Exeter and Porterville.)

ORIGINAL

R. S. MYERS, for Applicant

HARRY SEE, for Brotherhood of Railroad Trainmen,
interested party.

BY THE COMMISSION:

O P I N I O N

Southern Pacific Company filed the above-numbered application asking for authority: (1), to discontinue the operation of passenger trains Nos. 57 and 58 between Fresno and Porterville, via Goshen Junction, Visalia, and Exeter; (2), to discontinue all regular passenger service on the Visalia Branch between Goshen Junction and Exeter; and (3), to discontinue all regular passenger service on main line between Exeter and Porterville.

A public hearing was held on September 6, 1940, before Examiner Hall in Visalia, at which time the matter was submitted.

The operation of trains Nos. 57 and 58 is largely performed by a gasoline motor passenger coach hauling one or more baggage and mail cars. One of these baggage cars is set out by train No. 58 each morning at a creamery in Visalia for loading with milk and cream, and in the evening it is picked up by train No. 57 for a connection with main line train to Los Angeles. Mail, express, and passengers are distributed to the various communities through which the train passes, the most important of which are Visalia, Exeter, and Porterville.

Applicant presented testimony to show that the earnings of

of these two trains do not meet their out-of-pocket costs by about \$10,000 per year, or, in other words, the cost of operation amounts to 51.3 cents per train mile whereas the total income amounts to 31.4 cents per train mile.

The total estimated annual revenue (Exhibit No. 1) is segregated as follows:

Passenger	\$1,374
Mail	6,758
Express	7,196
Milk and Cream	<u>465</u>
<u>Total</u>	<u>\$15,793</u>

It was shown that three passenger stage companies operate through and serve the territory through which trains Nos. 57 and 58 operate, and that applicant will arrange for joint ticketing of their passengers so that they may use the stage facilities.

In order that express service may continue, arrangements are being made with Pacific Motor Trucking Company to serve the territory, and that company will establish a special truck service to handle milk and cream from the creamery at Visalia.

No protest was made against the abandonment of said passenger service, although notices of the hearing were sent to all the interested communities. The Postmaster at Visalia and a representative of the Ivanhoe Chamber of Commerce stated that as long as reasonable mail and express service was to continue, they had no objection to the withdrawal of these trains.

It is clear from the record that the revenues from trains Nos. 57 and 58, operating between Fresno and Porterville, do not meet their out-of-pocket operating expense; furthermore, that the territory is well served by passenger stages, and the arrangement being made will provide ample mail and express service.

A review of the entire record in this proceeding shows that public convenience and necessity do not require the continuance of passenger train service by applicant through the territory involved,

and it will be so ordered.

O R D E R

A public hearing having been held and the matter having been duly submitted,

IT IS HEREBY ORDERED that Southern Pacific Company is authorized: (1), to discontinue the operation of trains Nos. 57 and 58 between Fresno and Porterville, via Goshen Junction, Visalia, and Exeter; (2), to discontinue all regular passenger train service on its Visalia Branch, between Goshen Junction and Exeter; and (3), to discontinue all regular passenger train service on its main line between Exeter and Porterville; subject, however, to the following conditions:

- (1) Applicant shall give not less than ten (10) days' notice to the public of said passenger train discontinuance, by posting notice in agency stations involved and on said trains Nos. 57 and 58.
- (2) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the abandonment of said passenger train service herein authorized and of its compliance with the conditions hereof.
- (3) Applicant shall cancel, in conformity with the rules of this commission, all passenger train time schedules between said points.
- (4) The Commission reserves the right to make such further orders relative to the restoration of said passenger train service if, in its judgment, public convenience and necessity demand such action.
- (5) 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 effective date of this order shall be ten (10) days from the date hereof.

Dated at San Francisco, California, this 17th day of September, 1940.

Ray L. Riley
Frank D. Mumford
Carroll A. Adams
H. Bell
Justin F. Cranner
Commissioners