

Decision No. 35160

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)	
of SIERRA RAILROAD COMPANY for an)	
order authorizing it to discon-)	
tinue the practice of furnishing)	Application No. 25383
pickup and delivery service at)	
points on its line and to increase)	
certain rates as a result thereof.)	

BY THE COMMISSION:

Appearances

E. J. Foulds and R. S. Myers, for applicant.
 Al Twigg and Spurgeon Avakian, for James F. Byrnes,
 Director of the Office of Economic Stabil-
 ization and for Leon Henderson, Price Ad-
 ministrator of the Office of Price Admin-
 istration.

O P I N I O N

By this application Sierra Railroad Company seeks author-
 ity to discontinue pickup and delivery service at Jamestown,
 Sonora, Standard and Tuolumne. It also seeks authority to amend
 its tariffs (1) by canceling rates for the service proposed to be
 discontinued and (2) by making other revisions necessary to main-
 tain its present rates for depot service.

A public hearing was had at San Francisco before Examiner
 Mulgrew.

Applicant's general manager testified that virtually all
 of the freight originating at the points involved in this proceed-
 ing moves in carload quantities and that this carload traffic does
 not require pickup service. In regard to delivery service at
 Jamestown and Sonora, he estimated that approximately 60 per cent

of the freight requiring this service is handled by local draymen. These draymen, he claimed, can accommodate the balance of the freight now accorded delivery service by the applicant. The witness stated that at Standard and Tuolumne there is little, if any, need for delivery service. At the former point, he said, Picking Lumber Company, the operator of the mill which is the community's sole industry, would provide its own delivery service; and at the latter point, he stated, delivery service would be provided by the applicant's agent who is also a local drayman.

In rendering pickup and delivery service applicant operates 2 trucks. These operations assertedly require the assignment of 2 men to the service in question for the greater part of each working day. These men, applicant's witness testified, are badly needed for full-time work essential to the maintenance of adequate railroad service and would be so employed upon approval of the proposed discontinuance of the trucking operations.¹ Such approval, it is claimed, would alleviate applicant's critical manpower shortage and at the same time conserve gasoline and rubber.

Patrons of applicant's pickup and delivery service have been notified of the proposed discontinuance of that service. They have offered no objection thereto. As a matter of fact, a large number of them have stated, in writing, that elimination of the service would not inconvenience them.

Counsel for the Office of Price Administration asked that the Commission consider whether the granting of the application would actually save gasoline and rubber and whether interested

¹ The witness explained that applicant normally employs 75 men; that it is not able, under present conditions, to hire the number of men it needs; and that only 44 are now employed.

shippers would experience increased transportation costs as a result of the discontinuance of the service involved.

It appears that the proposed discontinuance of service would make a contribution towards the conservation of gasoline and rubber. Applicant was unable to supply definite information relating to the charges made by the draymen. However, the fact that these draymen now handle more freight than does the applicant in its pickup and delivery service tends to show that the proposal is not objectionable from a rate standpoint. There is no indication whatsoever that the public would be adversely affected by the elimination of the service in question.

From the showing made it is reasonably clear that applicant's pickup and delivery operations do not provide an essential transportation service. On the contrary, it seems evident that the communities involved would be adequately served by the combined railroad and drayage operations. The application will be granted.

O R D E R

Based upon the evidence of record and upon the conclusions and findings set forth in the preceding opinion,

IT IS HEREBY ORDERED that the above entitled application be and it is hereby granted.

This order shall become effective twenty (20) days from the date hereof.

Dated at San Francisco, California, this 9th day of February, 1943.

Frank L. Haven
Justice B. B. B. B.
Richard T. B. B.
Frank O. B. B.
Commissioners