

Decision No. 40123

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)	
CENTRAL CALIFORNIA TRACTION COMPANY)	Application
for permission to abandon certain)	No. 27918
trackage in Lodi, California.)	

ORIGINAL

JONES AND QUINN by THOMAS B. QUINN, for applicant;
LETTIS, MULLEN AND PEROVICH by ANTHONY PEROVICH, for
Mason Fruit Company and Otto Beckman, protestants;
J. M. SOUBEY, JR., for The Atchison, Topeka and Santa
Fe Railway Company, interested party; and CLINTON
HENNING, for the City of Lodi, interested party.

O P I N I O N

Central California Traction Company operates a line of rail-
road between Stockton and Sacramento, a distance of approximately 53
miles, with a branch from Lodi Junction to Lodi, a distance of ap-
proximately two miles. This branch in traversing the city of Lodi
runs in a westerly direction along Lodi Avenue from the easterly city
limits to the crossing of Southern Pacific Company's Stockton-
Sacramento main line, and then northerly along Sacramento Street,
which is parallel to and west of Southern Pacific Company's main line,
to the end of track in the vicinity of Louie Avenue.

A public hearing was held in Lodi on February 19, 1947, at
which time the matter was submitted.

In the instant application applicant requests permission to
abandon that portion of its branch line from a point just east of
Southern Pacific Company's main line to Sacramento Street and along
Sacramento Street to the end of track, a distance of about one mile.
Originally when applicant operated passenger train service, such
trains were operated on the Lodi branch to its passenger depot in the
vicinity of Elm and Sacramento Streets. For many years last past no
passenger service has been operated on the railroad. The only freight
service operated on Sacramento Street is for the purpose of serving

three industries at the branch's most northerly end.

Applicant produced testimony to show that if the track proposed to be abandoned were continued in use it would need to be rehabilitated at a cost of approximately \$73,670 and the amount of service rendered to and revenue produced by these three industries would not warrant this expenditure or the cost of the track's continued maintenance and operation. The three industries involved are Otto Beckman, Feed and Fuel; Mason Fruit Company, Fresh Fruits; and Foster and Wood. These industries are located between Sacramento Street and the tracks of Southern Pacific Company. It is applicant's opinion that these industries could be reasonably served by Southern Pacific Company if certain rearrangement of the industries' plants were made. The abandonment of the track proposed would eliminate two rail grade crossings, viz., the crossing of Southern Pacific Company's main line on Lodi Avenue and its Woodbridge branch at the intersection of Sacramento Street and Lockford Street.

The record produced by applicant shows the following amount of business handled for these three industries:

Year	Carloads Delivered or Received				Total Carloads	C.C.T. Revenue
	Foster & Wood	Otto Beckman	Mason Fruit Company	Total		
1943	-	31	28	59	\$1,778.65	
1944	6	26	40	72	2,811.16	
1945	-	10	18	28	1,126.72	
1946	-	2	38	40	1,567.27	
Total	6	69	124	199	\$7,286.80	
Average Per Year	1.5	17.5	31.0	49.5	\$1,821.70	

The Mason Fruit Company and Otto Beckman vigorously protested the granting of the application. The Mason Fruit Company contended that the spur track from applicant's line on Sacramento Street was necessary for the purpose of loading perishables, particularly

table grapes in refrigerator cars and the precooling thereof. The track is so located that trucks of ice can drive alongside the refrigerator cars and conveniently load ice. On the other hand they contend that the track of Southern Pacific Company is so located that the cost of loading and icing such cars would be uneconomical.

The warehouse of Mr. Beckman, who operates a grain and feed mill business, is served by Southern Pacific Company as well as by applicant. His feed mill, however, is located to take service only from applicant's track. It is his contention that he could not operate his feed mill in an efficient and economical manner without considerable expenditure if applicant's service were abandoned and he was required to take service from Southern Pacific Company.

The City of Lodi appears not to oppose the granting of the application provided the industries involved receive reasonable service from Southern Pacific Company.

We have before us in this proceeding a section of railroad crossing one main line and one branch of railroad track at grade and traversing the center of a very busy street for about one mile.

The record shows that there is a very large volume of vehicular traffic on Sacramento Street, particularly during the fall months of the year when perishable products are moving, and that applicant has difficulty in moving its trains along that street.

Applicant serves but three industries with a relatively small amount of business which in no way compensates for the cost of continuing the operation and maintenance of service over this one mile of track. This is particularly true in view of the fact that these industries could secure service from Southern Pacific Company which has tracks adjacent to their plants. We are mindful of the fact that these industries would of necessity have to make some adjustments in their plants, buildings, and operation, but on the other hand applicant can hardly be expected to make a large expenditure in rehabilitating its track and continuing this service, thus placing an

undue burden on the balance of its system.

It would appear that a reasonable time should be allowed the industries to readjust their operations to Southern Pacific Company's service.

From the record produced herein it is found as a fact that public convenience and necessity do not justify the continued operation of the track herein involved and that the application will be granted.

O R D E R

A public hearing having been held and the matter being under submission;

IT IS HEREBY ORDERED that permission and authority are granted to Central California Traction Company to abandon and remove that portion of its tracks located in the City of Lodi, California, described as follows:

Commencing at a point opposite to applicant's freight depot on Lodi Street immediately east of Southern Pacific Company's main line track, thence westerly along Lodi Street crossing Southern Pacific Company's main line track, thence curving northerly into Sacramento Street, and thence along Sacramento Street to end of track in the vicinity of Louis Avenue, City of Lodi;

subject to the following conditions:

1. Said service shall not be abandoned prior to sixty (60) days from the effective date hereof.
2. Applicant shall give not less than sixty (60) days' written notice to the industries involved and to the Commission of the abandonment of the track herein authorized.
3. Applicant shall, within thirty (30) days thereafter notify this Commission, in writing, of the abandonment of said track and of its compliance with the conditions hereof.
4. 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 twenty (20) days from the date hereof.

Dated at San Francisco, California, this 1st day of April, 1947.

Harold F. Kels
Justin J. Cassin
Jack H. Powell
B. J. Zimmerman
Peneth Potter
Commissioners