

ORIGINAL

Decision No. 44087

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )	
THE WESTERN PACIFIC RAILROAD COMPANY) Application No. 30925	
for authority to discontinue agency )	
service at Kingdon, California. )	

E. L. Van Dellen, for applicant.

O P I N I O N

Applicant herein requests authority to change its station at Kingdon, San Joaquin County, California, from an agency to a non-agency status.

A public hearing was held at Stockton on March 10, 1950, before Commissioner Potter and Examiner Daly, at which time the matter was submitted. No one appeared to protest the granting of the application.

Kingdon Station is on the main line of The Western Pacific Railroad Company, and (using railroad direction) is 9.1 miles west of Thornton and 11 miles east of Stockton, these being two adjacent agency stations. In addition, Terminus, another agency station, is located 8.3 miles due west of Kingdon on the Terminus Branch.

The proposed service at Kingdon would be the same as that provided at any other non-agency station. On inbound carload shipments deliveries would be made at Kingdon and the way bills would be taken to the nearest agency station from which the consignee would be notified. Only prepaid shipments would be delivered at Kingdon. However, a credit list arrangement would be made available for those consignees desiring delivery of collect.

shipments. On outbound carload shipments an empty car would be spotted at Kingdon upon the request of the consignor. After loading, the car would be picked up and the bill of lading either signed by the conductor and left in a box at Kingdon or taken to the nearest agency station from which it would be mailed to the consignor. On less than carload shipments the procedure would be substantially the same as that for carload shipments.

(1)

The evidence introduced shows the following experience at this station:

	<u>1948</u>	<u>1949</u>
Waybills made	57	43
Freight bills made	117	90
Passenger tickets sold (local)	66	--
Western Union Messages	7	5
Carload Freight hauled		
Cars:	76	75
Tons:	2445	2914
L.C.L. (Tons)	10	7

The following is a comparison of revenues and expenses based upon fifty percent of local revenue being assessed to Kingdon Station:

	<u>1948</u>	<u>1949</u>
(a) Carload Freight local	2,464	1,749
(b) Carload Freight interline	3,626	1,983
(c) LCL Freight local	58	40
(d) LCL Freight interline	4	15
(e) Passenger ticket revenue local	115	--
(f) Demmorage	<u>92</u>	<u>23</u>
(1) Total revenue, Kingdon Station	<u>6,359</u>	<u>4,018</u>
(2) Total expenses, Kingdon Station	<u>5,218</u>	<u>4,430</u>

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(1) Exhibits Nos. 2 and 3.

(2) Exhibit No. 2.

	<u>1948</u>	<u>1949</u>
<u>System Operating Ratio</u>		
(3) Including station expenses	75.37	79.59
(4) Excluding station expenses	70.62	75.29
(5) Estimated Cost of Handling Kingdon traffic excluding station expenses (1x4)	4,491	3,025
(6) Estimated Cost of Handling Kingdon traffic including station expenses (5+2)	9,709	7,455
(7) Estimated amount by which cost of operating Kingdon exceed revenue therefrom (6-1)	3,350	3,437

The alleged loss based upon system operating ratio is but one of many factors to which consideration must be given before authorization can be granted to change a station's status from agency to non-agency. Based upon the data taken from the exhibits herein considered, it appears that the amount of business handled at Kingdon declined during the year 1949 from that done in 1948. Although the number of carload shipments were almost the same in each year, the revenue derived therefrom decreased in 1949. The less than carload freight dropped from ten to seven tons. The revenue from other than carload freight amounted to \$269 in 1948, and \$286 in 1949. It is clear that the revenue from less than carload freight is negligible and that the bulk of freight handled at Kingdon is carload traffic, which can be handled with practically the same degree of convenience without an agent as with an agent. The small amount of less than carload freight would hardly warrant or be commensurate with the expense that would be incurred in maintaining Kingdon as an agency station.

Upon consideration of the entire record, it is our conclusion and we so find that the applicant's request is justified. The continuance of an agent at Kingdon does not appear to be required by public convenience and necessity. The application therefore should be granted.

O R D E R

A public hearing having been held in the above entitled proceeding, the matter having been duly submitted, and the Commission being advised,

IT IS ORDERED that the Western Pacific Railroad Company is authorized to discontinue agency service at Kingdon, California, and to change station records and tariffs accordingly, subject to the following conditions:

- (1) Applicant shall continue said station as a non-agency station.
- (2) Applicant shall give not less than ten (10) days' notice to the public of said agency abandonment by posting notice at said station.
- (3) Applicant shall, within thirty (30) days after the effective date hereof notify this Commission in writing of the abandonment of the facilities authorized herein and of their compliance with the conditions hereof.
- (4) The authorization herein granted shall lapse and become void if not exercised within ninety (90) days after the date hereof, unless further time is granted by subsequent order.

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

Dated at San Francisco, California, this 25<sup>th</sup> day of April, 1950.

R. E. Anderson  
Justus J. Cramer  
Charles L. Russell  
Harold A. Hale  
Genevieve Potter  
COMMISSIONERS