

ORIGINAL

Decision No. 44149

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)	
THE ATCHISON, TOPEKA and SANTA FE)	
RAILWAY COMPANY, and RAILWAY EXPRESS)	
AGENCY, INC., for authority to)	Application No. 31062
discontinue the Station of Angiola,)	
California, and to thereafter operate)	
same as a nonagency station.)	

- William F. Brooks, for applicant.
- C. E. Davies, for Angiola Elevator & Warehouse Company.
- F. M. Hyer, for Alpaugh Farm Bureau Center.
- Selma Mead, for Alpaugh Grange No. 544.
- Glenn Smith, for Alpaugh Irrigation District.
- L. L. Ellis in propria persona, protestants.

O P I N I O N

(1)
 The Atchison, Topeka & Santa Fe Railway Company by the instant application, requests authority to convert its station at Angiola, California, from an agency to a nonagency station.

A public hearing was held at Corcoran on Friday, April 21, 1950, before Examiner Silverhart, and the matter submitted for decision.

Angiola is located on applicant's main line; the agency stations nearest thereto are (by rail) Corcoran distant 8.8 miles to the west and Wasco, distant 29.1 miles to the east. The station is open daily, except Saturday and Sunday, from 8 a.m. to 12 noon, and 1 p.m. to 5 p.m. Local freight service is provided once a day in each direction. The Southern Pacific Company maintains an agency station at Earlimart 16 miles southeast of Angiola and 13 miles

(1) Railway Express Agency, Inc., joined in the application.

A. 31062 AM

east of Alpaugh.

In the event the Commission authorizes the change herein requested, the applicant's agent at Corcoran would notify consignees of arrival of carload shipments by U. S. postal card and telephone (if available) and also attend to the required billing. On out-bound movements shippers would place orders for cars either with the agent at Corcoran or Wasco, whichever was the nearest. Consignees of prepaid, less-than-carload shipments would be advised thereof in the manner provided for carloads. Such shipments would be unloaded at Angiola station and, at the owner's risk, there placed in an unlocked express building. Shippers would be required to transport less-than-carload shipments to Corcoran or Wasco for outbound movement.

A statement introduced into evidence by applicant as Exhibit 3 set forth the volume of freight business handled at Angiola during the years 1948 and 1949. This exhibit showed that 363 carloads were forwarded in 1948, and 239 in 1949 — a decrease of 34.15%. Carloads received totaled 22 in 1948 and 4 in 1949 — a decrease of 81.81%. There were 9 less-than-carload shipments forwarded in 1948 and 5 in 1949, a decrease of 44.44%. In 1948, 167 less-than-carload shipments totaling 81,094 pounds were received and 101 aggregating 31,828 pounds in 1949, a decrease in weight of 63.45%.

Exhibit 2 placed in evidence by applicant sets forth the status of Angiola Station with respect to revenues and

(2) expense. This exhibit indicates that the operation at Angiola resulted in a profit of \$824 in 1948 but that a net loss of \$1557

(2)	<u>1948</u>	<u>1949</u>
1. Total System Railway Operating Revenues	\$526,733,746	\$482,753,947
2. Total System Operating Expenses, Taxes and Rents	458,017,994	427,104,558
(a) Acct 373 - Station Employees	23,270,588	22,484,974
(b) Acct 374 - Weighing, Inspection and Demurrage Bureaus	510,632	502,188
(c) Acct 376 - Sta. Supplies & Expenses	1,675,138	1,442,822
(d) Payroll Taxes (Applicable to Acct 373)	1,340,386	1,295,135
(e) Total System Station Expenses	26,796,744	25,725,119
(f) All other System Railway Operating Expenses, Taxes and Rents (2-2(e))	431,221,250	401,379,439
3. Net System Railway Operating Income (1-2)	68,715,752	55,649,389
4. Ratio of System Station Expenses to System Revenues (2(e)+1)	5.09	5.33
5. Ratio of System Operating Expenses, excluding Station Expenses, to System Revenues (2(f)+)	81.87	83.14
6. Total Santa Fe proportion of Freight Revenue on Forwarded & Received Traffic Angiola	53,517	30,180
Segregated between:		
	<u>1948</u>	<u>1949</u>
Carload	\$52,887	\$29,648
Less Carload	630	532
and between:		
Interline	8,209	6,007
Local	45,308	24,173
7. Revenues applicable to Angiola ($\frac{1}{2}$ of Item 6, plus passenger, express, miscellaneous and milk and cream)	26,767	15,096
8. Operating Expenses, other than Station, incurred in earning revenue applicable to Angiola (5x7)	21,914	12,551
9. Actual Station Expenses at Angiola	4,029	4,102
10. Net Loss from Operation Angiola (8&9-7)	Cr 824	1,557
11. Ratio of Station Expense to Revenues at Angiola (9+7)	15.05	27.17

was sustained in 1949. It is to be noted that these figures were obtained by applying only one-half of the total proportion of freight revenue on forwarded and received traffic at Angiola. Such method of computation is not warranted where, as here, such revenue is derived from interline as well as local traffic. Testimony given by an employee of applicant disclosed that a breakdown of Item 6, Exhibit 2 showed:

1948 - Local \$45,308, interline \$8,209

1949 - Local \$24,173, interline \$6,007

Assigning all of the interline revenue and one-half of the local revenue to Item 7 of Exhibit 2 it then becomes \$30,871.50 for 1948 and \$18,099.50 for 1949. An application of the system operating ratio, excluding station expenses indicates that the total cost of handling Angiola traffic including station expenses is \$29,303.49 for 1948 and \$19,149.92 for 1949, resulting in a profit of \$1,568.01 and a net loss of \$1,050.42, respectively, for the above years.

Several protestants testified that closing of the Angiola Station would isolate Alpaugh⁽³⁾ and work a hardship upon its residents. No data was submitted to support such position.

Charles E. Davies, manager of the Angiola Elevator and Machine Co., a protestant, testified that since January 1, 1950, he shipped 73 carloads of grain from Angiola and has approximately 40 more carloads for shipment; that the coming harvest will be the best in the past 6 or 7 years; that his company alone has some 45,000 acres of grain under cultivation and will have about 400 carloads, the bulk of which will move from Angiola; that if Angiola Station is closed he will be required to place orders at Corcoran, Fresno or

(3) Alpaugh is 7 miles southwesterly from Angiola.

Hanford for cars and in addition issue instructions to the railroad crews as to where to spot cars; that he is reluctant to deposit negotiable bills of lading in a box for a conductor's signature; that a delay in handling shipping documents, in the event of a fluctuation in the grain market, might cause his company a financial loss. Further, the witness stated that his company handles 75% of the total grain raised in the Alpaugh district and practically all the grain in the Angiola area; that processing of bills of lading and spotting of cars through the agent at Corcoran during the harvest season, May 15 to September 1st, when 3 to 4 hundred cars were handled would work a physical hardship and cause a decrease in revenue due to his company's inability to handle all their shipments. Cross examination developed that grain is the principal commodity shipped from Angiola; that all shipments made by the witness are carload and that all grain carloads ⁽⁴⁾ forwarded from Angiola Station during 1948 and 1949 were shipped by the witness' company.

We have heretofore, ⁽⁵⁾ discussed at length the pertinent factors to be applied in proceedings such as this. We have

(4) 344 carloads in 1948
200 " " 1949

(5) Application of Southern Pacific Company and Railway Express Company, Inc., etc., Decision No. 42469, dated February 1, 1949, Application No. 29735 reported in advance sheets 48 Cal PUC 407, the Commission, at Page 410, said "In determining whether a given station should be changed from agency to nonagency, other factors of equal importance must be considered. Among these are the financial condition of the entire Railroad, financial results of operations at the station, ratio of station expense to revenue for all stations and for the particular station under consideration, geographical location of the station and its relation to the surrounding area, history of the agency, proximity of and accessibility to other agency stations, volume and trend of business at the station, whether cost of furnishing service is commensurate with or out of proportion to the revenue derived, and, of course, public convenience and necessity.

A. 31062 AM

carefully considered all such factors and have applied them to the facts as disclosed by the evidence herein. We conclude therefrom and hereby find that public convenience and necessity require that Angiola be continued as an agency station from May 15 to August 31, inclusive, of each year and that the public interest will not be disserved by authorizing the discontinuance of agency service from January 1 to May 14, inclusive, and from September 1 to December 31, inclusive.

O R D E R

A public hearing having been held, the Commission being fully informed and basing this order upon the conclusions and findings set forth in the foregoing opinion,

IT IS ORDERED:

(1) That The Atchison, Topeka & Santa Fe Railway Company is authorized to discontinue agency service at Angiola, California, from January 1, to May 14, inclusive, and from September 1, to December 31, inclusive, of each year, subject to the following conditions:

(a) Applicant, during the periods above named shall maintain said station in a nonagency status.

(b) Applicant shall post notice of such discontinuance at said station no less than 10 days prior thereto.

(c) Applicant shall within 30 days thereafter notify this Commission in writing of the discontinuance of the agency service herein authorized and of compliance with the conditions of this order.

A. 31062 AM

(d) The authorization herein granted shall lapse if not exercised within 120 days after the effective date of this order unless such time is subsequently extended.

(2) That The Atchison, Topeka and Santa Fe Railway Company shall continue to maintain agency service at Angiola, California, from May 15 to August 31, inclusive, of each year.

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

Dated at San Francisco, California, this 9th day of May, 1950.

R. E. Anderson
Justin F. Callen
Joseph H. ...
Harold P. ...
Permette Patten
COMMISSIONERS