

Decision No. 45033**ORIGINAL**

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, a corporation, )  
 (hereinafter called THE ATCHISON )  
 COMPANY), and RAILWAY EXPRESS AGENCY, ) Application No. 31336  
 I.N.C. (hereinafter called EXPRESS )  
 AGENCY), for authority to discontinue )  
 the station at Hinkley, California, )  
 and to thereafter operate the same as )  
 a nonagency station. )

Robert W. Walker, John J. Balluff, and John B. Kramer,  
 for The Atchison, Topeka and Santa Fe Railway Company and  
 Railway Express Agency, Inc.; Oscar Dalorian and Robert J. Spoth,  
 protestants.

O P I N I O N

The Atchison, Topeka and Santa Fe Railway Company and  
 the Railway Express Agency, Inc., applicants herein, request  
 authority to discontinue the operation of an agency station at  
 Hinkley, California, and to operate the station on a nonagency  
 basis.

A public hearing was held at Hinkley on October 19, 1950,  
 before Examiner Syphers, at which time evidence was adduced and the  
 matter submitted.

Hinkley station is located in San Bernardino County,  
 approximately 10.2 miles, by rail, west of Barstow, and approxi-  
 mately 27 miles, by rail, east of Boron. At both Barstow and Boron  
 agents are maintained. At the hearing, testimony was presented to

the effect that a notice of the hearing had been posted at the Hinkley station and published in a newspaper of general circulation in Barstow. Exhibit No. 4, presented by a witness for the railroad, shows the revenues and expenses for the years 1948 and 1949, attributable to the station here under consideration. From an analysis of this exhibit, the following figures have been secured:

<u>REVENUES</u>	<u>1948</u>	<u>1949</u>
Applicable to Hinkley Station	\$ 1,544	\$ 996
 <u>EXPENSES</u>		
Actual station ex-	<u>1948</u>	<u>1949</u>
pense at Hinkley	\$ 4,402	\$ 3,789
Oper. Exp. attribu-		
table to Hinkley	<u>1,264</u>	<u>828</u>
	<u>5,666</u>	<u>4,621</u>
Net loss from operation of Hinkley station	\$ 4,122	\$ 3,621

It should be pointed out that the revenue attributable to Hinkley station was computed by the railroad to be equal to 50% of the total revenue derived from freight forwarded and received at the Hinkley station. Exhibit No. 5 shows the volume of freight handled at Hinkley during the years 1948 and 1949. An examination of this exhibit shows that, during the year 1948, there were seven carloads of freight forwarded from Hinkley and 41 carloads received, while in 1949 there were no carloads forwarded and only four received. In 1948 there were nine less-than-carload shipments forwarded and 213 received, while in 1949 there were six less-than-carload shipments forwarded and 221 received.

It is the proposal of applicant to pay some resident of Hinkley a nominal sum to be custodian of the key to the station. All less-than-carload shipments will be set off at Hinkley and locked in the station and the consignees may obtain the key from the custodian and secure their shipments. The necessary book work and accounting relating to these shipments will be done by the agent at Barstow who will notify the consignees. All incoming shipments at Hinkley will be on a prepaid basis and the outgoing shipments from Hinkley will be handled through the agent at Barstow or Boron. It was the contention of the railroad witnesses that this plan of operation would prove satisfactory and that, in view of the amount of business being done at Hinkley, an agent was not necessary.

The opponents to applicant's proposal indicated that the agent now performs duties in addition to those required for the operation of the Hinkley station. In other words, the agent now handles some train orders and also performs services in the pumping of water. The railroad witnesses conceded that this was the case but contended that the train orders could be handled by the agents at the other stations and the pumping of water could be handled by the section crews.

It was further pointed out that, while at the present time there is a telephone at the Hinkley station, and that this telephone, under the proposal, will not be available to the public generally, there is other telephone service in Hinkley. The station telephone is proposed to be in a locked booth, available only to train crews. Likewise, it was pointed out that telegraph messages may be sent by calling Barstow.

After a complete consideration of all of the evidence in this record, we are of the opinion and hereby find that the continuance of the agency station at Hinkley is not justified in that, in view of the volume of business handled, the station is operated at a loss; that, under the proposal, carload shipments will not be affected; and that less-than-carload shipments may be handled through the appointment of a custodian. Accordingly, the application will be granted.

O R D E R

Application as above entitled having been filed, a public hearing having been held thereon, and the Commission being fully advised in the premises and hereby finding it to be in the public interest,

IT IS ORDERED that The Atchison, Topeka and Santa Fe Railway Company and Railway Express Agency, Inc. be, and they hereby are, authorized to discontinue their joint agency station at Hinkley, California, and to change station records and operations accordingly, subject to the following conditions:

- 1) applicants shall continue to operate the Hinkley station as a nonagency station;
- 2) applicants shall give not less than 10 days' notice to the public of said agency's abandonment by posting a notice at said station;
- 3) applicant, The Atchison, Topeka and Santa Fe Railway Company shall store less-than-carload freight shipments under lock in the company's depot located at Hinkley and the key to this freight house shall be obtainable from a custodian located at or near the station. A notice shall be maintained at the station advising the patrons as to where the key may be secured;

- 4) applicants shall, within thirty (30) days thereafter, notify this Commission, in writing, of the abandonment of the facilities authorized herein and of their compliance with the conditions hereof;
- 5) 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 of this Commission.

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

Dated at San Francisco, California, this 21<sup>st</sup> day of November, 1950.

R. E. Johnson  
Justice F. Wheeler  
James H. Farrell  
Harold H. Kula  
Kenneth F. Potter  
COMMISSIONERS