

ORIGINAL

Decision No. 48538

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
THE WESTERN PACIFIC RAILROAD COMPANY) Application No. 33821
for authority to discontinue agency)
service at Crescent Mills, California.)

E. L. Van Dellen, for applicant.
E. E. Hughes, for Order of Railroad Telegraphers, protestant.
A. R. Linn, for Lakeview Manganese Mines, S. W. Brinker,
Charles H. Logan, H. O. Williams and Paul Tetro, protestants.

O P I N I O N

This is an application of The Western Pacific Railroad Company for authority to discontinue agency service at Crescent Mills, Plumas County, and to convert it to a nonagency station. No passenger service is involved in the application.

A public hearing was held by Examiner Cannon at Crescent Mills on January 15, 1953, and the matter was submitted on concurrent briefs to be filed within ten days. A brief was duly filed by counsel for protestants. However, after submission, applicant advised the Commission that, in its opinion, there was no need for applicant to file a brief in the matter.

The application alleges that the volume of traffic handled by applicant to and from said station is not sufficient to justify the continuance of said station as an agency.

Two operating witnesses were called who testified as to the proposed method of handling the traffic should the application be granted. Inbound carload shipments will be set out at Crescent Mills and waybills left with the agent at the nearest station in the direction of the movement. ⁽¹⁾ Consignees would be notified of arrival

(1) The nearest agency station to Crescent Mills is Greenville, 6.1 miles to the north. To the south the nearest agency station is Keddie, 8.6 miles distant.

of shipment by the agent at Greenville or Keddle. In the case of carload shipments coming in from the northwest rather than from the north, notice would be sent and waybills taken to Keddle and the agent at Keddle will notify the consignee. In the case of outbound shipments from Crescent Mills the shipper will contact the agent at Greenville or Keddle by telephone.

The method proposed by applicant for handling the business will be substantially the same as that followed presently, except that instead of contacting the agent at Crescent Mills he will contact the agent either at Greenville or Keddle.

After the shipper has loaded his car he fills out the bill of lading and leaves it in the depot at Crescent Mills. He then calls the agent either at Greenville or Keddle. When the car is picked up the conductor will sign the bill of lading, leaving the original and one copy.

Less-than-carload shipments would be handled in the same manner except that the shipments would be locked in a storeroom in the depot at Crescent Mills and the conductor would sign the bill of lading, load the shipment, and leave copies for the shipper. Inbound shipments would be unloaded into locked storeroom at Crescent Mills, waybills left at Keddle or Greenville, and the shipper notified. The key would be left in possession of the section foreman at Crescent Mills.

The proposed service as set up by the applicant seems to us to differ in no important respect other than the absence of an agent and the necessity of contacting the agent at Greenville or Keddle. The stock corrals will be maintained as before and public track facilities and telephone service will not be disturbed.

Another witness for applicant offered two exhibits for filing. Exhibit No. 1 indicates that for the year ending October 31, 1952, the total revenue at Crescent Mills Station was \$8,801,

whereas for the previous year ending March 31, 1951, the total revenue was \$12,782, a falling off of practically \$4,000. Oral testimony showed that the revenue for the corresponding period ending September 30, 1950, was \$20,311. Thus it appears that the revenue at Crescent Mills Station has been steadily and substantially decreasing.

Exhibit No. 2 is an analysis of freight traffic forwarded and received at Crescent Mills during the two 12-month periods ending October 31, 1952, and October 31, 1951, respectively. A breakdown of the commodities forwarded and received for the year ending October 31, 1952, indicates the following:

<u>Commodity</u>	<u>Forwarded</u>		<u>Received</u>		<u>Total</u>	
	<u>Cars</u>	<u>Tons</u>	<u>Cars</u>	<u>Tons</u>	<u>Cars</u>	<u>Tons</u>
Cattle	13	156	9	132	22	288
Gasoline	--	---	28	800	28	800
Fuel Oil	--	---	31	1035	31	1035
Pet. Products	--	---	3	54	3	54
Manganese Ore	3	142	--	---	3	142
Lubricating Oil	--	---	3	49	3	49
Steel Cable	--	---	1	24	1	24
Steel Tanks	--	---	1	6	1	6
Crushed Rock	--	---	2	88	2	88
Total Carload	16	298	78	2,188	94	2,486
L.C.L.	--	38	--	19	--	57
Total Freight	16	336	--	2,207	94	2,543

Testimony was presented by applicant as to annual expenses and revenues accruing to Crescent Mills Station for the past two years. The figures for the 12 months ending October 31, 1952, are shown below:

Total Revenue (W.P.RR's portion of interline plus 50% of local revenue)	\$8,801
Direct Expenses (wages, supplies, utilities)	<u>4,425</u>
Available to Pay Cost of Transportation	\$4,376
System Operating Ratio (excl. Station Expense)	65.07%
Cost of Transportation (using System Oper. Ratio)	\$5,727
Indicated loss on Crescent Mills Traffic	\$1,351 ✓

Five public witnesses testified for the protestants. The largest of these was engaged in the Lakeview Mines but has not done any shipping for a year. His associate testified that the mine was presently in a development stage. He also stated that the rail business had fallen off due to poor service. Another witness testified that the only inconvenience he would suffer would be making phone connections with Greenville and Keddie.

Upon cross-examination an operating witness testified that the granting of the application would not entail any additional expense. Two employees are regularly employed at the Greenville Station from 7:30 A.M. to 3:30 P.M. and from 3:30 P.M. to 11:30 P.M.

The alleged loss based upon system operating ratio is only one of many factors which must be considered before authorization can be granted to change a station's status from agency to nonagency. Besides the financial results of operation other factors of importance should be weighed, such as geographical location of the station and its proximity to other stations, volume and trend of business at the station, and service that would be available if the agency were discontinued.

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 Crescent Mills does not appear to be required by public convenience and necessity. The application will 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 Crescent Mills,

California, and to change station records and tariffs accordingly, subject to the following conditions:

- (1) Applicant shall continue said station as a nonagency 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 its compliance with the conditions hereof.
- (4) The authorization herein granted shall lapse if not exercised within ninety (90) days after the date hereof, unless further time be granted by subsequent order.

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

Dated at San Francisco, California, this 28th day of April, 1953.

R. J. Drummond
PRESIDENT

Harold A. Hulse

Fernando P. Patten
John E. McMillen

COMMISSIONERS