

ORIGINAL

Decision No. 49052

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
SOUTHERN PACIFIC COMPANY and of)
RAILWAY EXPRESS AGENCY, INCORPORATED,)
for authority to discontinue agency)
at Litchfield, County of Lassen, State)
of California, and to maintain said)
station as a nonagency.)

Application No. 34079

R. S. Myers, for applicants Southern Pacific Company and
Railway Express Agency, Incorporated.
Eldon N. Dye, for California Farm Bureau, protestant.
W. R. Curry, for Order of Railroad Telegraphers, protestant
and C. H. Heard, Neil Winchell, John Waltman, Jim E.
Bronson, C. P. Miller, Oscar McCormick, George T. Wood and
Roy Justesen, all appearing in person on behalf of protestants.

O P I N I O N

Southern Pacific Company and Railway Express Agency, Inc.,
jointly seek authority to close the freight station at Litchfield,
Lassen County, and thereafter to operate as a nonagency station. (1)

Applicant alleges that under present conditions the
business handled at said station does not warrant the continued
maintenance of an agency there. There has been no passenger service
at this station since 1928.

A public hearing was held by Examiner Gannon at Standish
on May 19, 1953, and the matter was submitted on briefs which were
duly filed.

Applicant filed three exhibits in support of its conton-
tions. Copies of these exhibits are appended hereto as Appendix A,
B, and C, respectively.

(1) Other nearby stations include Wendel 8.4 miles west of
Litchfield, and Susanville 14.8 miles east of Litchfield.

Exhibit No. 1 is a tabulation of Railway Express Agency shipments and revenues associated with the agency at Litchfield during the two twelve-months' periods ended February 29, 1952, and February 28, 1953, respectively.

Exhibit No. 2 is a comparative statement of business handled and railway operating revenues and expenses at Litchfield.

Exhibit No. 3 is an analysis of freight traffic at the same station.

Three operating witnesses testified for the applicant. In the handling of less-car-load shipments applicant would provide a key so the outbound shipments could be locked in the station awaiting pick-up by the train crew. Shipments inbound would be locked in the station and consignee could obtain the key and pick up the shipments. There is no testimony in the record indicating that this method of caring for the shipments is not satisfactory where it is in operation. No complaints of pilferage or theft are to be found in the record.

An analysis of the carload shipments reveals that they are almost all petroleum products, inbound, probably consigned to one or two of the oil companies.

Much of the record deals with the testimony of farmers, many of whom have migrated from the Salinas Valley into the Litchfield area. There is no indication in the record that they are suffering from lack of transportation for their products. Truck service is adequate and satisfactory.

An examination of the record discloses that very few of the farmers now use this agency at Litchfield. Exhibit No. 3 indicates that approximately 90 per cent of the tonnage to and from Litchfield consists of diesel fuel oil, fuel oil, and gasoline in tank cars. It appears that these tank cars can be handled as efficiently without an agency at Litchfield.

We are convinced that, under the circumstances, the Southern Pacific Company should be permitted to maintain the Litchfield station as a nonagency.

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 Litchfield 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 Southern Pacific Company and Railway Express Agency, Inc., are hereby authorized to close and abandon their respective agencies at Litchfield, California, and to change their station records and tariffs accordingly, subject to the following conditions:

1. Applicants shall continue said station as a nonagency station.
2. Applicants shall give not less than ten (10) days' notice to the public of said agency abandonment by posting notice at said station.
3. Applicants shall provide storage under lock at said station for less-than-carload freight shipments, and shall provide a key to said storage space to be kept at a convenient location nearby and shall maintain notice at such station advising patrons where the key may be secured.
4. Applicant shall within thirty (30) days thereafter notify the Commission in writing of the discontinuance of the agency service heretofore authorized, and of its compliance with the conditions of this order.
5. The authorization herein granted shall lapse if not exercised within ninety (90) days after the effective date of this order, unless an extension of it is subsequently granted.

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

Dated at San Francisco, California, this 4th day of September, 1953:

[Signature]
PRESIDENT

[Signature]
[Signature]

COMMISSIONERS

Barold P. Boig
Commissioner S. Kenneth Rottan, being
necessarily absent, did not participate
in the disposition of this proceeding.

APPENDIX "A"SOUTHERN PACIFIC COMPANY

Railway Express Shipments and Revenue, Associated with the Operation of the Agency at Litchfield, California, during the Two 12-Month Periods ended February 29, 1952 and February 28, 1953, respectively.

Month	Year Ended Feb. 29, 1952			Year Ended Feb. 28, 1953		
	Ship- ments	Gross Express Revenue	S.P.Co. Proportion of Revenue	Ship- ments	Gross Express Revenue	S.P. Co. Proportion of Revenue
	(a)	(c)	(d)	(e)	(f)	(g)
Mar. 1951-1952	6	\$ 6.64	2.12	9	\$ 28.14	\$ 9.00
April 1951-1952	9	15.02	4.81	6	16.34	5.23
May 1951-1952	3	6.30	2.02	7	15.05	4.82
June 1951-1952	1	1.65	0.53	9	37.37	11.96
July 1951-1952	4	26.51	8.48	7	19.15	6.13
Aug. 1951-1952	8	15.08	4.83	8	15.08	4.83
Sept. 1951-1952	8	19.99	6.40	11	39.19	12.54
Oct. 1951-1952	11	40.20	12.86	7	20.75	6.64
Nov. 1951-1952	17	40.66	13.01	9	17.35	5.55
Dec. 1951-1952	16	28.63	9.16	12	34.60	11.07
Jan. 1952-1953	5	16.71	5.35	13	22.96	7.35
Feb. 1952-1953	5	25.77	8.24	6	19.88	6.36
Total	93	\$243.16	\$ 77.81	104	\$ 285.86	\$ 91.48

APPENDIX "B"SOUTHERN PACIFIC COMPANY

COMPARATIVE STATEMENT OF BUSINESS HANDLED
AND RAILWAY OPERATING REVENUES AND EXPENSES
ASSOCIATED WITH THE OPERATION OF AGENCY AT LITCHFIELD, CALIFORNIA
DURING THE TWO 12-MONTH PERIODS ENDED
FEBRUARY 29, 1952 AND FEBRUARY 28, 1953, RESPECTIVELY.

	Year Ended Feb. 29, 1952		Year Ended Feb. 28, 1953		Average Per Month	
	Total	Monthly Average	Total	Monthly Average	Incr	Decr
	(a)	(b)	(c)	(d)	(e)	(f)
<u>"A" - Business Handled:</u>						
1. Number of waybills made	128	11	101	8		3
2. Number of freight bills made	531	44	457	38		6
3. Number of shipments Express	93	8	104	9	1	
4. Number of Western Union messages	173	14	91	8		6
5. Carload traffic (cars)	66	6	67	6		1
6. L.C.L. traffic (tons)	92	8	87	7		1
<u>"B" - Operating Revenues and Expenses</u>						
<u>SP Co. Gross Operating Revenues:</u>						
1. Carload traffic - local	\$12,086	\$1,007	\$12,940	\$1,078	\$71	
2. Carload traffic - interline	1,537	128	546	46		\$82
3. L.C.L. traffic - local	2,108	176	1,883	157		19
4. L.C.L. traffic - interline	107	9	124	10	1	
5. Total freight traffic	\$15,838	\$1,320	\$15,493	\$1,291		\$29
6. Express	78	6	91	8	2	
7. Telegraph - Western Union	6	1	3	-		1
8. Total Gross Revenue	\$15,922	\$1,327	\$15,587	\$1,299		\$28
<u>SP Co. Operating Cost: Litchfield Agency</u>						
9. Wages - agent	\$ 4,020	\$ 335	\$ 4,103	\$ 342	\$ 7	
10. Telephone	56	5	59	5		-
11. Electric light	13	1	14	1		-
12. Coal and wood for heating	76	6	87	7	1	
13. Stationery	17	2	17	2		-
14. Misc. station supplies	17	1	25	2	1	
15. Payroll taxes	244	20	252	21	1	
16. Total Station Operating Cost	\$ 4,443	\$ 370	\$ 4,557	\$ 380	\$10	
17. Cost of handling freight traffic over SP Co. Lines, exclusive of station expense at Litchfield	\$12,561	\$1,047	\$12,196	\$1,016		\$31
18. Total Operating Cost	\$17,004	\$1,417	\$16,753	\$1,396		\$21
19. Total Operating Cost exceeds System Revenue	\$ 1,082	\$ 90	\$ 1,166	\$ 97	\$ 7	

APPENDIX "C"

SOUTHERN PACIFIC COMPANY

ANALYSIS OF FREIGHT TRAFFIC FORWARDED FROM AND RECEIVED AT
 AGENCY AT LITCHFIELD, CALIFORNIA
 DURING THE TWO 12-MONTH PERIODS ENDED
 FEBRUARY 29, 1952 AND FEBRUARY 28, 1953, RESPECTIVELY.

Commodity (a)	YEAR ENDED FEBRUARY 29, 1952								
	FORWARDED			RECEIVED			TOTAL		
	Cars (b)	Tons (c)	Sys- tem Rev- enue (d)	Cars (e)	Tons (f)	Sys- tem Rev- enue (g)	Cars (h)	Tons (i)	Sys- tem Rev- enue (j)
1. Cattle	-	-	-	5	55	\$163	5	55	\$ 163
2. Farm Machinery	1	10	\$ 458	-	-	-	1	10	458
3. Fertilizer, N.O.S.	1	15	75	-	-	-	1	15	75
4. Fuel Oil (Diesel) in tank cars	-	-	-	5	154	1,094	5	154	1,094
5. Fuel Oil, in tank cars	-	-	-	9	334	2,337	9	334	2,337
6. Gasoline, in tank cars	-	-	-	33	1,074	7,704	33	1,074	7,704
7. Ground Gypsum	-	-	-	1	50	130	1	50	130
8. Pipe, Iron	-	-	-	1	10	98	1	10	98
9. Salt	-	-	-	2	39	298	2	39	298
10. Sulphate of Ammonia	-	-	-	1	40	281	1	40	281
11. Wheat	3	100	392	-	-	-	3	100	392
12. Wheat and Rye	1	31	120	-	-	-	1	31	120
13. Wool in Grease	3	43	473	-	-	-	3	43	473
14. Total Carload	9	199	\$1,518	57	1,756	12,105	66	1,955	\$13,623
15. L.C.L.	-	13	206	-	79	2,009	-	92	2,215
16. TOTAL FREIGHT TRAFFIC	9	212	\$1,724	57	1,835	14,114	66	2,047	\$15,838
YEAR ENDED FEBRUARY 28, 1953									
17. Cattle	-	-	-	1	11	\$ 244	1	11	\$ 244
18. Fuel Oil (Diesel) in tank cars	-	-	-	7	223	1,489	7	223	1,489
19. Fuel Oil, in tank cars	-	-	-	12	347	2,247	12	347	2,247
20. Gasoline, in tank cars	-	-	-	43	1,187	8,561	43	1,187	8,561
21. Oats	1	40	\$ 326	-	-	-	1	40	326
22. Pipe, Iron	-	-	-	1	14	136	1	14	136
23. Sulphate of Ammonia	-	-	-	1	30	181	1	30	181
24. Wool in Grease	1	15	302	-	-	-	1	15	302
25. Total Carload	2	55	\$ 628	65	1,812	12,858	67	1,867	\$13,486
26. L.C.L.	-	33	409	-	54	1,598	-	87	2,007
27. TOTAL FREIGHT TRAFFIC	2	88	\$1,037	65	1,866	14,456	67	1,954	\$15,493