

DECISIONS OF

Pennsylvania Public Utility Commission

VOLUME 29



Harrisburg, Pennsylvania

1953

In event the instant application is approved, no change will be made in passenger train service and all the facilities of the station will be retained except that the waiting room will be closed. Passengers will be permitted to pay their fares on trains without additional charge or penalty.

Upon full consideration of the matters and things involved, we find and determine that the change in status of Reading Company's Gravers station in the City of Philadelphia from that of an agency passenger station to that of a non-agency passenger station is necessary or proper for the service, accommodation, convenience or safety of the public; THEREFORE,

IT IS ORDERED:

1. That the instant application be and is hereby approved.
2. That a certificate of public convenience issue evidencing our approval of the change in status of Reading Company's station at Gravers, City of Philadelphia, from that of an agency passenger station to that of a non-agency passenger station, subject to the following conditions:
 - (a) That Reading Company, before effectuating the changes authorized herein, furnish 15 days' written notice to this Commission and to the public; such notice to the public to be posted at the Gravers station, at the Wyndmoor station and at the Chestnut Hill station of the railroad company.
 - (b) That Reading Company, when making any tariff revisions required in connection with the changes authorized herein, shall include reference by title, date and docket number to the certificate of public convenience to issue in this proceeding.

APPLICATION OF LAUREL LINE TRANSPORTATION
COMPANY

APPLICATION DOCKET No. 12086, FOLDER 13, AM-B

Bus Company—Abandonment of Service—Loss of Employment by Employees—Jurisdiction.

Adjudication of matters pertaining to the relation between a carrier and its employees, unrelated to the rendition of service, is not within the scope of the Commission's jurisdiction in a proceeding upon an application by the carrier for authority to discontinue service over one of its routes.

Public Convenience and Necessity—Service Discontinuance—Bus Company—Operating Losses—Substitute Service.

A bus company was authorized to discontinue scheduled bus service over one of its unprofitable routes where such discontinuance appeared necessary and proper for the service, accommodation, convenience and safety of the public and the Commission concurrently authorized another carrier to render service in lieu of the service discontinued.

E. M. Walters, Jr., for Laurel Line Transportation Company.

Hugh J. McMenamin for Brotherhood of Railroad Trainmen.

BY THE COMMISSION, *July 30, 1951*:

This matter comes before us upon application of Laurel Line Transportation Company, a common carrier, incorporated in the Commonwealth of Pennsylvania, operating scheduled bus service between Wilkes-Barre, Luzerne County, and Scranton, Lackawanna County, via the Borough of Dupont, Luzerne County, seeking our approval of the abandonment of service between Wilkes-Barre and Dupont.

Concurrently, Pennsylvania Greyhound Lines, Inc., seeks approval at A. 34933, Folder 11, Am-C, Folder 12, Am-E, and Folder 13, Am-E, of the removal of certain operating restrictions so as to permit service in lieu of that proposed for abandonment.

At the hearing in this proceeding, counsel for applicant amended the application so as to include the discontinuance of through service between Wilkes-Barre and Scranton.

The applicant's Treasurer testified that this carrier renders scheduled service between Wilkes-Barre and Scranton via Dupont by two round trips daily; that approximately 815 passengers use the service monthly, most of whom are local riders between intermediate points, and that the operation was conducted at an estimated loss of \$7,740 during 1950. Under cross-examination by Counsel for the Brotherhood of Railway Trainmen, he stated that one full-time and one part-time employee are required to operate the buses, but upon abandonment the part-time employee may or may not be displaced.

Counsel on behalf of the Brotherhood of Railway Trainmen entered a statement of record protesting the proposed discontinuance of service unless some provision is made for employment elsewhere in the system for employees who might be displaced or laid off by reason thereof. The statement was accepted by the Examiner as a motion

to be submitted to the Commission for its determination. Counsel for applicant opposed the motion.

Adjudication of matters pertaining to the relation between a carrier and its employees, unrelated to the rendition of service, is not within the scope of the jurisdiction of this Commission and the motion should be denied.

After full consideration of the matters and things involved and since concurrently we are granting Pennsylvania Greyhound Lines, Inc., at A. 34933, Folder 11, Am-C, Folder 12, Am-E, and Folder 13, Am-E, approval of the inauguration of local bus service in lieu thereof, we are of the opinion and find that approval of the instant application is necessary or proper for the service, accommodation, convenience or safety of the public; THEREFORE,

IT IS ORDERED:

1. That the motion entered by Counsel for the Brotherhood of Railway Trainmen be and is hereby denied.

2. That approval of the application of Laurel Line Transportation Company for the right to abandon scheduled bus service on its Wilkes-Barre-Dupont route, all as fully described in the application, as amended, be and is hereby granted and that the Commission order of June 24, 1939, and the certificate of public convenience issued thereunder, be amended by the deletion of the Wilkes-Barre-Dupont route and condition "SECOND" contained therein.

APPLICATION OF THE PENNSYLVANIA
RAILROAD COMPANY

APPLICATION DOCKET No. 76353

Stations—Railroad Company—Service Discontinuance—Passenger Service—Insignificant Operating Losses.

While refusing to permit a railroad company to change the status of one of its non-agency stations from passenger to freight where the record disclosed a steady although minor use of the passenger station and the savings to the carrier resulting from the discontinuance would be insignificant, the Commission stated that an adjustment in service, rather than the complete abandonment thereof, would be a more appropriate remedy for the failing passenger traffic.