

ORIGINAL

Decision No. 18067

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of Application of the California Shasta & Eastern Railway for Temporary Non-operation.)))	Application No. 13483.
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A. Larssen, for Applicant.

BRUNDIGE, COMMISSIONER:

O P I N I O N

In this proceeding the California, Shasta and Eastern Railway requests permission to abandon service, for a period of three years, on its Main Line which extends from Anderson to Bella Vista, a distance of approximately thirteen miles, all in Shasta County, California. A public hearing was held on this matter in San Francisco on February 11th, 1927.

The railroad primarily was constructed for the purpose of hauling lumber which was carried by flume from the mills located some 25 miles north of Bella Vista, to the railroad. The mills of this lumber company have been closed for several years, as the operation has proven uneconomical, except during times when the lumber market is above normal. The flume has seriously deteriorated and the mill buildings at Bella Vista have been removed.

Another source of revenue for this carrier was the transportation of ores from the Afterthought Mine located about thirteen miles north of Bella Vista. These properties have ceased operation on account of the high cost of extracting and refining the ore.

The farming district through which the railroad runs does not offer any freight business. This farming district is connected with Anderson by a good gravelled road over which the farm products are hauled by truck.

Rather extensive coal deposits are located about twelve miles east of Bella Vista and it is expected that in a few years these properties will be opened up on a commercial basis. In asking for permission to discontinue operations for three years, it is expected that these lumber and mining industries will reopen and in conjunction with the coal mining will offer for shipment sufficient quantities of their commodities to warrant the operation of the railroad.

The track structures and timber bridges are unsafe and before operations could be resumed practically the entire line would have to be reconstructed. The piers supporting the steel bridge across the Sacramento River were repaired in 1925 but the steel work of the bridge is badly rusted and should be protected from further deterioration.

From the record it appears that this application should be granted as no freight has been offered for transport during several years last past and as none is expected for a period of about three years in the future. The applicant signified that as soon as a decision was rendered by this Commission, application would be made to the Interstate Commerce Commission for the abandonment of this service.

I recommend the following form of order:

O R D E R

California, Shasta and Eastern Railway, a corporation, having applied to the Railroad Commission for an order authorizing the discontinuance of service on its line of railroad as a common carrier for

a period of three years, a public hearing having been held, the matter having been duly submitted, the Commission being apprized of the facts, the matter being under submission and ready for decision, therefore

IT IS HEREBY ORDERED that applicant, the California, Shasta and Esstern Railway, a corporation, be and it is hereby authorized to discontinue the operation of its line of railroad between Anderson and Bella Vista in the County of Shasta, as a common carrier for a period of three years, said discontinuance of service to become effective after said applicant shall have cancelled all tariffs and time schedules now lawfully filed with this Commission and shall have given ten (10) days notice of the date of cessation of service, as herein authorized, to the shipping public by posting notices of discontinuance of service at its stations of Anderson and Bella Vista .

For all other purposes, the effective date of this order shall be twenty (20) days from and after the date hereof.

The foregoing Opinion and Order are hereby approved and ordered filed as the Opinion and Order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 14th day of March, 1927.

Emmert West
H. B. Brundage
C. E. Beatty
Leon A. White
Thos. S. Ricketts

Commissioners.