

Decision No. 21713

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
 THE ATCHISON, TOPEKA AND SANTA FE
 RAILWAY COMPANY, a corporation, for
 authority to change its train schedule
 on the Randsburg District, between
 Barstow and Kramer and Kramer and
 Johannesburg, all in the State of
 California.

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) Application No. 15811
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M. W. Reed, for Applicant.
 Lewis Warnken, for Atolia Mining Co., Protestant.

BY THE COMMISSION -

OPINION

The Atchison, Topeka and Santa Fe Railway Company, a corporation, has petitioned the Railroad Commission for an order authorizing a reduction in its train service on its Randsburg District trains now operating on Tuesday and Saturday of each week, to a service of one train per week, operating on Saturday; and for authority to discontinue the present agency service now maintained at its station of Johannesburg and to substitute a "resident agent" for the regular agent heretofore maintained at such point.

A public hearing on this application was conducted by Examiner Handford at Randsburg, the matter was duly submitted and is now ready for decision.

Applicant now operates twice weekly, on Tuesday and Saturday, a mixed train between Barstow and Johannesburg, said trains operating over the main line to the junction with the Randsburg Branch at Kramer thence over the branch to the Johannesburg terminal, at which point an agent has heretofore been maintained.

The line between Kramer and Johannesburg, herein referred to as the Randsburg Branch, was constructed in 1897 to serve the mining activities in the Randsburg District and for many years a daily service was operated. Due to the decline of the mining business the service has been reduced, first by the substitution of motor car operation for steam passenger trains, later by the

operation of mixed trains tri-weekly and finally by the present operation of two mixed trains weekly, on Tuesday and Saturday.

Exhibits filed herein show data reflecting the business transacted on the Randsburg District during the yearly period ending June 30, 1929, and abstracts from such exhibits show the following:

<u>RANDBURG DISTRICT</u>	<u>REVENUE</u>
Freight Forwarded	34,244.06
Freight Received	24,237.58
Passenger Revenue	<u>330.97</u>
	\$ 58,812.61

<u>CARLOAD FREIGHT</u>	
<u>Forwarded</u>	<u>Cars</u>
Ore	82
Other commodities	<u>3</u> 85
<u>Received</u>	
Oil and Gasoline	42
Automobiles	5
Coal	15
Lumber	5
Ice	1
Explosives	1
Water	279
Other commodities	<u>7</u> 355
Total, Forwarded and Received	440

Carload shipments of water, heretofore consigned to the non-agency station of Atolia are no longer handled, that community having developed its own local water supply and no longer requiring the transportation of water in tank cars.

G. W. Simpson, Superintendent of the Arizona Division of applicant and in charge of the Randsburg District, estimates the annual cost of conducting the Randsburg District as follows:

Maintenance	\$ 9138.91
Conducting Transportation	<u>11417.38</u>
Total -	\$ 20556.29

It is estimated that 40 percent of the above annual costs will be saved in the event of the proposed reduction of train service and substitution of a resident agent for the present regular agent.

The passenger business accruing to the applicant is practically negligible, due to the infrequent service and the presence of a stage line serving the territory daily via Mojave.

Regarding the portion of the application requesting authority to substitute a resident agent for the regular agent heretofore employed at the terminal station of Johannesburg.

The record shows a total of 70 carloads forwarded from this station during the yearly period ending June 30, 1929,- 69 being ore and 1 other; 68 carloads being received, of which 38 were oil or gasoline, 1 ice, 5 automobiles, 15 coal, 2 lumber, and 7 other commodities. The passenger revenue amounted to \$333.07 for the same period, of which amount \$142.42 covered revenue for tickets sold locally to Santa Fe points, the balance being for coupon tickets with destination to points beyond applicant's line.

The small volume of less-than-carload freight is proposed to be handled by the resident agent who will be provided with a key to the warehouse. The expense of maintaining an agent at Johannesburg has amounted to \$2079.05 for the yearly period ending June 30, 1929. No express agency is maintained at Johannesburg, express reaching such point via the Southern Pacific station of Searles, thence being transported by truck to Randsburg where an agency is maintained by Railway Express Agency, Inc., for the needs of the mining

district comprising the communities at Randsburg, Johannesburg, Atolia, Osdick and Inn City.

No protest against the granting of the application to reduce train service was made at the hearing, and the only objection to the substitution of a resident agent for the regular agent heretofore employed at Johannesburg was voiced by a representative of the Atolia Mining Company at Atolia who objected to the discontinuance of telegraph service now handled by such agency. It appears, however, that Atolia is served by telephone service and that telegraph messages may be forwarded or received by the use of such facility.

After full consideration of all the evidence in this proceeding and of the record showing the absence of any substantial protest we are of the opinion that the application herein should be granted in accordance with the provisions of the following order.

O R D E R

A public hearing having been held on the above entitled application, the matter having been duly submitted and the Commission being now fully advised,

IT IS HEREBY ORDERED that The Atchison, Topeka & Santa Fe Railway Company, a corporation, be and the same hereby is authorized to reduce the frequency of train service as now operated over its Randsburg District between Kramer and Johannesburg from two round trips weekly to one round trip, and

IT IS HEREBY FURTHER ORDERED that authority be and the same is hereby granted to said applicant to discontinue the maintenance of an agent at its station of Johannesburg, said station to hereafter, and until the further order of this Commission, be operated as a non-agency station, provided, however, that applicant will hereafter maintain a resident agent or caretaker whose duties shall include the keeping open of the station for the accommodation of patrons during the period of train arrivals and

departures, and the custody of the freight warehouse for the receiving and delivery of less than carload freight during appropriate scheduled hours to be established by applicant.

The Commission reserves the right to make such other and further orders in this proceeding as to it may seem right and proper, or as the future public convenience and necessity may require.

Dated at San Francisco, California, this 28 day of October, 1929.

Frank L. Smith

Ch. Seavey

Edmund C. Kelly

Leon S. White

W. J. Carr
COMMISSIONERS.