

Decision No. 23727.

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of
 THE ARCATA AND MAD RIVER RAILROAD
 COMPANY for permission to discontinue
 operations as a common carrier of
 passengers over its line of railroad.

Application No. 17331.

Thelen and Marrin, by Max Thelen, for applicant.

STEVENOT, COMMISSIONER:

O P I N I O N

In this proceeding The Arcata and Mad River Railroad Company requests permission to discontinue operations as a common carrier of passengers over its line of railroad.

A public hearing was held in San Francisco on May 19th, 1931.

The Arcata and Mad River Railroad Company operates a line of railroad between Arcata Wharf and Korbel, a distance of twelve and nine-tenths miles, all within Humboldt County, California. Passenger service is maintained only between Arcata and Korbel, a distance of approximately ten miles.

Passenger service is provided through the operation of two trains each way daily, except Sunday. Following is a table showing the passenger operating revenues and expenses ex-

clusive of any charges for overhead, track maintenance, depreciation, or fire insurance:

	<u>1926</u>	<u>1927</u>	<u>1928</u>	<u>1929</u>	<u>1930</u>
<u>REVENUE.</u>					
Passenger operating revenues,	\$3,196.44	\$2,351.31	\$2,330.27	\$2,049.15	\$1,558.65
<u>EXPENSES.</u>					
Train crew labor,	5,248.01	5,248.01	5,988.42	6,034.64	5,749.47
Industrial insurance,	276.78	276.78	315.83	325.87	311.51
Fuel oil,	2,410.10	2,444.53	2,245.10	1,962.51	1,996.94
Maintenance of locomotive and supplies,	<u>1,488.95</u>	<u>1,869.82</u>	<u>2,065.78</u>	<u>1,756.33</u>	<u>2,197.17</u>
TOTAL EXPENSES,	\$9,423.84	\$9,839.14	\$10,615.13	\$10,079.35	\$10,255.09

The main source of passenger revenue is derived from the hauling of approximately twelve school children from Korbek and Blue Lake to the High School in Arcata.

A state highway parallels the railroad between Arcata and Blue Lake and a paved county highway parallels the railroad between Blue Lake and Korbek. Over these highways Pacific Grayhound Lines, Inc., operates passenger stages twice a day in both directions between Korbek and Arcata. The stages operate on time schedules very close to those of the railroad. It appears that the passengers now handled by the railroad can be readily cared for by the stage company and without inconvenience, as the stage depots at both Korbek and Arcata are located in the same buildings as the railroad depots. The fare on the railroad is practically the same as that on the stage line. No opposition developed to the granting of this application.

The evidence clearly shows that public convenience and necessity do not justify the continued operation of passenger

trains on applicant's line as its patrons are afforded a substitute service by the stage line between Korbek and Arcata; therefore this application should be granted.

The following form of order is recommended:

O R D E R

A public hearing having been held and the matter having been submitted,

IT IS HEREBY ORDERED that The Arcata and Mad River Railroad Company is hereby granted authority to abandon and discontinue its operations as a common carrier of passengers over its line of railroad between Arcata and Korbek, County of Humboldt, State of California, and to cancel, in conformity with the rules of this Commission, all passenger rate tariffs and time schedules on its line of railroad, unless and until the Commission shall find, after hearing, that public convenience and necessity require the restoration of passenger service upon said railroad line, subject to the following conditions:

- (1) Before abandoning said passenger service, applicant shall post notices, for at least ten (10) days in its passenger trains and at all passenger stations, notifying the public of said discontinuance of passenger service.
- (2) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the abandonment of the passenger service herein authorized and of its compliance with the conditions hereof.
- (3) The authorization herein granted shall lapse and become void if not exercised within one (1) year from the date hereof unless further time is granted by subsequent order.

The effective date of this order shall be twenty (20) days from the date hereof.

The foregoing Opinion and Order is hereby approved as the Opinion and Order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 25th day of May, 1931.

C. J. Seaver
Leon Whitely
W. A. Carr
W. B. Lewis
Fred G. Stevens
Commissioners.