

Decision No. 25394 .

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of  
(a) SOUTHERN PACIFIC COMPANY for  
authority to establish a part-time  
agency at the stations of Macdoel  
and Mt. Hebron, in the County of  
Siskiyou, State of California, and  
(b) Railway Express Agency, Inc.,  
for authority to establish a part-time  
agency at each of said stations.

**ORIGINAL**

Application No. 18336.

H. W. Hobbs, for Applicants.  
C. C. Graves, for Railway Express Agency, Inc.  
N. D. Pritchett, for Order of Railroad  
Telegraphers, Protestants.  
Lloyd Stevenson, for business interests and residents  
of Mt. Hebron, Protestants.  
H. L. Nelson, for Chamber of Commerce of Macdoel,  
Protestants.

BY THE COMMISSION:

O P I N I O N

In the above entitled proceeding, Southern Pacific Company and Railway Express Agency, Inc., seek authority to establish part-time agencies at Macdoel and Mt. Hebron, in Siskiyou County, California. A public hearing was conducted in this proceeding by Examiner Hunter on November 16, 1932, at Mt. Hebron.

Both Macdoel and Mt. Hebron are located in the unincorporated portion of Siskiyou County. Southern Pacific Company's main line between San Francisco, California, and Portland, Oregon, via Klamath Falls, passes through Macdoel and Mt. Hebron. At this time applicants' agency at Macdoel is open between the hours of 8:00 A.M. and 5:00 P.M. and at Mt. Hebron between 6:30 A.M. and 3:30 P.M. Both agencies are closed during the noon hour. The normal train service for these two stations consists of a passenger train in each

direction daily and a local freight train three days a week in each direction; or in other words, the local freight southbound passes through this section on Tuesdays, Thursdays and Saturdays at approximately 8:00 A.M. and the local freight northbound on Mondays, Wednesdays and Fridays at approximately 8:00 A.M. Passenger trains serving these points are scheduled to arrive as follows:

Train No. 6 Northbound - At Mt. Hebron at 8:49 A.M. and  
at Macdoel at 8:54 A.M.

Train No. 5 Southbound - At Macdoel at 8:42 P.M. and  
at Mt. Hebron at 8:52 P.M.

Attention is called to the fact that under the present method of operation the agents at both stations under consideration are on duty when the local freights and northbound local passenger train passes through this section, but both agents are off duty when the local southbound passenger train arrives. These local passenger trains, in addition to providing passenger service, handle express, baggage and carry the mail.

Under applicants' plan it is proposed to have one agent operate both stations, which are located 2.7 miles apart, on approximately the following program:

The agency at Macdoel to be open between the hours of  
8:00 and 8:30 A.M. and between the hours of  
1:10 and 5:00 P.M. daily except Sundays.

The agency at Mt. Hebron to be open between the hours  
of 8:40 A.M. and Noon, daily except Sundays.

In support of the granting of this application, records showing operating results were introduced by applicants which

include the figures shown below:

I t e m	S t a t i o n							
	Macdoel				Mt. Hebron			
	Year Ending				Year Ending			
	Aug. 31, 1931		Aug. 31, 1932		Aug. 31, 1931		Aug. 31, 1932	
	No.:	Revenue:	No.:	Revenue:	No.:	Revenue:	No.:	Revenue:
Passengers,	72	\$466.	58	\$211.	200	\$487.	183	\$331.
Milk and Cream, Cans,	886	329.	745	286.	590	215.	446	162.
Total		\$795.		\$497.		\$702.		\$493.
<u>Freight forwarded and received:</u>								
* Less-than-carload,								
Local, tons,	131	\$873.	99	\$622.	127	\$688.	102	\$508.
Less-than-carload,								
Interline,		27.		3.		27.		31.
Total Revenue - L.C.L.								
Passengers, Milk and Cream,		\$1,695.		\$1,122.		\$1,417.		\$1,032.
* Carloads, Local,	339	\$6,429.	31	\$3,886.	286	\$5,762. <sup>#</sup>	107	\$2,580.
Carloads, Interline		279.		-		111.		-
Grand Total Revenue		\$8,403.		\$5,008.		\$7,290.		\$3,612.

\* = For the items of local freight revenue the amounts shown are one-half of the actual revenue in order to allocate or credit to these stations the proportion of the revenue derived therefrom.

# = Of this amount 98 cars were gravel.

The carload shipments consist largely of gasoline, grain, livestock, lumber, gravel and other construction materials.

With respect to station expenses, it was shown by the Southern Pacific Company, in its Exhibits Nos. 1 and 2, that the out-of-pocket cost of maintaining these stations, without any allowance for overhead or general system expense, amounted to \$1,714. at Macdoel for the year ending August 31, 1932, and \$2,081. at Mt. Hebron for the same period. Applicant also shows by a digest of the operating figures for the entire system that the item of station expense represents only

7.55% of the total rail operating expense.

Applicant, Railway Express Agency, Inc., shows that for the year ending June 30, 1932, the total revenue for express business at Macdoel amounted to \$739.70 and at Mt. Hebron, \$892.20. Following the usual practice the agent received 10% of the revenue collected. With respect to the number of express shipments, records show that during this annual period 724 shipments were handled at Macdoel and 996 at Mt. Hebron.

A considerable number of shippers and residents of both Macdoel and Mt. Hebron appeared to oppose the granting of this application, as well as the representative of the Order of Railroad Telegraphers. Among the protestants is the Chamber of Commerce of Macdoel. In general, these protestants contended that it would be inconvenient for the shippers to arrange their time of doing business when the agent would be on duty at the respective stations, as proposed herein, and that to carry out applicants' plan of reducing the hours of service at these two stations would result in a setback to this community which is now undertaking farming and poultry raising on a small scale, as compared with previous years when the activities in this country were confined almost exclusively to stock raising, ranching on a large scale and lumber business.

Although the California Farm Bureau Federation was not represented at this hearing, this organization has signified, by letter, that it is not opposed to the granting of this application.

It appears from the record in this proceeding that the now sparsely settled district in and adjacent to Macdoel and Mt. Hebron is showing some development in the way of more intensified methods of farming as a result of irrigation, nevertheless the records of the railroad company, as indicated above, show that the revenue at the two stations under consideration has declined during

the past two years.

To meet the opposition, Southern Pacific Company has offered to provide a telephone at each station for the convenience of the shippers which will permit them to communicate between Macdoel and Mt. Hebron. In this way a shipper at one station, during the time the agent is at the other, will be able to contact him by telephone during working hours. Less-than-carload shipments will continue to be locked in the company's baggage room when the agent is not on duty.

After carefully considering the record in this proceeding it appears that under present-day operating conditions reasonable service will be provided at these two stations under the plan proposed herein by applicants, as this plan provides for agency service for approximately four hours per day at each location. Furthermore, under applicants' plan the maximum distance any shipper would have to travel to obtain personal agency service during any part of the day would be less than three miles and over an improved state highway. Undoubtedly when shippers become accustomed to this plan of operation they will arrange their business so that this change, if effected, will not to any extent result in depriving them of adequate and reasonable agency service.

In granting this application it should be understood that the proposed hours during which agency service will be maintained at the respective stations are not final as the adjustment of time between stations is a matter subject to revision so as to best meet the convenience of the public, to

which applicants have subscribed.

O R D E R

A public hearing having been held and the matter herein being under submission and ready for decision,

IT IS HEREBY ORDERED that Southern Pacific Company and Railway Express Agency, Inc., respectively, be and they are hereby authorized to establish part-time agencies at Macdoel and Mt. Hebron, in Siskiyou County, California, as applied for herein, the approximate hours the respective agencies shall remain open daily, except Sundays, to be as follows:

Macdoel - 8:00 A.M. to 8:30 A.M.  
1:10 P.M. to 5:00 P.M.

Mt. Hebron - 8:40 A.M. to 12:00 Noon.

The authorization herein granted is subject to the following conditions:

- (1) The part-time operation of these agencies, as authorized herein, shall not result in an increase in fares for Southern Pacific Company's passengers boarding trains at either Macdoel or Mt. Hebron.
- (2) Southern Pacific Company shall provide a telephone at each station involved herein for the convenience of shippers in contacting the agent when on duty at the other station, the key to said telephone to be obtainable from a custodian located at or near each station and notice of the same to be maintained at each telephone booth.
- (3) Railway Express Agency, Inc., shall, during the absence of the agent, continue to handle express shipments moving into or out of said points, provided they are tendered to or received from express messenger at car door

of trains stopping at said points.

- (4) Applicants shall give the public at least ten (10) days' notice in advance of the change and shall maintain a notice located in a conspicuous place at each station showing the approximate hours the agent will be on duty.
- (5) 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 authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 28<sup>th</sup>  
day of November, 1932.

P. D. Lewis  
Leon Whitehead  
W. J. Linn  
M. B. Harris  
Fred G. Stewart  
Commissioners.