

Decision No. 2084.

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of
PACIFIC COAST RAILWAY COMPANY, A
Corporation, for permission:

- (a) To close the agency stations of
PORT SAN LUIS, NIPOMO, ORCUTT,
LOS ALAMOS, AND LOS OLIVOS, CALIF.
- (b) To discontinue all regular schedule
train service, and to be allowed to
perform such service by extra train
service, when and as it is required
by the public.
- (c) To discontinue all train service
between Los Alamos and Los Olivos,
by the cancellation of all rates to
Los Olivos, and points intermediate
Los Alamos to Los Olivos.
- (d) To discontinue all train service
between Betteravia Junction and
Guadalupe, temporarily, by the
cancellation of all rates to
Guadalupe, and points intermediate
Betteravia Junction to Guadalupe.

Application No. 19155.

BY THE COMMISSION:

O R D E R

Pacific Coast Railway Company has filed the above entitled application requesting authority to close five of its agency stations, to discontinue regular train service on all of its lines and to discontinue entirely train service on certain of its lines. The Boards of Supervisors of San Luis Obispo County and Santa Barbara County, the city governments of incorporated cities affected and various Chambers of Commerce have been notified of this application. No protest against the granting of same has been received.

Applicant operates a narrow gauge railway extending from Port San Luis on the sea coast, ten miles southwesterly from San Luis Obispo, through San Luis Obispo, Arroyo Grande and Santa Maria to Los Olivos, Santa Barbara County, a total distance of 76.1 miles, with branches from a point near Santa Maria to Palmer, a distance of 16.7 miles, from Santa Maria to a connection with the Southern Pacific main line at Guadalupe, and from Betteravia Junction on this latter branch to a sugar factory at Betteravia. The total miles of line operated is 102.9, located entirely in San Luis Obispo and Santa Barbara Counties.

The stations at which applicant proposes to discontinue agency service are Port San Luis and Nipomo, San Luis Obispo County, and Orcutt, Los Alamos and Los Olivos, Santa Barbara County. With respect to these various agencies the application recites as follows:

"PORT SAN LUIS:

There is no town at this point. About six families live on the mainland near applicant's wharf. The station building is located on said wharf. There is no local transportation business. Agent's duties include meeting ships and tallying such cargo as said ships have for points along applicant's rail line.

"NIPOMO:

Town of approximately 300 population. Located on main paved highway. Served by applicant's rail line and by motor freight and passenger transport lines. Applicant's agent acts as joint railway and grain warehouse agent, also as agent for Pacific Coast Coal Company's small lumber shed.

"ORCUTT:

Town of approximately 300 population. Located on paved highway. Served by applicant's rail line and by motor freight and passenger transport lines. This town was formerly an oil town. Applicant's agent acts as joint railway and grain warehouse agent.

"LOS ALAMOS:

Town of approximately 250 population. Located on main paved highway. Served by applicant's rail line and by motor freight and passenger transport lines. Applicant's agent acts as joint railway and grain warehouse agent."

"LOS OLIVOS:

"Town of approximately 200 population. Located on oil and gravel county road. Served by applicant's rail line and by motor freight transport lines. Applicant's agent acts as joint railway and grain warehouse agent, also as agent for Pacific Coast Coal Company's small lumber stock."

In exhibits attached to the application, applicant states the number of shipments forwarded and received from these points. A summary of these exhibits is given in the following table:

FREIGHT SHIPMENTS HANDLED DURING 12-MONTH PERIOD
ENDING JULY 31, 1933.

	: Freight Shipments :		: Freight Shipments :	
	: Received :		: Forwarded :	
	: L.C.L. :	: Carload :	: L.C.L. :	: Carload :
Port San Luis	318	28	32	19
Nipomo	160	9	7	1
Orcutt	190	40	17	3
Los Alamos	204	180	29	13
Los Olivos	246	35	53	1

No passenger tickets were sold at any of these stations.

With respect to the abandonment of regular train service, the application states that regular mixed trains are now provided daily, except Sunday, between Port San Luis and San Luis Obispo, and between San Luis Obispo and Orcutt. Service twice a week is provided beyond Orcutt to Los Olivos, and on the so-called Sisquoc Branch four trips per week are operated between Santa Maria and Sisquoc.

Stated in tabular form, the service now provided is as follows:

<u>From</u>	<u>To</u>	<u>Miles</u>	<u>Service</u>
Port San Luis	San Luis Obispo	10.3	Daily except Sunday
San Luis Obispo	Orcutt	37.7	" " "
Orcutt	Los Olivos	28.1	Twice weekly
Santa Maria	Sisquoc	12.8	Four times weekly

From Exhibit "B" it appears that on approximately half of the scheduled runs during the month of May, 1933, no freight whatever was carried and that on 85% of the runs the amount of freight carried was less than one ton. Passenger business is negligible, applicant claiming that it does not average \$5 per month. In view of this record it does not appear reasonable to require this carrier to provide regular train service and the Commission is of the opinion that such service as is necessary can be furnished by the operation of extra trains.

Applicant states that that portion of the line of railway beyond Los Alamos to the end of the line at Los Olivos, a distance of 12.3 miles, runs through non-productive territory; that there are no towns or settlements in this section; that while formerly grain was raised in this district it is now no longer grown; and that such stock as is raised in the vicinity moves to market by motor truck. It appears that on this section of the line applicant maintains two high, long, wooden bridges and that if the operation of trains is continued, extensive and costly repairs on these bridges will be necessary as a safety measure. Authority to discontinue all service on this section of the railway is requested, which applicant proposes to do by cancellation of all rates and tariffs pertaining thereto.

Applicant also proposes to abandon all service on its line between Betteravia Junction and Guadalupe. This line is electrified and it is stated that if operation is continued it will be necessary to renew practically all of the electric power poles. There is a standard gauge steam railway connecting the City of Santa Maria with the main line of Southern Pacific Company at Guadalupe and during the past few years there has been only an occasional movement of car-load freight over applicant's narrow gauge line between these points.

Exhibit "K" attached to the application shows that the entire operation of the Pacific Coast Railway Company has been conducted at a loss during the three years 1930, 1931 and 1932, and that during the first seven months of 1933 the operating expenses were approximately two and one-half times the operating revenue. The figures for the past eight years are as follows:

Year	Operating Revenue	Operating Expenses	Net Operating Profit	Net Operating Loss
1926	\$170,589.80	\$197,972.66	\$ -	\$27,382.86
1927	177,529.73	214,888.23	-	37,358.50
1928	250,378.92	238,050.92	12,328.00	-
1929	206,062.00	198,775.10	7,286.90	-
1930	184,879.39	203,306.25	-	18,426.86
1931	107,725.53	164,541.77	-	56,816.24
1932	76,749.78	103,391.09	-	26,641.31
1933*	19,683.36	48,104.46	-	28,421.10

* - Figures include January to July, inclusive, only.

The Commission is of the opinion that this is not a matter in which public hearing is necessary and after consideration of the application and the exhibits thereto attached, it appears that the application should be granted, therefore

IT IS HEREBY ORDERED that Pacific Coast Railway Company, a corporation, is hereby authorized to close its agencies at the stations of Port San Luis and Nipomo, San Luis Obispo County, and Orcutt, Los Alamos and Los Olivos, Santa Barbara County, provided that applicant shall continue to maintain non-agency stations at Port San Luis, Nipomo, Orcutt and Los Alamos.

IT IS HEREBY FURTHER ORDERED that Pacific Coast Railway Company is hereby authorized to discontinue all regular train service on its lines of railway in San Luis Obispo and Santa Barbara Counties.

IT IS HEREBY FURTHER ORDERED that Pacific Coast Railway Company is hereby authorized to discontinue all train service between

Los Alamos and Los Olivos and to cancel all rate tariffs and schedules pertaining to Los Olivos and to points between Los Alamos and Los Olivos.

IT IS HEREBY FURTHER ORDERED that Pacific Coast Railway Company is hereby authorized to discontinue all train service between Betteravia Junction and Guadalupe and to cancel all rate tariffs and schedules pertaining to Guadalupe and to points between Betteravia Junction and Guadalupe.

Applicant shall give notice to the public of the abandonments and discontinuance of service authorized herein for at least ten (10) days prior to the effective date of same by posting and maintaining notices at all of its stations. Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the abandonment of the facilities and operations authorized herein and of its compliance with the conditions hereof.

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 twenty days from the date hereof.

Dated at San Francisco, California, this 11th day of December, 1933.

W. C. Kearney
Leon A. Kelly
W. H. Lee
W. B. Loring
Walter J. Moore
Commissioners.