

Decision No. 31543

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
SOUTHERN PACIFIC COMPANY, first, for
permission to discontinue the operation
of mixed trains operating between
Harrington and Orland via Colusa, and
second, to discontinue all passenger
service on its so-called Colusa Branch.

Application
No. 22335

ORIGINAL

R. S. MYERS, for applicant

BY THE COMMISSION:

O P I N I O N

Applicant, Southern Pacific Company, requests permission to discontinue the operation of its mixed trains operating between Harrington and Orland via its Colusa Branch and, since these trains constitute the only passenger service now operated over this route, to thereby discontinue all passenger service on said branch.

Public hearing was held in this matter before Examiner Edwards at Colusa on December 6, 1938, at which time the matter was submitted. A review of the evidence follows herewith.

The mixed train service in question consists of a mixed train operating northbound from Harrington to Orland (1) via Colusa on Mondays and Fridays, and a train operating over the same route southbound on Tuesdays and Saturdays. In addition, applicant operates during its busy period on this branch (approximately 8 months out of the year) sufficient additional freight trains to provide (with the mixed service) a round trip freight train service daily except Sundays over the entire branch. During the slack period of traffic on this branch (approximately 4 months in the spring), the company operates the above noted mixed train service and, in addition, a round trip service on Wednesdays and Thursdays as far north on the branch as

(1) The branch line intersects the main line at Wyo. From this point to Orland the operation is over the main line.

Colusa and Codora.

If the application is granted, applicant proposes to operate during the busy season of the year the same freight service as at present, namely, a round trip daily except Sundays. During the slack season it proposes to operate from the south end of the branch at Harrington a freight service daily except Sunday as far north as Colusa, and to continue this service on to Codora during two days a week if the needs of the traffic require. Applicant proposes during this same slack period to operate a bi-weekly round trip freight service from the north end of the branch at Wyo as far south as Glenn. This latter service will be provided as the needs of the traffic require, i.e., on-call. Applicant will continue to provide such special service for exceptional movements as is now rendered. The bulk of the traffic on this branch originates or terminates at points south of Codora.

There are three express agencies on the branch, namely, at Colusa, Crimes, and Harrington. Most of the express into Colusa, however, is handled either by the Sacramento Northern Railway or by the Pioneer Stage, the latter operating between Williams and Colusa. That express which the railroad now handles will continue to be handled on its freight trains. The same is true of less-carload traffic.

For all practical purposes there is no revenue passenger traffic on this branch. A check made over the period May 14 to 27, 1938 and November 11 to 29, 1938, a total of 33 days, showed that no revenue passengers had used the service and, in fact, it was estimated that there had been not over one or two passengers on these mixed trains in the last two years. Passenger service to and from Colusa, the principal point on the branch, is now provided by the Sacramento Northern Railway and the Pioneer Stage Company. The latter provides connection at Williams with the main line of the Southern Pacific Company and honors Southern Pacific tickets, and it

is proposed to continue this arrangement.

During the busy period of the year applicant expects to obtain no savings in operating costs as the result of the discontinuance of the mixed trains. During the slack period of the year, however, it hopes to obtain a saving of \$2,357. This amount is based upon the difference between the present expense of operating the mixed trains, i.e., \$6,596 and the cost of operating the "in lieu" service outlined above of \$4,239.⁽²⁾ This latter value assumes the maximum amount of on-call service will be offered. Under the applicant's proposal the future freight service to both the north and south ends of the Colusa Branch, as outlined above, will be performed as side trips by local freight trains now operating on the main line.

No protests were received in the matter.

A review of the record indicates that public convenience and necessity do not require the continued operation of passenger service between Wyo and Harrington, north and south ends respectively, of the Colusa branch; that the passenger requirements of applicant do not require the continued operation of the mixed trains over this route; and that the application should be granted.

O R D E R

IT IS HEREBY ORDERED that Southern Pacific Company is hereby authorized to (a) discontinue the operation of the mixed trains between Harrington and Orland via Colusa, and (b) abandon passenger service on its Colusa branch, all subject to the following conditions:

1. Applicant shall give not less than ten (10) days' notice to the public of said discontinuance of service by posting notice on all trains affected and at all stations involved.
2. Applicant shall, in conformity with the General Orders of this Commission, cancel all passenger

(2) Operation from Harrington to Colusa and Codora	-	\$3,539.
Bi-weekly service Wyo to Glenn	-	\$ 700.
Total	-	\$4,239.

tariffs and time schedules applying to said discontinued service on not less than ten (10) days' notice to the Commission and to the public.

3. Applicant shall within thirty days thereafter notify this Commission in writing of the abandonment of the service authorized herein and of its compliance with the conditions hereof.
4. The authorization herein granted shall lapse and become void if not exercised within one 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, this 12th day of December, 1938.

Raymond C. ...
Leon ...
Frank ...
W. H. ...
M. J. ...
(Commissioners)