

ORIGINAL

Decision No. 44966

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
THE WESTERN PACIFIC RAILROAD COMPANY )  
and RAILWAY EXPRESS AGENCY, INC., for )  
authority to discontinue agency service )  
at Chilcoot, California. )

Application No. 31645

E. L. Van Dellen for applicants

O P I N I O N

The Western Pacific Railroad Company<sup>(1)</sup> herein requests authority to convert its station at Chilcoot, California, from an agency to a nonagency station.

A public hearing was held at Portola on Thursday, September 28, 1950, before Examiner Silverhart and the matter submitted for decision.

Applicant's agency stations nearest Chilcoot are Doyle and Hawley, distant therefrom<sup>(2)</sup> 23.5 miles easterly and 11.6 miles westerly, respectively. Portola, applicant's agency station next westerly, is located 17.9 miles from Chilcoot.

It is proposed, in the event the Commission authorizes the change herein requested, to deliver prepaid carload shipments at Chilcoot. Notification to the consignees thereof will be effected by the agent at Doyle or Portola by means of U. S. postal card and by telephone, if available. Car orders on outbound movements would be placed with the agent at Portola who would spot cars for loading. Bills of lading would be deposited in a box at

---

(1) Railway Express Agency, Inc., joined in the application.

(2) Railway directions are used herein.

Chilcoot for signature by the conductor, who would leave a copy therein and deliver a copy to the agent at Doyle or Portola. Outbound carload shipments would be transported collect; in order to prepay charges shippers would be required to make payment therefor at either of the agency stations hereinabove mentioned. Outbound less-than-carload shipments would be placed in a room,<sup>(3)</sup> under lock, at Chilcoot, and the agent at Doyle or Portola upon notification thereof would arrange for pickup by local trains. Inbound prepaid less-than-carload shipments would also be placed in the locked room at Chilcoot. Notice of arrival and method of payment of freight charges would be substantially the same as for carload shipments. A credit list would be available to responsible shippers and consignees who would thereby be enabled to receive collect carload and less-than-carload shipments at, and forward shipments prepaid from, Chilcoot. Express traffic would be processed in a manner similar to that proposed for less-than-carload shipments.

The evidence discloses that the livestock loading pens and chutes at Chilcoot station are not affected by this application; that the section foreman and hands will be available to help load and unload cattle and applicant will, whenever possible, assign personnel to assist shippers in the preparation of shipping documents.

Exhibit 2, introduced into evidence by applicant, sets forth the volume of freight traffic handled at Chilcoot during the two twelve-month periods which ended July 31, 1949, and July 31, 1950, respectively, and may be summarized as follows:

- 
- (3) Consignees and shippers would gain access to such room by means of keys provided by the railroad.

Year Ended	Carloads		Decrease	Less than Carload		Decrease
	<u>Fwd</u>	<u>Red</u>	<u>Fwd-Red</u>	<u>Tons</u> <u>Fwd-Red</u>		<u>Fwd-Red</u>
July 31, 1949	1758	93		2 - 19		
July 31, 1950	950	47	45.9%-49.4%	1 - 16		50% - 15.8%

The financial result of the operation at Chilcoot is illustrated by the tabulation<sup>(4)</sup> following:

	<u>Year Ended</u> <u>July 31, 1949</u>	<u>Year Ended</u> <u>July 31, 1950</u>
(1) System operating ratio excluding Station Expenses	73.37%	69.80%
(2) Operating Revenue Chilcoot (in dollars)		
(a) Carload - local	* \$20,775	* \$16,280
(b) Carload-interline	5,080	3,928
(c) Less Carload - local	* 215	* 168
(d) Loss Carload - interline	50	84
(e) Passenger tickets	101	24
(f) Demurrage	-	6
(g) Total	\$26,221	\$20,490
(3) Cost of handling Chilcoot traffic excluding station expense (2(g) X 1)	\$19,238	\$14,302
(4) Station Expenses, Chilcoot	8,505	4,442
(5) Cost of handling traffic including station expense (3+4)	\$27,743	\$18,744
(6) Amount by which cost of handling Chilcoot traffic exceeds revenue on such traffic (5-2(g))	\$ 1,522	\$ 1,746*
		*(Profit)
(7) Revenue Chilcoot Station excluding carload revenue (2 (g) - 2 (a) and 2 (b))	\$ 366	\$ 282
(8) Amount by which Chilcoot Station expense exceeds revenues other than carload revenue (4-7)	\$ 8,139	\$ 4,160

\*Represents 50% of total local operating revenue accrued at Chilcoot.

(4) Data derived from applicant's Exhibit 1.

It appears from the evidence that the principal commodity moving from Chilcoot is logs destined for Blairsden (25 miles westerly) in the handling of which the agent has little to do other than to prepare a waybill. The testimony of applicant's accountant indicated that deducting the amount of log revenue charged to Chilcoot (\$9,831) would make for the following change in the tabulation hereinabove set forth:

Year Ending July 31, 1950

(2) Operating Revenue Chilcoot	
(a) Carload local	\$ 6,449
(g) Total	10,659
(3) Cost of handling Chilcoot traffic excluding station expense (2(g) X 1)	\$ 7,439
(5) Cost of handling traffic including station expense	\$ 11,881
(6) Amount by which cost of handling Chilcoot traffic exceeds revenue on such traffic (5-2 (g))	\$1,222.98

Notices of the time and place of this hearing were posted in public places in Chilcoot and Portola, a copy of the notice was properly published in The Feather River Bulletin, a newspaper of general circulation and copies of such notice were mailed to all persons evincing an interest in the matter. Three cattle ranchers who utilize the facilities at Chilcoot were the only members of the public to attend the hearing. They stated, after the conclusion of applicant's case, that they would not protest the granting of the application.

The evidence demonstrates that during the 12-month period ending July 31, 1950, inbound express movements averaged 6-1/3 shipments per month, outbound 3 per month and the total revenue therefrom amounted to \$244.74. Carload shipments forwarded in the

12-month period ending July 31, 1949, averaged 146.5 cars per month and declined to an average of 79.1 cars per month for the 12-month period ending July 31, 1950. Carload shipments received fell off from a monthly average of 7.7 cars to 3.9 cars per month during the period August 1, 1949 to July 31, 1950, inclusive. During the periods covered by Exhibit 2 less-than-carload shipments forwarded did not exceed two tons per year and the monthly average of such shipments received dropped to 1.3 tons. The revenue from other than carload freight totaled \$366 for the year ended July 31, 1949, and \$282 in 1950. The evidence also indicates that revenue at Chilcoot is derived almost entirely from carload traffic which can be handled adequately without need of an agent and that income produced by other than carload traffic is not commensurate with the cost of maintaining Chilcoot as an agency station.

Upon consideration of all the facts, as disclosed by the evidence herein, and the application thereto of all the factors pertinent in a proceeding of this kind, we conclude that the public interest will not be disserved by authorizing the discontinuance of agency service at Chilcoot. The application therefore will be granted.

#### O R D E R

A public hearing having been held and basing this order upon the evidence therein adduced, and upon the findings and conclusions set forth in the foregoing opinion,

IT IS ORDERED:

1. That Western Pacific Railroad Company and Railway Express Agency, Inc., are authorized to discontinue agency service

at Chilcoot, Plumas County, subject to the following conditions:

- (a) Applicants shall continue said station as a non-agency station.
- (b) Applicants shall give not less than ten (10) days' notice to the public of the discontinuance of agency service by posting notice thereof at said station.
- (c) Applicants shall provide storage at said station in a suitable structure under lock, for less-than-carload freight and express shipments, supply keys therefor, to be kept at convenient locations nearby, and maintain notice at such station informing patrons where the keys may be obtained.
- (d) The authorization herein granted shall lapse and become void if not exercised within 90 days after the effective date hereof unless further time is granted by subsequent order.
- (e) Within 30 days after discontinuance of service as herein authorized, applicants shall notify this Commission thereof and of compliance with the conditions hereinabove set forth.

The effective date of this order shall be 20 days after the date hereof.

Dated at San Francisco, California, this 30<sup>th</sup> day of October, 1950.

*[Signature]*  
Justin J. Green  
*[Signature]*  
Harold D. Kille  
*[Signature]*  
 COMMISSIONERS