

ORIGINALDecision No. 61451

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 NORTHWESTERN PACIFIC RAILROAD COMPANY)
 and RAILWAY EXPRESS AGENCY, INC., for)
 authority to discontinue agency at)
 Alderpoint, County of Humboldt, State)
 of California, and to maintain said)
 station as a Class "A" non-agency)
 station.)

Application No. 42485

Randolph Karr and H. S. Lentz, for applicants.
O. K. Prentiss, for Order of Railway Conductors
 and Brakeman; Robert Monson, for M & M Lumber Co.;
Dean C. Briggs, for the Alderpoint Grange #516;
Eugene Wixon, for Zenia Hoglin Farm Center;
Dan R. Drewry, Jr., for Cal-Wool Marketing
 Association; interested parties.
Mrs. Zelma A. Bemminghoven, for Zenia Grange #722,
 protestant.

O P I N I O N

Northwestern Pacific Railroad Company and Railway Express Agency, Inc., request authority to discontinue the agency at Alderpoint and to maintain said station as a Class "A" non-agency station.

A public hearing was held before Examiner Thomas E. Daly on November 29, 1960, at Garberville and the matter was submitted.

Applicants contend that the type of business conducted at Alderpoint does not warrant continued maintenance of an agency and that the public can be as adequately served at the agency stations at Eureka, Kekawaka and Fort Seward located 75 miles, 9 miles and 7.6 miles from Alderpoint, respectively.

Passenger trains heading north to Eureka stop at Alderpoint three days a week, on Mondays, Thursdays and Saturdays. Passenger trains heading south to Tiburon also stop at Alderpoint

three days a week, on Sundays, Wednesdays and Fridays. Two freight trains stop at the Alderpoint station daily.

At the present time, an agent is on duty 8 hours a day, Monday through Friday. If the authority herein sought is granted, passenger tickets would be sold by the train conductors. Less-than-carload shipments would be unloaded at Alderpoint and all billing would be handled by the agent at Fort Seward. A key would be left with some undetermined individual at Alderpoint so that a consignee or consignor could unlock the station building and pick up or leave his shipment. Carload shipments would be handled through the conductor who would sign the bills of lading and, if desired, would seal the cars. All claims, questions of service and collect shipments would be handled through the Fort Seward agent. All telephone calls to either Fort Seward or Eureka would be toll free. Applicants contend that the proposed non-agency service has been very satisfactory at other stations and if authorized would provide the patrons of Alderpoint station with service that is as good if not better than that presently available.

In support of their allegation that agency status at Alderpoint constitutes a financial drain on the system, applicants introduced exhibits which reflect the following:

(Exhibit 5)

No. of Carloads and Revenue at Alderpoint
1958 through July 1960

	<u>Originated</u>		<u>Terminated</u>		<u>Total</u>	
	<u>Cars</u>	<u>Revenue</u>	<u>Cars</u>	<u>Revenue</u>	<u>Cars</u>	<u>Revenue</u>
1958	1,877	\$315,514	4	\$156	1,881	\$315,670
1959	1,617	232,642	1	768	1,618	233,410
6 Mos. 1960	734	108,337	-	-	734	108,337

(Exhibit 6)

Gross Operating Revenues1958, 1959 and First 6 Mos. of 1960

	<u>1958</u>	<u>1959</u>	<u>1st 6 Mos. 1960</u>
(1) Freight			
(a) Carload	\$315,670	\$233,410	\$108,337
(b) L-C-L	2,411	2,079	670
(c) Storage	2	6	0
(2) Passenger			
(a) Tickets	266	522	208
(b) Baggage	0	0	0
(c) Milk & Cream	0	0	0
(d) Storage	0	0	0
(3) Miscellaneous			
(a) Express	264	218	77
(b) Telegraph	0	0	0
(c) Demurrage	<u>NA</u>	<u>NA</u>	<u>NA</u>
(4) Total	\$318,613	\$236,235	\$109,292

NA - Not Available.

(Exhibit 7)

Volume Handled at Alderpoint
In Units for Year 1959

1. Freight Carloads	
a. Originated	1,617
b. Terminated	1
c. Total	<u>1,618</u>
2. Freight Less-Than-Carload Depot Shipments	
a. Originated	67
b. Terminated	240
c. Total	<u>307</u>
3. Damage Shipments Inspected	3
4. Tickets Sold	180
5. Pieces of Baggage	0
6. Cans of Milk or Cream	0
7. Telegrams - Western Union	0
8. Railway Express Shipments	103
9. Order Bills of Lading	0

(Exhibit 8)

L-C-L Shipments Alderpoint

<u>1959</u>	<u>Received</u>	<u>Forwarded</u>	<u>Total</u>
January	14	1	15
February	16	3	19
March	15	5	20
April	21	6	27
May	20	5	25
June	23	7	30
July	18	4	22
August	19	6	25
September	21	7	28
October	27	8	35
November	24	7	31
December	22	8	30
 <u>1960</u>			
January	12	3	15
February	16	2	18
March	18	3	21
April	21	1	22
May	12	0	12
June	8	0	8
July	7	2	9
August	8	1	9
September	6	1	7
October	4	1	5

(Exhibit 10)

Estimated Annual Savings
If Alderpoint Were Operated
As Non-Agency Station

	<u>Estimated Annual Savings</u>
A. Gross Savings	
1. Wages	\$6,712
2. Payroll Taxes	485
3. Telephone	82
4. Electricity	121
5. Water	-
6. Fuel	527
7. Total	<u>\$7,927</u>
 B. Less Allowance for Estimated Expenses Which Would Be Incurred	
1. Telephone	221
2. Allowance for Contingencies	200
3. Total Estimated Expenses & Contingencies	<u>\$ 421</u>
 C. Net Estimated Annual Savings	 \$7,506

In the event Alderpoint is changed to a non-agency station Railway Express Agency would attempt to obtain a merchant agent at Alderpoint. If it cannot do so, express shipments would be handled at Fort Seward.

In addition to the protests from the public generally, there were also protests from members of the Grange, a wool growers association, a lumber mill and from the Brotherhood of Railway Conductors and Brakemen.

The area in the vicinity of Alderpoint is rugged country, primarily engaged in the lumber industry. It was pointed out that although Fort Seward is only 7 miles from Alderpoint by rail it is 10 miles by a poorly paved road. The inconvenience of traveling this road, which is occasionally blocked by snow during the winter, would assertedly work a hardship on the shipping public. It was also pointed out that the Fort Seward telephone is on a party line and it is often difficult to reach the agent. In this respect, however, it was indicated that the telephone company intends to install a dial system in the area in the near future.

The representative of a large lumber company testified that during 1958 his company shipped 1,669 carloads of lumber from Alderpoint, 1,392 carloads during 1959 and 1,161 carloads during 1960. It is essential, he stated, that an agent be present at the station because his shipping clerk has to check 3 or 4 times a day with the agent on weights and billings. If the agent were removed from Alderpoint, he testified, it would be necessary to maintain a full time employee at Fort Seward at an estimated annual cost of \$7,000 to his company.

After consideration the Commission finds and concludes that because of the peculiar geographical nature of the area involved the relatively small annual savings to applicants would be far outweighed by the resulting inconvenience to the public if the agent were removed from Alderpoint station. The application will therefore be denied.

O R D E R

Application having been filed and the Commission being fully informed in the premises,

IT IS ORDERED that Application No. 42485 is hereby denied.

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

Dated at San Francisco, California, this 7th day of FEBRUARY, 1961.

Crescent Valley
 President

D. L. Mitchell

E. J. Fox

George L. Trover

Frederick B. Hallock
 Commissioners