

Decision No. 62057**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Investigation on the Commission's own
 motion into the operations and adequacy
 of service of SOUTHERN PACIFIC COMPANY
 on that portion of the Shasta Route
 within the County of Siskiyou.

Case No. 6568

John MacDonald Smith, for Southern Pacific Company,
 respondent.

Randolph Collier, as an individual and as a State
 Senator, for certain of his constituents,
 interested parties.

W. A. Barr, as an individual and as a member of the
 Board of Supervisors of Siskiyou County,
 interested parties.

Joe G. Allen, for Butte Valley Farm Center and
 Siskiyou County Farm Bureau, interested
 parties.

Walter S. Keele and John R. Archibald for
 Butte Valley Farm Center, interested party.

K. R. Burns, Legislative Representative,
 Brotherhood of Railroad Trainmen, Lodge No. 458,
 for G. W. Ballard, State Representative,
 Brotherhood of Railroad Trainmen, interested
 party.

George W. Ballard, for California Legislative Board,
 Brotherhood of Railroad Trainmen, A.F.L. - C.I.O.,
 interested party.

Hugh N. Orr and William C. Bricca, for the Commission
 staff.

FINAL OPINION

On February 14, 1961, the Commission issued Decision
 No. 61511, herein, and provided in its interim order, among other
 things that:

1. Respondent Southern Pacific Company shall
 schedule regular daily stops of its Passenger
 Trains Nos. 19 and 20 at Macdoel, California,
 until further order of this Commission.
2. Respondent Southern Pacific Company shall continue
 the flag stop of Passenger Trains Nos. 19 and 20
 at Mt. Shasta until further order of this Commission.

By letter dated March 21, 1961, counsel for the Southern Pacific Company wrote to this Commission in part as follows:

"Trains Nos. 19 and 20 have been stopping as ordered for the last fifteen days, i.e., since March 6, 1961. The United States Post Office Department has not made use of this stop to exchange mails and has furthermore advised us that they do not intend to make use of the stop.

"In these circumstances, it is our desire to be relieved of the requirements of the aforesaid interim order as soon as possible. This is to request that the Commission either vacate the order on its own motion or assign the proceeding for further hearing at San Francisco at the earliest possible date, for the receipt of further evidence from respondent which will justify vacation of the aforesaid order."

In response to this request further hearing in this matter was held before Examiner Wilson E. Cline at Mt. Shasta on Saturday, April 22, 1961.

Evidence was introduced to show the total number of revenue passengers entraining and detraining Trains Nos. 19 and 20 at Macdoel and Mt. Shasta during the period October 1, 1960, to March 31, 1961, inclusive, as follows:

<u>Train No. 19</u>			<u>Train No. 20</u>		
<u>Macdoel</u>		<u>Mt. Shasta</u>	<u>Macdoel</u>		<u>Mt. Shasta</u>
On	Off	On	Off	On	Off
2	3	9	7	3	6
				2	23

Two letters from the Post Office Department were introduced into evidence. A copy of Exhibit No. 9 which is a letter dated March 13, 1961, addressed to Mr. Everett C. McKeage, President, Public Utilities Commission, and signed by John E. Painter, Director, Domestic Mail Transportation, Post Office Department is attached hereto and made a part hereof, as Appendix A, and a copy of Exhibit No. 7 which is a copy of a letter dated March 14, 1961, addressed

to Honorable Harold T. (Bizz) Johnson, House of Representatives, Washington 25, D. C., and signed by Tyler Abell, Legislative Assistant, The Executive Assistant to the Postmaster General, Post Office Department, is attached hereto and made a part hereof as Appendix B.

The testimony of witnesses at the hearing contradicts the information received by Mr. Painter, as reflected by his letter (Appendix A), that the mail service provided the mail patrons in the Macdoel area was not deteriorated by the discontinuance of direct train exchanges. The evidence shows that the delivery of some of the mail deposited in the post office at Macdoel is delayed up to twenty-four hours longer than it was prior to the discontinuance of the direct train exchanges at Macdoel.

In the light of the record in this proceeding the Commission has carefully considered the following statements which appear on page 2 of Appendix B hereto:

"The Post Office Department does not question the Public Utilities Commission order to stop these trains at Macdoel, but it has been decided to not establish the direct train exchange during the trial period. It is apparent that if these important mail carrying trains must stop at every community the expedited schedule could not be maintained and our efforts to improve the over-all mail service for areas concerned would be more difficult and costly.

"Because of the volume of mail involved, we could arrange non-stop exchanges of preferential mail with the trains at Macdoel, but this has not been requested. What is desired is the actual stopping of these trains at this station and, as stated, the Department does not believe this to be necessary from a mail service standpoint.

"If the Commission orders the company to stop these trains on a permanent basis we will establish the direct mail exchange, but under existing conditions, as explained, it is not believed advisable to do so at this time."

The Commission having considered the evidence herein finds and concludes that public convenience and necessity require respondent (a) to continue the regularly scheduled stops of its Passenger Trains Nos. 19 and 20 at Macdoel and (b) to continue the flag stop at Mt. Shasta.

FINAL ORDER

A public hearing having been held in the above-entitled matter and the Commission being informed therein, now, therefore,

IT IS ORDERED that:

1. Respondent Southern Pacific Company shall continue to schedule regular daily stops of its Passenger Trains Nos. 19 and 20 at Macdoel, California.

2. Respondent Southern Pacific Company shall continue the flag stop of Passenger Trains Nos. 19 and 20 at Mt. Shasta.

In addition to the service of copies of this decision upon the parties to this proceeding, the Secretary is directed to cause service of this order to be made by registered mail upon the San Francisco Regional Office of the Post Office Department, 79 New Montgomery Street, San Francisco 5, California; the Assistant Postmaster General, Bureau of Transportation, Post Office Department,

Washington 25, D. C.; The Executive Assistant to the Postmaster General, Washington 25, D. C.; and Honorable Harold T. (Bizz) Johnson, House of Representatives, Washington 25, D. C.

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

Dated at San Francisco, California, this 31st day of May, 1961.

Cecil R. [Signature]
President

George G. Grover

Frederick B. Hollock

Commissioners

Commissioner Peter E. Mitchell, being necessarily absent, did not participate in the disposition of this proceeding.

C O P Y

POST OFFICE DEPARTMENT
ASSISTANT POSTMASTER GENERAL
Bureau of Transportation
Washington 25, D. C.

March 13, 1961

Mr. Everett C. McKeage
President
Public Utilities Commission
State of California
Sacramento, California

App. Case 6568
Exhibit No. 9
Witness: Counsel Bricca
Date: 4/22/61
Com. or Ex. W. E. C.

Dear Mr. McKeage:

This is in reference to your Commission Decision No. 61511, Case No. 6568, dated February 14, 1961, and the Interim Order to the Southern Pacific Company to schedule regular daily stops of its trains Nos. 19 and 20 at Macdoel, California, until further order of the Commission.

Paragraph 4 of the Interim Order indicates this is on a trial basis to provide the United States Post Office Department with the opportunity to authorize the exchange of mails with these trains.

Trains 19 and 20, operating between Oakland, California and Portland, Oregon, are the most important means of surface mail transportation between these two major gateways including not only mail connections from these metropolitan areas but by connections between all California offices and Oregon and Washington offices. In our efforts to provide mail patrons with the most expeditious mail service possible, we have consistently encouraged the railroad companies to schedule mail carrying trains to the fastest overall transit time, to eliminate unnecessary dead time at mail transfer points and to reduce train stops at smaller local offices by providing supplemental highway service.

The Southern Pacific Company has been very cooperative in this respect and has provided such supplemental truck service in agreement with the Post Office Department to shorten operating schedules. This supplemental service has been established without additional cost to the Department, between Portland and Klamath Falls, Oregon, and between West Oakland, California and Klamath Falls, Oregon.

It is not intended to imply the truck service eliminated all train stops as far as mail is concerned, but it has served to reduce the mail volume by transporting the bulk mails thus permitting the trains to exchange only preferential mails and reduce station time necessary for mail exchange.

This procedure has resulted in the company being able to shorten the train schedules between Portland and Oakland, California, by approximately three hours, allowing the Post Office Department to process and dispatch more mail to the trains by the later departure times and thus expedite delivery to mail patrons in the areas mentioned.

C O P Y

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I am informed the mail service provided the mail patrons in the Macdoel area was not deteriorated by the discontinuance of direct train exchanges, but if a direct exchange of first class and preferential mail is desired, non-stop exchanges can be provided, the volume of mail to and from this community permitting such an exchange.

It is not our purpose to question the Commission's order in regard to the stopping of these trains at Macdoel as a matter of public necessity. However, if our interpretation of the order is correct, it would seem the establishment of mail exchange with these two trains on a train stop basis for the trial period would serve to influence the Commission in the issuance of a permanent order, and would, in fact, add from six to ten minutes in the running schedules of the trains.

This could well establish a precedent for many other communities served and if so would obviously prove a disadvantage to the Post Office Department in our efforts to continually improve mail service.

We have, therefore, issued instructions to the San Francisco Region postal officials to defer establishing direct exchanges at Macdoel with trains 19 and 20 during the trial period of your order.

Sincerely yours,

/s/ JOHN E. PAINTER, DIRECTOR
Domestic Mail Transportation

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Appendix B

C O P Y

App. Case 6568 POST OFFICE DEPARTMENT
Exhibit No. 7 The Executive Assistant to the Postmaster General
Witness: Counsel Bricca
Date: 4/22/61 Washington 25, D. C.
Com. or Ex. W. E. C.

March 14, 1961

REC'D
PUBLIC UTILITIES COMM
STATE OF CALIF
1961 MAR 23 AM 9 11

FILE NO: C-6568

Honorable Harold T. (Bizz) Johnson
House of Representatives
Washington 25, D. C.

Dear Congressman:

Following our telephone conversation and receipt of your letter of March 7, I made inquiry in regard to the Butte Valley Farm Bureau request of your office in their desire to have mail service restored in Southern Pacific trains 19 and 20 at MacDoel, California.

I have learned that these trains have been scheduled as a flag stop at MacDoel for the detraining or entraining of passengers. If no passengers were ticketed to or from either train at this station the trains would not stop. Under such conditions the Post Office Department could not establish direct mail exchanges with the trains on a regular frequency.

These mail trains do transport mail from and to MacDoel and the surrounding area; however by means of highway service via Dorris, California.

The Post Office Department has for some time encouraged railroad companies to speed up their mail carrying train schedules and in fact have further encouraged the companies to furnish supplemental highway service to avoid excessive mail transfer time and in many instances eliminate entirely the train stops for mail purposes when by so doing we could improve the over-all service and not deteriorate the mail service at the individual offices.

The Southern Pacific Company has been most cooperative in this program and has established supplemental truck service segments between Portland, Oregon and Oakland, California without additional cost to the Department. This has resulted in the schedules of these two trains being shortened by approximately three hours between the rail terminals and has expedited mail deliveries between California and Oregon and Washington offices.

The Public Utilities Commission of the State of California under date of February 14, issued an Interim Order to the Southern Pacific Company to stop their trains 19 and 20 at MacDoel on a trial basis and further indicated this would give the Post Office Department an opportunity to establish direct mail exchanges with the trains.

C O P Y

The Post Office Department does not question the Public Utilities Commission order to stop these trains at MacDoel, but it has been decided to not establish the direct train exchange during the trial period. It is apparent that if these important mail carrying trains must stop at every community the expedited schedule could not be maintained and our efforts to improve the over-all mail service for areas concerned would be more difficult and costly.

Because of the volume of mail involved, we could arrange non-stop exchanges of preferential mail with the trains at MacDoel, but this has not been requested. What is desired is the actual stopping of these trains at this station and, as stated, the Department does not believe this to be necessary from a mail service standpoint.

If the Commission orders the company to stop these trains on a permanent basis we will establish the direct mail exchange, but under existing conditions, as explained, it is not believed advisable to do so at this time.

I will be happy to furnish you with any additional information on the subject upon request, and I appreciate the opportunity to explain this particular matter.

Sincerely yours,

/s/ TYLER ABELL
Legislative Assistant