

ORIGINAL

Decision No. 80644

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
Southern Pacific Transportation  
Company for authority to discontinue  
agency and to remove station building  
and appurtenances from public service  
at Dorris, County of Siskiyou, State  
of California.

Application No. 53299  
(Filed April 28, 1972)

Harold S. Lentz, Attorney at Law, for Southern  
Pacific Transportation Company, applicant.  
James C. Campbell, for Dorris Lumber Company;  
Richard E. Fenwick, for Butte Valley Chamber of  
Commerce; and Ted Zennie, for Mountain Valley  
Moulding Company; protestants.  
K. G. Soderlund, for the Commission staff.

O P I N I O N

This application was heard before Examiner Fraser at Dorris on August 8, 1972, on which date it was submitted. Copies of the application and the notice of hearing were served in accordance with the Commission's procedural rules.

Applicant requests authorization to discontinue its agency and to dismantle and remove the agency building at Dorris, Siskiyou County, California. The railroad provided testimony from five witnesses and introduced documentary evidence. The City Clerk of Dorris, two lumber companies, the Butte Valley Chamber of Commerce and a resident of Dorris all made statements on the record.

The record shows that the station building requires a new roof, painting inside and out and repairs to the station platform and substructure. The total estimate for repair and painting is \$10,850, and the work must be completed if the building remains in use. The cost of repair will be saved if the building can be torn down and removed. A time and motion study made by the railroad on

a weekday showed the agent's productive time at Dorris to be about forty-five minutes every day. The Dorris agent is available only five days a week from 8:00-12:00 and 1:00-5:00 p.m. The agent signs occasional shipping documents, but this function can be performed by freight train conductors. The railroad has a 24-hour, 7-days-a-week station operating at Klamath Falls, Oregon, about 20 miles from Dorris. The Klamath Falls station can handle all business out of Dorris on a toll free phone, which is available at all times. The Dorris agent will be employed at Klamath Falls if the Dorris station is closed, where he can be efficiently employed. A railroad witness testified that the station is not used and is very expensive to maintain. Expenses totaled \$9,916 in 1970 and \$11,001 in 1972. There is no passenger service out of Dorris and just about all freight is by the carload. All functions can be more efficiently performed out of the Klamath Falls station. The railroad witnesses emphasized that service and deliveries at Dorris will continue as before, but without the station and agent.

Several people made statements on the record. A representative of the Dorris Lumber Company advised that his company ships 350 cars outbound every year and has incoming shipments totaling about 300 cars. He prefers a local agent because freight bills are returned more promptly and complaints can be referred to the local agent rather than telephoned to a distant freight office with no personal knowledge of the shipper involved. He further advised that a local agent checks cars, helps with security and may clean cars on occasion. If the agent leaves, the lumber company will have to assume the responsibilities formerly performed by the agent. A representative of the Butte Valley Chamber of Commerce stated that mining engineers have stayed at his motel. They were collecting ore samples and may recommend that a processing plant be constructed near Dorris. He referred to the timber in the area and to local potato processing plants. These references were classified as future

customers of the railroad. The City Clerk of Dorris advised that local rail facilities are used by two major rail shippers and, if the Dorris station is eliminated, it is unlikely that new business or industry will locate in the area. A local resident stated that she has lived in Dorris with her husband for twenty-five years. He is a railroad employee and like other residents of the area they believe that closing the station may seriously affect efforts to bring in new industry. Another local resident identified himself as a small shipper. He advised that without a local agent it will be difficult to obtain a freight car when volume shippers need service.

A railroad witness testified that an agent will be sent from the Klamath Falls station if a local shipper has a problem. If shipments should increase, additional arrangements will be made. The railroad will maintain a non-agency station in Dorris.

Upon consideration of all the facts and circumstances, the Commission finds that public convenience and necessity do not require the services of an agent at the Dorris station, since the public can be efficiently served with a non-agency station. The Commission further finds that the station building is rapidly deteriorating and should be torn down and removed. The Commission concludes that the application should be granted.

O R D E R

IT IS ORDERED that the Southern Pacific Transportation Company is authorized to discontinue its agency and to dismantle and remove the station building, platform, and appurtenances from public service at Dorris, Siskiyou County, subject to the following conditions:

- a. Southern Pacific Transportation Company shall  
(1) maintain said station in a non-agency status for the receipt or delivery of freight in any quantity, carloads or less, and (2) provide toll-free telephone service to its Klamath Falls, Oregon, station from Dorris and environs.

- b. Within ninety days after the effective date hereof and not less than ten days prior to the discontinuance of the agency at Dorris, applicant shall post a notice of such discontinuance at the station, and, within ninety days after the effective date hereof and on not less than ten days' notice to the Commission and to the public, Southern Pacific Transportation Company shall file in duplicate its amendments to its tariffs showing the changes authorized herein and shall make reference in such notice and tariffs to this decision as authority for the changes. In no event shall the agent be removed pursuant to the authority hereinabove granted earlier than the effective date of the tariff filings required hereunder.
- c. Within thirty days after discontinuance of service as herein authorized, applicant shall notify this Commission in writing thereof and of compliance with the above conditions.

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

Dated at San Francisco, California, this 25<sup>th</sup> day of OCTOBER, 1972.

Vernon L. Sturgeon  
President

J. M. Williams  
W. L. ...  
...  
Commissioners

Commissioner William Symons, Jr., being necessarily absent, did not participate in the disposition of this proceeding.