

BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

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IN THE MATTER OF THE APPLICATION OF)
THE COLORADO AND SOUTHERN RAILWAY)
COMPANY FOR AUTHORITY TO DISCONTINUE)
AGENCY SERVICE AT BERTHOUD, LARIMER)
COUNTY, COLORADO, AND TO CLOSE THE)
SAME AS AN AGENCY STATION.)

APPLICATION NO. 22705

August 21, 1967

S T A T E M E N T

BY THE COMMISSION:

Pursuant to the Commission's Rules and Regulations Pertaining to Railroads and Express Companies Operating in the State of Colorado, The Colorado and Southern Railway Company (C&S) on July 20, 1967, filed an application seeking authority to close the joint agency station presently maintained for Rail and Express Service at Berthoud, Larimer County, Colorado, effective on August 21, 1967.

Berthoud, Colorado, is located approximately 7 miles south from Loveland and 9 miles north of Longmont, Colorado, on U. S. Highway No. 287. It is also an Agency station at Mile Post 54.27 on the Denver to Wendover, Wyoming main line of the C&S Railway. Train movements on the main line are controlled by train orders and a Dispatcher located at McCook, Nebraska. Service consists of two passenger trains, two scheduled freight trains daily and a local switcher daily.

Applicant states that the Agency Station of Berthoud is not required for operational purposes; that principal function of the station has been the accounting for movements of grain and agricultural products from the local elevator and the seasonal movement of sugar beets from the area. With removal of the Agent, there will be no change in train service; and that local switching will be continued for carload shipments from and to Berthoud.

Loveland, Colorado is to be the accounting station for Berthoud operations and customers may handle their business at either Loveland or Longmont as they prefer. During recent years there has been a decrease in the amount of railroad activity at Berthoud, so that very little public inconvenience is anticipated in using the alternate stations. Due to shortage of Telegraphers on the railroad, it is not expected there will be any loss of work to other employees. Supporting explanatory information and exhibits were offered for Commission consideration.

In conformance with the Commission rules herein, public notice of the requested change was posted at the Berthoud Station dated July 17, 1967. Said Notice included the further directions that any public objections should be forwarded to the Public Utilities Commission. No public complaints or protests have been received by the Commission.

It is noted that the estimated population of Berthoud is approximately 1,000 persons; station hours are 8:00 A.M. to 5:00 P.M. daily, except Saturdays and Sundays. Passenger revenue is quite small and there is no L.C.L. service. Railway Express is handled by rail passenger service at night. A daytime REA Express truck offers two schedules between Denver and Fort Collins:

North at 8 A.M. and 2 P.M.
South at 11 A.M. and 6 P.M.

Average express business is ten to fifteen packages per month and largely for rural customers.

Only remaining station work is handling of Train Orders for movement of local switch engines or changes of running orders for trains en-route. Train order stations are also open at Longmont (23 hours), located 9 miles to the south; and at Loveland 7 miles north, which is open 23 hours daily.

Carload freight traffic at Berthoud is summarized as follows:

<u>Item</u>	1964		1965		1966		4 Months 1967	
	Fwd	Rec.	Fwd.	Rec.	Fwd.	Rec.	Fwd.	Rec.
Grains and Alfalfa Pellets	91		64		53		2	
Furniture		2		5		1		
Feed		4		8		19		4
Lumber & Roofing		4		3				2
Livestock		9						
Machinery & Miscellaneous		11		1		7		1
Subtotal	<u>91</u>	<u>30</u>	<u>64</u>	<u>17</u>	<u>53</u>	<u>27</u>	<u>2</u>	<u>7</u>
Sugar Beets	814		438		60		390	
Total	<u>905</u>	<u>30</u>	<u>502</u>	<u>17</u>	<u>113</u>	<u>27</u>	<u>392</u>	<u>7</u>

It is apparent the volume of local station work has declined to an average of seven cars per month -- five cars of agricultural production to be forwarded and two cars of varied items received. Sugar beet traffic is a seasonal movement occurring mainly during October, November, December and occasionally during January; car orders and movements are usually handled by Great Western Sugar Company and billing is a routine function that is often handled in the C&S Denver offices.

The local accounting, station work and Railway Express service will be handled at Loveland; also, customers may transact their business at Longmont if that station would be more convenient. There will be no change in train service or local switching. There is no toll charge for telephone calls from Berthoud to Loveland; the toll charge from Berthoud to Longmont is 10 cents.

It appears principal reason for requested closing is to eliminate a non-productive station expense. There has been no public interest in the matter, and working time for the Agent has averaged about two hours per day. Meanwhile, operating experience and movement of trains during the times when the Agent is off duty has shown that train operations can also be safely maintained. Hence, it appears reasonable to consider the instant proposal on the basis of improved operating efficiency, wherein elimination of the station expense will offer a savings of some \$7,000 annually and there may be a more productive use of manpower.

It is, therefore, the belief of the Commission that the proposed station closing is compatible with the public interest and, in the absence

of public protests thereto, the Commission determined to hear, and has heard said matter forthwith, without further notice upon the records and files herein.

F I N D I N G S

THE COMMISSION FINDS:

That the foregoing Statement is hereby made a part of these Findings by reference.

That safe and economical railroad operation does not require the Maintenance of an agent at the Berthoud Station, Larimer County, Colorado.

That there will be a continuation of local switching service and trackage; which, with only minor inconvenience on the whole, will be adequate to meet requirements of the Berthoud area.

That the expenses involved in maintaining a joint Agent in Berthoud are not justified in view of the proposed change.

That the public convenience and necessity no longer require the continued maintenance of a joint Agency Station in Berthoud, Colorado, by The Colorado & Southern Railway Company and Railway Express Agency, Inc., and authority for discontinuance should be granted.

O R D E R

THE COMMISSION ORDERS:

That The Colorado & Southern Railway Company and Railway Express Agency, Inc., be, and are hereby authorized to discontinue joint Agency service at Berthoud, Larimer County, Colorado, and to thereafter maintain same as a prepay or non-agency station, receiving Rail and Express service through Agency office at Loveland, Colorado.

That during any times of seasonal rush or unforeseen need for temporary station service at Berthoud, necessary personnel may be brought in and withdrawn as required to meet the public needs.

That reference shall be made to this decision in the respective tariff schedules to show closing of the Berthoud Agency Office and as authority for such action.

That the Commission shall retain jurisdiction in this matter,
to make such further Order or Orders as may be required.

That this Order shall become effective forthwith.

THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF COLORADO

Alvin H. Hurling
Donald Byler

Ed R. Ludlow
Commissioners

Dated at Denver, Colorado,
this 21st day of August, 1967
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