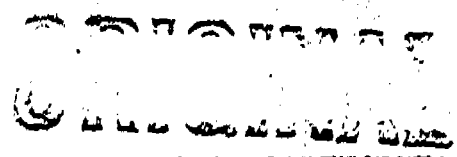


Decision No. 23402



BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
THE ATCHISON, TOPEKA and SANTA FE
RAILWAY COMPANY, a corporation, for
authority to discontinue its station
at Murrieta, California, as an agency
station and to operate the same as a
blind siding.

)
) Application
) No.16708

In the Matter of the Application of
RAILWAY EXPRESS AGENCY, Inc., for
authority to abandon its agency at
Murrieta, County of Riverside, State
of California.

)
) Application
) No.17089

M. W. Reed, for Applicant in Application No.16708.

G. E. Harrison, for Applicant in Application No.17089.

J. J. Deuel, for Riverside County Farm Bureau,
Protestant in Applications Nos.16708 and 17089.

S. E. Provolt, in propria persona, and for 36
other residents of Murrieta, Protestants in
Applications Nos.16708 and 17089.

BY THE COMMISSION -

OPINION

In Application No.16708, The Atchison, Topeka and Santa Fe Railway Company, a corporation, has petitioned the Railroad Commission for an order authorizing the discontinuance of an agency at its station of Murrieta on its Los Angeles division in Riverside County and for the future maintenance of such station as a non-agency station.

In Application No.17089, Railway Express Agency, Inc. has petitioned the Railroad Commission for an order authorizing the closing of its agency station at Murrieta, in Riverside County, and for the handling of such express matter as may be forwarded from or destined to Murrieta by the train messenger at the car door.

A public hearing on the above mentioned applications was conducted by Examiner Handford at Murrieta, the matters were consolidated for the receipt of evidence and decision and were duly submitted.

The station of Murrieta is located 5.7 miles east of the agency station at Temecula and 11.2 miles west of the agency station at Elsinore and is at present served by a mixed train operating three times each week. The revenue derived by the applicant The Atchison, Topeka & Santa Fe Railway Company at this station has been steadily declining and that derived during the eleven months ending November 30, 1930, is shown by the following extract from an exhibit filed at the hearing:

Eleven months ending November 30, 1930:

Passenger Revenue			\$ 219.63
Freight Revenue			
Carload: Received	\$ 708.28		
Forwarded	6790.16		
Less than carload	Received	341.59	
	Forwarded	<u>16.26</u>	<u>7856.29</u>
	TOTAL		\$8075.92
Monthly average	--		\$ 734.17

The carload business received at this station has consisted principally of highway construction material, none of which is anticipated in the immediate future, and the carloads forwarded consisted principally of silica rock. There was but a relatively small revenue derived from less than carload freight or passenger business, either received or forwarded. It is the contention of applicant that the revenue received does not justify the expense of maintaining an agency.

In Application No. 17089 Railway Express Agency, Inc. requests authority for the closing of the agency at Murrieta for the reason that the revenue from the agency is insufficient to justify the maintenance of an agent, and as the agent now employed is a joint agent of the railroad and express company, if permission were given for the discontinuance of the railroad agent there would be none to care for the express business.

The record of the business handled by the express company during the year ending November 30, 1930, shows a total revenue of \$745.28 derived from 565 shipments. The agent was paid a commission of ten percent, or \$74.32 on this business.

At the hearing on these applications objection and protest were made against the closing of the agency at Murrieta. As a compromise it was suggested that the agent at Temecula act as agent at Murrieta for two hours of each week/ ^{day,} from 8:30 A.M. to 10:30 A.M. during which time all the business of Murrieta would be cared for. Freight and express would be received and delivered and the agency would be open for the receipt or sending of telegrams and such other business as might be transacted by the public. The Commission is advised by the protestants that the proposed compromise arrangement is satisfactory and that the community served by the station of Murrieta will be satisfied with the new arrangement as regards the hours that the station will be open for the transaction of business with the public.

O R D E R

A public hearing having been held on the above entitled proceedings, the matter having been duly submitted and the Commission being now fully advised,

IT IS HEREBY ORDERED that applicant The Atchison, Topeka and Santa Fe Railway Company, a corporation, be and it is hereby authorized to close its station of Murrieta on its Los Angeles division in Riverside County excepting between the hours of

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8:30 A.M. and 10:30 A.M. of each day, except Sunday, and that during such hours the station be open for the receipt and delivery of freight and express, the selling of tickets and receipt and delivery of telegrams and for all other business which may be transacted by the public, and

IT IS HEREBY FURTHER ORDERED that applicant, Railway Express Agency, Inc., be and it is hereby authorized to close its station of Murrieta in Riverside County, excepting between the hours of 8:30 A.M. and 10:30 A.M. of each day, except Sundays, and that during such hours the agency shall be open for the receipt and delivery of express matter and for any other transaction of express business which may be desired by the public at said station.

The effective date of this order is hereby fixed as twenty (20) days from the date hereof.

Dated at San Francisco, California, this 16th day of February, 1931.

C. J. Seaver
Leon A. Whittell
W. H. Cunn
M. B. Varnum
Fred G. Stewart

Commissioners.