

ORIGINALDecision No. 25105.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application
of SOUTHERN PACIFIC COMPANY for
authority to close the agency at
Arcadia Station, County of Los
Angeles, State of California.

Application No. 18178.

H. W. Hobbs, for Southern Pacific Company,
Applicant.
Walter F. Dunn, for City of Arcadia,
Protestant.

BY THE COMMISSION:

O P I N I O N

Southern Pacific Company filed the above entitled application with this Commission requesting authority to abandon its agency at Arcadia Station on the Duarte Branch of its Los Angeles Division, in Los Angeles County, State of California.

A public hearing on said application was conducted by Examiner Hunter at Arcadia, on August 19, 1932, at which time the matter was duly submitted.

The nearest agency stations to Arcadia are Monrovia, located 1.7 miles east, and Alhambra, located 8.8 miles west. The regular train service on the Duarte Branch through Arcadia consists of three freight train movements in each direction weekly, there being no passenger trains operated on this branch line.

Exhibit No. 1, introduced in evidence in this proceeding, shows the amount of business transacted at the Arcadia agency during the annual period ending June 30, 1932, as compared with the

corresponding period ending June 30, 1931, to be as follows:

	<u>Year Ending June 30, 1932</u>	<u>Year Ending June 30, 1931</u>
Carload Freight Revenue.....	\$1,688.	\$2,848.
Less-than-carload Freight Revenue.....	971.	1,122.
Passenger Revenue.....	<u>915.</u>	<u>2,101.</u>
Total Revenue.....	\$3,574.	\$6,071.
Baggage Handled (Pieces).....	27	68
Western Union Messages.....	39	-
Carload Freight (Cars).....	12	26
Less-than-carload Freight (Tons)	62	65
Agency Reports - Passengers...	73	103
Total Station Expense.....	\$1,567.	

Applicant testified that the revenues shown above included all revenue received by the company for shipments both to and from Arcadia; or, in other words, if a similar statement was made up for all stations on the entire system, it would result in a figure equal to twice the amount of the company's total revenue due to a complete duplication of accounts. Applicant's Exhibit No. 1 also shows that the item of station expense on its entire system amounts to 7.55 per cent of total railway operating expense.

Applicant alleges that, in its opinion, neither the business handled at Arcadia Station nor public convenience and necessity justify the continued maintenance of an agent at this point and therefore has requested authority to close the agency and thereafter maintain a non-agency station at Arcadia until sufficient traffic has developed to justify the re-establishment of an agency station at this point. Applicant also points out that, although the expense of maintaining an agency at Arcadia represents only a small sum compared to its other operating expenses, such an expense at its many non-profitable stations, in the aggregate, amounts to several million dollars annually and that the present financial

condition of the company requires the effecting of all reasonable economies.

It appears from the record that arrangements have been made, if authority is granted to abandon said agency, to rent the office in said station to Mr. J. C. Hinman, a local transfer man, who will act as caretaker of said station and custodian of the key to the freight house. Under this plan all incoming less-than-carload freight will be unloaded by the train crew and placed in the freight house. Likewise, outgoing freight will be received by the caretaker and placed in the freight house.

Express service from and to Arcadia will be continued by the agent at the station of The Atchison, Topeka and Santa Fe Railway Company, which is located approximately 500 feet from applicant's station.

At the present time Western Union messages are forwarded only and are not received by applicant's agent at Arcadia. Western Union service will be continued at the station of The Atchison, Topeka and Santa Fe Railway Company.

All passenger business handled by applicant's agent at Arcadia is transported over the lines of Pacific Electric Railway Company to Los Angeles, where transfer is made to applicant's line. This passenger business will be handled as at present, except passengers will purchase tickets, at the same fare, from conductors on the Pacific Electric trains instead of the agent at Arcadia.

The City of Arcadia protested the granting of this application on the grounds that the station has been operated as an agency station for many years and that applicant should, during sub-normal times, take its losses with other business organizations. It was pointed out that at present a large horse-racing track was

being constructed in Arcadia, which undoubtedly would provide additional business for applicant. It appears from the record in this case that the Los Angeles Jockey Club has now under construction a large racing plant in Arcadia and that it is planned to stable many horses at this point during the racing season, which is estimated to run for approximately ninety days. This Club requested that it be registered as a protestant to the granting of this application.

It is apparent that the amount of railroad business that may be expected from such an enterprise is speculative; applicant's representative testified, however, that should the opening of the new racing plant bring sufficient business to justify the service of an agency at this point, the company would, if this application is granted, be willing to re-establish an agency at Arcadia.

The Chamber of Commerce of Arcadia also protested the granting of the application on the grounds that the abandonment of the agency would be detrimental to the growth and development of Arcadia and adjacent territory.

After carefully considering the record in this proceeding it appears that the amount of business now available at Arcadia does not reasonably justify the continuance of this agency, especially in view of the fact that the company maintains an agency station within a distance of two miles from Arcadia. Therefore this application should be granted.

ORDER

Southern Pacific Company having filed the above entitled application, a public hearing having been held and the Commission being fully apprised of the facts,

IT IS HEREBY ORDERED that Southern Pacific Company is hereby authorized to abandon its agency at its station of Arcadia.

located on the Duarte Branch of its Los Angeles Division, in Los Angeles County, and to change its station records and tariffs accordingly; subject to the following conditions:

- (1) Said station shall be continued as a non-agency station.
- (2) Applicant shall store less-than-carload shipments in the station building under lock and key and shall appoint a custodian of the key and maintain a suitable notice announcing to the public how the freight may be secured.
- (3) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the abandonment of the agency service authorized herein and of its compliance with the conditions hereof.
- (4) The authorization herein granted shall lapse and become void if not exercised within one (1) year from the date hereof unless further time is granted by subsequent order.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 29th day of August, 1932.

C. J. Seaver
Leon Whidney
W. A. Cunn
W. B. Cunn
Fred G. Cunn
 Commissioners.