

Decision No. 25318 .

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of SOUTHERN PACIFIC COMPANY for authority to remove its agency from Southern Pacific Company's Santa Rosa Station and to establish jointly with the Northwestern Pacific Railroad Company an agency at the station of the Northwestern Pacific Railroad Company at Santa Rosa in the County of Sonoma, State of California.

Application No. 18439.

ORIGINAL

BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, on September 29, 1932, applied for authority to close its agency at Santa Rosa station, in the County of Sonoma, State of California, on its Santa Rosa Branch and to establish a joint agency with the Northwestern Pacific Railroad Company at Santa Rosa.

Applicant alleges that the Interstate Commerce Commission on December 4, 1930 (in Finance Docket No. 8516), issued its order granting the Southern Pacific Company a certificate of public convenience and necessity to operate under trackage rights over the line of the Northwestern Pacific Railroad Company at Santa Rosa; that it is desired to consolidate its station force with that of the Northwestern Pacific Railroad Company and share the use of the Northwestern Pacific Railroad Company's station facilities; and that the station of the Northwestern Pacific Railroad Company is more conveniently situated for the public's use than applicant's present station.

The Northwestern Pacific Railroad Company's station is located on Wilso Street, between Third and Sixth Streets, in Santa

Rosa, twelve blocks in a southeasterly direction from Southern Pacific Company's station, an approximate distance of 1,500 feet. The Northwestern Pacific Railroad Company's station is more centrally located with respect to the business section of the City.

The Southern Pacific Company's agency is now open between the hours of 8:00 A.M. and 5:00 P.M. If the proposed consolidation is effected, it will result in extending the hours of Southern Pacific Company's service to those of the Northwestern Pacific Railroad Company, which are from 7:30 A.M. to 5:00 P.M., thereby giving the Southern Pacific Company's patrons thirty minutes additional service. Applicant does not propose to abandon any service now afforded the public at Santa Rosa but merely to consolidate the two stations, thereby saving the expense of maintaining this agency.

Carload freight shipments will be received and dispatched from the Southern Pacific Company station as at present, while less-than-carload shipments will be handled at the Northwestern Pacific Railroad Company station.

Southern Pacific Company does not operate any passenger trains through Santa Rosa; therefore, consolidation of the two stations will in no way affect passenger service except through the purchase of main line and Pullman tickets which will be available at the Northwestern Pacific Railroad Company station instead of the Southern Pacific Company station, as has been the case in the past.

Accompanying the application is a comparative statement showing the amount of business transacted by Southern Pacific

Company at said station during the two-year period ending July 31, 1932, as follows:

| <u>Items</u> | <u>Year Ending July 31st</u> | |
|--|------------------------------|-------------|
| | <u>1931</u> | <u>1932</u> |
| Passenger tickets sold..... | 573 | 392 |
| Number of less-than-carload shipments received..... | 11,364 | 10,725 |
| Number of less-than-carload shipments forwarded..... | 3,348 | 3,427 |
| Number of carload shipments received.... | 1,396 | 798 |
| Number of carload shipments forwarded... | 276 | 103 |

A member of the Transportation Division of the Commission's Engineering Department has made an investigation and his report shows that the shippers and receivers of freight at Santa Rosa have indicated that they will not oppose the granting of this application.

The work of the Southern Pacific Company agent is confined largely to transacting business incident to the operation of only one train per day, except for a short period of the year when extra trains are operated to take care of the deciduous and dried fruit shipments. The record justifies the conclusion that the agent located at the Northwestern Pacific station as proposed could take care of the business of both companies.

It appears that a public hearing is not necessary and, after carefully considering the application, it is concluded that it should be granted as the plan will permit of a considerable saving, with little or no detriment to the service now maintained.

IT IS HEREBY ORDERED that the Southern Pacific Company is hereby authorized to close its agency at its Santa Rosa station, on

its Santa Rosa Branch, and to establish jointly with the Northwestern Pacific Railroad Company an agency at Santa Rosa; also to change its station records and tariffs accordingly, subject to the following conditions:

- (1) Applicant shall post a notice of the consolidation in a conspicuous place in the station at Santa Rosa not less than ten (10) days prior to the actual date of consolidation.
- (2) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the discontinuance of the facilities authorized herein and of its compliance with the conditions hereof.
- (3) 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 authorization herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 31st day of October, 1932.

C. C. Leary

Leon Whidely

W. A. Lewis

M. B. Lewis

Fred G. Stewart
Commissioners.