

DECISION NO. ✓

ORIGINAL

Decision No. 2715

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the Application
of SOUTHERN PACIFIC COMPANY to)
discontinue the maintenance of)
an agent at its station of)
APPLEGATE.)

APPLICATION NO. 1704.

Geo. W. Squires, for applicant.
A. L. Crane, for Placer Forest and
Home Protective Association,
Protestant.
J. A. Livingstone, for protestants.

GORDON, Commissioner.

O P I N I O N .

This is an application of the Southern Pacific Company for permission to discontinue the maintenance of an agent at its station of Applegate in Placer County on the Sacramento Division until such time as the volume of traffic will warrant reestablishment, it being alleged that the revenue derived at this station does not warrant the continuance of an agent. A public hearing was held at Applegate on August 23, 1915, and the matter is now ready for decision.

The station of Applegate is located on the Sacramento Division of the Southern Pacific Company and is 45.4 miles from Sacramento. The nearest agency station west of Applegate is Clipper Gap, distant 3.0 miles; the nearest agency station east is Colfax, distant 8.2 miles. At the time of double tracking of the Sacramento Division between Roseville and Blue Canon the grade for the second track was made regardless of the location of the single track and the location of the second track was such that heavy grades were avoided, thereby facilitating operation. By reason of this there are a number of towns on the Sacramento Division, among them the town of Applegate, where the

station on the eastbound track is some distance from the station on the westbound track and in such cases it is the practice of the Southern Pacific Company to maintain one of the stations as an agency and to maintain the other as a non-agency.

The station at Applegate where an agent is maintained is on the old line which is used as the westbound track. This station is about one-half mile distant from the non-agency station maintained on the eastbound track. The agent at Applegate does not in any way serve the company, or its patrons who may have occasion to use the non-agency station on the eastbound track.

The business transacted at the agency station of Applegate according to statements filed by the applicant, Southern Pacific Company, as exhibits at the hearing shows the following results for the year ending July 31, 1915:

<u>FREIGHT</u>		<u>Tons</u>	<u>Revenue</u>
Less than Carload Forwarded		69	\$ 583.00
	Received	310	1261.00
Carload	Forwarded	18	100.00
	Received	177	260.00
Total Freight Revenue			<u>\$2004.00</u>

PASSENGER

Number of tickets sold (local and interline)	1167	
Revenue from tickets sold (Includes Southern Pacific Company's proportion of earnings on interline tickets)		\$1868.00
Total Revenue		<u>\$5872.00</u>

The expense of maintaining an agent for the westbound business at the town of Applegate is made up of the salary of the agent amounting to \$960.00 and the cost of station supplies, amounting to approximately \$100.00, a total of \$1060.00 for a twelve months' period. This indicates that an expenditure of 27.38 per cent of the revenue derived from the business at Applegate has been necessary for its maintenance as an agency during the year ending July 31, 1915.

The station at Applegate serves a community largely engaged in fruit growing, especially pears, peaches and plums. There are a number of mountain resorts which rely on the patronage furnished by residents of the cities surrounding San Francisco Bay. Due to the location of the stations at Applegate, one serving the eastbound track as a non-agency, the other serving the westbound track as an agency, neither the applicant, Southern Pacific Company, or its patrons at Applegate derive the benefit from the services of an agent that should be enjoyed, and it was explained at the hearing that the agreement of the applicant with its telegraph operators prohibited the use of an agent and operator in the serving of two separate stations located as are those at Applegate. The travel to the mountain resorts above-mentioned is cared for by round-trip tickets which are purchased at the station where passengers originate, hence a considerable amount of revenue that would accrue to Applegate for the return portion of the trip was not included in the statements of the applicant which were introduced as evidence at the hearing. These patrons of the company, however, require the services of the agent in validating the return portion of round-trip tickets, in the checking of outgoing baggage and in the furnishing of information relative to trains and they are entitled to service notwithstanding the fact that the revenue from their ticket purchases might be assigned by the applicant to the stations at which the round-trip tickets were sold.

It was suggested at the hearing of this application that an amicable adjustment in the interest of both the applicant and the protestants might be arrived at by the appointment of a caretaker who would meet all trains, both east and westbound, during the usual daylight hours, who would assist passengers in the handling of outgoing baggage and would receive and deliver incoming baggage upon the surrender of checks therefor. The caretaker would assist shippers in the preparation of the necessary documents for outgoing less than carload freight and would receive and place in the warehouse less than

carload freight which might arrive at Applegate and note as representative of the consignee any shortage, loss or damage in the same manner that would be done if a regular agent were employed. The caretaker would not sell or validate tickets nor quote freight rates or collect amounts due on incoming freight received or prepaid freight forwarded. It was agreed by the attorney for the applicant, Southern Pacific Company, and also the interested protestants that a trial of a caretaker under the conditions above noted would be satisfactory in that such service would render available some assistance to the traveling public at the non-agency station on the east-bound track where no aid has heretofore been rendered by the company in providing for its incoming patrons.

I am of the opinion that until the present fruit shipping season is ended that the agent should be retained at the present agency station at Applegate and that on November 1, 1915, a caretaker should be substituted for a period of six months and thereafter until otherwise ordered by this Commission.

I, therefore, recommend the following form of order:

O R D E R.

The Southern Pacific Company having made application to this Commission for permission to discontinue the maintenance of an agent at its station of Applegate on its Sacramento Division until such time as the business transacted at such station would justify the restoration of an agent, a public hearing having been held and the Commission being fully advised in the premises,

IT IS HEREBY ORDERED, that the applicant, Southern Pacific Company, continue the maintenance of an agent at its station of Applegate until November 1, 1915, and,

IT IS FURTHER ORDERED, that the applicant, Southern Pacific Company, be required to maintain a competent caretaker at its station of Applegate for a period of six months from November 1, 1915, and thereafter until the further order of this Commission. The duties of

said caretaker shall include the keeping open of the station at Applegate for the comfort and convenience of the patrons of the applicant; the assisting of shippers in the preparation of shipping documents for outgoing less than carload freight; the receiving and placing in warehouse of incoming less than carload freight and the noting for the account of consignee of any exceptions as to shortage, loss or damage in the same manner that would be in evidence were a regular agent employed; the rendering of assistance to passengers in the forwarding of outgoing baggage and the receipt of incoming baggage and delivery of same upon surrender of checks therefor. The services of the caretaker as herein provided are to apply to both the present agency and also to the non-agency station at Applegate as regards assistance to be given the patrons of the applicant in the transaction of their business. The caretaker is not to sell tickets, quote freight or passenger rates, nor to collect charges on incoming freight shipments or prepaid outgoing freight shipments.

IT IS ALSO FURTHER ORDERED, that the applicant, Southern Pacific Company, keep a true and accurate account for a period of six months from November 1, 1915, of all business transacted at its stations at Applegate and submit same to this Commission.

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 26th day of August, 1915.

Max Fisher
A. S. Donald
W. J. Gordon
Fran. P. Doherty
Commissioners.