

Decision No. _____.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

CITY OF RICHMOND,
Complainant,
vs.
THE ATCHISON, TOPEKA AND
SANTA FE RAILWAY COMPANY,
Defendant.

CASE NO. 903.

D. J. Hall for Complainant

Paul Burks for Defendant.

GORDON, Commissioner.

O P I N I O N.

This is a complaint filed by the City of Richmond, a municipal corporation, alleging that the freight and passenger station maintained by The Atchison, Topeka and Santa Fe Railway in the City of Richmond is unsightly in appearance and is inadequate for the use of the public in the transaction of its business with the railroad. Complainant requests that the Commission make its order requiring the immediate erection of a modern and adequate freight and passenger station in the City of Richmond which will be of such character as shall be deemed adequate and proper by the Commission. The defendant filed its answer denying the material allegations of the complaint. A public hearing was held at Richmond on February 21, 1916, the matter was submitted and is now ready for decision.

The station maintained by The Atchison, Topeka and Santa Fe Railway Company at the foot of McDonald Avenue in the City of Richmond, against which this complaint is directed, is a frame structure of the type known as a combined freight and passenger station. A portion of the structure has two stories and on the upper floor offices have been provided for the Agent and Roadmaster. The baggage and express room is located in a separate building closely adjacent to the main structure.

An investigation made by the Commission shows the ground floor space to be divided as follows:

FOR FREIGHT PURPOSES:

Freight Room	100'4" x 32'2"	equals	3227 sq. ft.
Less Freight Office	14' x 11'9"	"	<u>164</u> " "
Net Freight Room			3063 " "
Freight Platforms			5437 " "

PASSENGER ACCOMMODATIONS.

Office and Lobby	22' x 39'4"	"	865 " "
Waiting Room	17' x 22'	"	374 " "
Open Waiting Room	16'6" x 22'	"	<u>363</u> " "
T o t a l			1602 " "

<u>BAGGAGE ROOM</u>	38'6" x 20'3"	"	780 " "
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There are no toilet accommodations within the station building. The toilets are located at some distance from the station and are not of modern type or of sanitary construction.

The complainant presented testimony in regard to the unsightly condition of the present structure, the inadequate waiting room space, the lack of a separate waiting room for women, the inconvenient location of the toilets and the unsanitary manner in which these toilets are maintained. Testimony was also taken to show that the approaches to the station were not kept in proper condition.

The present station of the Santa Fe in Richmond was built several years ago and its style of architecture is probably not one which would be adopted if a station were to be built today. At the same time the station is some distance removed from the business or residence sections of the city and there are no improvements in its immediate neighborhood which would tend in any way to make its appearance objectionable by comparison, and I hardly believe, under these conditions, the testimony directed against the appearance of the station should be given much weight.

The complaints that waiting room space is inadequate, that there is not a waiting room for women and that the toilet facilities are not modern and sanitary are of much more force.

Although the complaint alleged inadequate freight facilities the complainant made no attempt to prove that they actually were inadequate and from the investigation made by the Commission I am satisfied that they are ample. The complainant's case for a new depot, therefore, with the appearance of the station eliminated, rests entirely on the inadequacy of the waiting room, the lack of a separate waiting room for women and inadequate toilet facilities. The matter of the approaches is to some extent independent as present conditions could exist with a new station.

While I am satisfied that all three of these complaints are justified I do not believe that they are serious enough for the Commission to require the Railway Company to make an expenditure of ten thousand dollars or more to rectify them at this time. As far as the toilet facilities are concerned it appears that they have not been made modern because no sewer has been available but that connection can now be made with a sewer and that it would have been done before this had defendant not desired to await the outcome of this case. I believe that the construction of a waiting room for women, of not less than two hundred and fifty (250) square feet floor area, will be ample to remove that cause of complaint and that the construction of the women's waiting room will make the total waiting room facilities of the station ample to serve the needs of Richmond for some time to come. There is no question, of course, but that ample modern and sanitary toilet facilities should be installed in the station.

I find as a fact that the waiting room facilities of the Richmond station of The Atchison, Topeka and Santa Fe Railway Company at McDonald Avenue are inadequate and that proper toilet facilities are lacking and I further find that it is reasonable that the Railway should remove these causes of complaint.

I believe the company should also construct proper sidewalks and roads to the station, from the street, over its station grounds.

I recommend the following form of order:

O R D E R.

CITY OF RICHMOND (a municipal corporation) having made complaint that the freight and passenger station of The Atchison, Topeka and Santa Fe Railway Company at the foot of McDonald Avenue in the City of Richmond is unsightly and inadequate, and a public hearing having been held and the Commission being fully advised in the premises,

IT IS HEREBY ORDERED, that The Atchison, Topeka and Santa Fe Railway Company shall construct, in connection with its station at McDonald Avenue, Richmond, a suitable women's waiting room with a floor area of not less than two hundred and fifty (250) square feet; that it shall construct in the station building ample and modern sanitary toilets and that it shall satisfactorily improve the approaches to the station.

IT IS FURTHER ORDERED that plans for this construction shall be filed with the Commission, for its approval, thirty (30) days from the date of this order and that the improvements herein ordered shall be completed ninety (90) days from the date on which plans for same have been approved by the 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 4th day of March, 1916.

Max Sheehan
W. L. ...
Alex ...
Edwin C. Edgerton
Frank R. ...

commissioners.