

Decision No. 28426.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of
SOUTHERN PACIFIC COMPANY for authority
to establish a part-time agency at the
Station of Norwalk, County of Los
Angeles, State of California.

ORIGINAL
Application No. 19003.

C. W. Cornell, for Applicant.
N. D. Pritchett and E. C. Lewis,
for Order of Railroad Telegraphers.
E. C. Williams, for Williams Bros. Grain & Milling
Company, Protestants.
L. L. Burke, for Norwalk Chamber of Commerce, Protestants.
W. A. Vandegrift, for Merchants Association, Protestants.
J. L. Smith, for Norwalk Kiwanis Club, Protestants.

BY THE COMMISSION:

O P I N I O N

In this proceeding Southern Pacific Company seeks authority to establish a part-time agency at Norwalk Station in Los Angeles County.

A public hearing was conducted in this matter by Examiner Hunter on September 13, 1933, at Los Angeles, at the conclusion of which the matter was taken under submission.

At this time Southern Pacific Company maintains agency service at its Norwalk Station between the hours of 8:00 A.M. and 5:00 P.M., and it now seeks authority to reduce these hours to a period from 8:00 A.M. to 11:00 A.M.

The nearest agency stations to the one involved herein are Downey, located four miles to the northwest, and Anaheim, eleven miles to the southeast. The company maintains an agent and a clerk

at its Downey agency and under the proposed plan the agency business at Norwalk would be taken care of by either the clerk or the agent at Downey who would travel between the two stations each day.

The railroad service on this branch line consists of one mixed train in each direction daily. These trains arrive at Norwalk during night hours.

The revenues and expenses of this station shown in the following tabulation over a two-year period ending July 31, 1933, are taken from the company's Ex. No. 1.

I T E M	Year Ending July 31, 1933	Year Ending July 31, 1932
<u>STATION DATA:</u>		
Baggage handled - pieces	26	8
Number Waybills made	216	188
Number Freight Bills made	1190	1179
Western Union Messages	2279	2135
<u>FREIGHT RECEIVED AND FORWARDED:</u>		
Carloads - Cars	260	249
Carload Revenue - Local*	\$2,889	\$3,796
" " - Interline	\$8,516	\$12,574
Less-than-carload Revenue - Local*	\$ 690	\$ 869
" " " " - Interline	\$ 798	\$ 994
" " " - Tons	159	206
<u>PASSENGERS AND REVENUE**</u>		
Agency Reports - Passengers	45	470
" " - Revenue	\$389	\$919

* - The amount shown is one-half the total revenue received for all shipments both sent from and delivered to Norwalk. This division is made to credit one-half of the earnings to the other agency station participating in each shipment.

** - Although no passenger trains operate over this line, the agency is equipped to sell passenger tickets to and from nearby points on the company's system.

In addition to the earnings shown above, the company receives a revenue of about \$50 per month from Pacific Motor Transport business and \$7 per month from telegraph business.

Total annual out-of-pocket agency expenses amounted to approximately \$1,750, the greater portion of which was for agent's salary.

Applicant's trains serving Norwalk do not carry mail or express. If the application is granted the company proposes to provide a telephone at Norwalk Station for the convenience of its patrons to reach the agent at Downey during the hours when the agent is not on duty at Norwalk. It was also pointed out that Norwalk and Downey are on the same telephone exchange.

A number of the principal shippers at Norwalk testified that they would suffer some inconvenience if there was no agency service during the afternoon hours, particularly in cases where carload shipments are sent under Sight Draft Bill of Lading and the consignee not notified before noon of the arrival of the billing, in which case, under the company's proposed plan, he would not have access to his shipment until the following morning. The record also shows that during the past few months there has been a marked improvement in business at Norwalk which should reflect in an increase in freight shipments. The president of a business establishment handling hay and grain testified that with the general application of the N.R.A. plan, together with certain regulations affecting truck traffic, he expected his shipments on the railroad would materially increase.

The record shows that there is a considerable volume of business transacted at the Norwalk Station; that there are indications of an increase in the volume of freight shipments at this point; and that there is some necessity for agency service in the afternoon hours. It is therefore the conclusion of the Commission that applicant's plan to decrease the hours the agent is on duty at Norwalk does not reasonably meet public convenience and necessity under the prevailing con-

ditions. If, however, a different plan can be developed whereby shippers can receive some agency service in the afternoon, or if it should develop that business instead of increasing at this station should decrease, then the Commission will entertain a further application along the lines proposed herein. Upon this basis the following order will therefore deny this application.

O R D E R

A public hearing having been held in the above proceeding and the matter being now ready for decision,

IT IS HEREBY ORDERED that Southern Pacific Company's application for authority to reduce the hours of agency service at Norwalk from 8:00 A.M. to 5:00 P.M., to 8:00 A.M. to 11:00 A.M., is denied without prejudice.

Dated at San Francisco, California, this 16th day of October, 1933.

Chas. J. ...
Leon ...
W. J. ...
M. B. ...
W. ...
Commissioners.