

Decision No. 10475.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of SOUTHERN  
PACIFIC COMPANY for authority to close the  
ticket agency at its South Berkeley Station  
located on its Shattuck Avenue Electric Line,  
in the County of Alameda, State of California.

ORIGINAL  
Application No. 21522

Ansel Williams, Jr., for Southern Pacific Company

Fred C. Hutchinson, City Attorney, for City of Berkeley,  
Protestant.

D. W. Dean, for The Order of Railroad Telegraphers,  
Protestant.

BY THE COMMISSION:

O P I N I O N

In this proceeding Southern Pacific Company seeks authority to close its ticket agency at South Berkeley Station, located on its Shattuck Avenue electric line, in the City of Berkeley, County of Alameda.

A public hearing was held in this matter before Examiner Hall, in Berkeley, on November 6, 1937, at which time the matter was to be submitted upon the filing of briefs. Briefs have now been filed and the matter is ready for determination.

Southern Pacific Company's Shattuck Avenue line is a part of the electric interurban train and ferry service provided to supply transportation service between the East Bay cities and San Francisco.

The Shattuck Avenue line in part operates along Adeline Street and Shattuck Avenue from approximately Alcatraz Street to Rose Street in Berkeley. Two agencies are provided on Shattuck Avenue, viz., one at South Berkeley Station (intersection of Shattuck Avenue and Alcatraz Avenue), and the other at Berkeley Station (intersection of Shattuck Avenue and Center Street). Furthermore, the

Shattuck Avenue line passes through the agency station at 16th Street, Oakland.

At the hearing applicant amended its application to include the abandonment of station facilities in addition to the abandonment of the agency, and to continue South Berkeley Station as a non-agency point.

Applicant contends that the amount of use made of this agency does not justify its continued maintenance; that the cost of maintaining the agency is an undue burden on its electric system; and that the station facilities are but sparingly used by the traveling public.

By Exhibit No. 3 applicant shows that the average monthly cost of maintaining the agency is \$194.23, and that the sales value of tickets (other than commutation) issued each month averages \$137.66.

It was further shown that local one-way and commutation tickets are sold on the trains passing South Berkeley, and that a considerable volume of sales to patrons boarding trains at that point are made on the train in preference to using the agency.

On account of the street and track plan, it is necessary that the station facilities be located in a store building approximately seventy feet from the train stop, with one-half of Adeline Street and two street car tracks intervening. This condition discourages the use of the agency, particularly when tickets may be purchased on the train. In addition to handling local tickets, this agency handles main line tickets and express business for Railway Express Agency, Inc. Exhibit No. 4 shows that the main line ticket sales are relatively small. It was shown that all main line tickets can be ordered by telephone from the Berkeley agency and be delivered to customers without cost for delivery.

As regards express shipments, it was shown by applicant

that the South Berkeley section of the City of Berkeley is within the free delivery and pick-up limits of the Express Company.

The granting of this application was protested by the City of Berkeley and the Order of Railroad Telegraphers.

The protestants contended that this agency should not be abandoned on the grounds that it was a needed service in Berkeley, and that the agency's location was at the meeting point of local street cars, busses and interurban trains.

The City of Berkeley shows that there is a population of approximately 15,000 within a radius of one-half mile of South Berkeley Station, and that the nearest agency is located at Berkeley, a distance of about 1.4 miles (Exhibit No. 8). It was the opinion of protestant's witness (Chester C. Fisk), that at least that part of the population located within one-half mile of South Berkeley might reasonably be expected to utilize the facilities at said agency station.

The testimony of many individual residents of the district showed that the South Berkeley agency was a convenience and that it was used by them on occasion to secure information and tickets.

A review of the record in this matter indicates that the continued maintenance of this agency would be of some convenience to a limited number of patrons. On the other hand, all local and commutation business can readily be handled by the train collectors and obviously the agency is not necessary for that type of business. It appears that the greatest usefulness of the agency is for giving train information, selling main line tickets, and handling express. The exhibits entered clearly indicate that this business does not warrant the agency maintenance expense, particularly when free delivery of tickets will be

made from the Berkeley office and that South Berkeley is within a free delivery and pick-up area of Railway Express Agency, Inc. The record clearly shows that public convenience and necessity do not require the continued maintenance of the agency and facilities at the South Berkeley station and it will be so ordered.

O R D E R

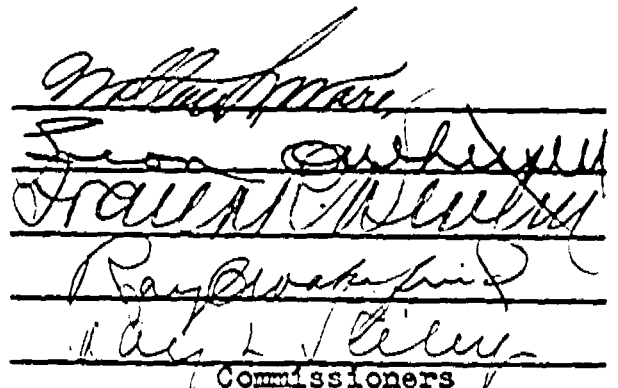
A public hearing having been had, and the matter having been duly submitted,

IT IS HEREBY ORDERED that Southern Pacific Company is authorized to abandon its agency and station facilities of South Berkeley station, City of Berkeley, County of Alameda, and to change its station records and tariffs accordingly, provided that said station be continued as a non-agency station, subject, however, to the following conditions:

- (1) Applicant shall give not less than ten (10) days' notice to the public of said agency abandonment by posting notice at said station.
- (2) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the abandonment 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 effective date of this Order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 3<sup>rd</sup> day of January, 1938.

  
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Commissioners