

ORIGINAL

Decision No. 42605

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of )  
PACIFIC ELECTRIC RAILWAY COMPANY, a )  
corporation, for an order authorizing )  
it to abandon its freight stations at )  
Riverglen and India Street and to )  
discontinue handling freight on its )  
Glendale-Burbank Line. )

Application No. 30521

E. L. H. Bissinger, for applicant; E. T. Nelson, for  
Riverside Lumber Yard, G. J. Krause, for L. D. Reeder Company,  
Roy W. Rew, for L. H. Clawson Company, protestants.

O P I N I O N

In the above-number proceeding Pacific Electric Railway Company seeks the Commission's authority to abandon its freight stations at Riverglen and India Street and to discontinue the handling of freight on its Glendale-Burbank Line.

Public hearing in the matter was held at Los Angeles on October 24, 1949. It was duly submitted and is now ready for decision.

The record shows that there are no facilities for the handling of carload freight at India Street and that for five years or more there has been no L.C.L. freight received or forwarded from this point. There are no special facilities for the handling of L.C.L. freight at Riverglen but there is a spur track at this location where carload freight is handled. ✓

The spur track is in the vicinity of the intersection of Glendale Boulevard and Riverside Drive, is approximately 175 feet in length, and has a maximum capacity of three cars. It is about one and a half miles from the Glendale interchange with Southern Pacific Company and there is no connection with any other portion of Pacific

Electric Railway Company's system by which carload freight can be handled.

Tabulated below is a statement showing the volume of business handled at this location for the years 1947 and 1948, and an estimate for the year 1949 predicated upon nine months' experience from January through September:

<u>Year</u>		<u>No. of Cars</u>	<u>Tons</u>	<u>Revenue</u>
1947	Inbound	105	3,216	\$4,525
	Outbound	None		
1948	Inbound	144	5,027	6,540
	Outbound	None		
1949*	(Inbound (Outbound	84	2,310	5,117

\* Estimated on basis of January-September figures.

Exhibit No. 2 indicates that on an out-of-pocket basis service at Riverglon Station can be conducted at a nominal profit (\$2,593 for the year 1949). This estimate is based on the actual cars handled and the switching movements involved for the nine months' period from January through September.

By Decision No. 42865, dated May 10, 1949, Pacific Electric Railway Company has been authorized to substitute one-man passenger car operation in place of the present two-man operation on the Glendale-Burbank Line and the plan is to perform the service with single-unit cars instead of in multiple-units, as at present.

The elimination of freight service, as proposed is desirable from the standpoint of safety, and would also tend to avoid additional delays to passenger operation. Service by single units in replacement of multiple-unit passenger operation will necessitate substantial increases of frequency, and the record indicates that delays of ten minutes would not be uncommon if freight service were to be continued.

A witness for Southern Pacific Company testified that there is ample team track capacity at Glendale Station to handle any additional freight which might accrue by reason of the proposed abandonment. The suggestion was made that it might be possible to handle freight at Riverglen between the hours of 2:00 a.m. and 5:00 a.m., but applicant's witness indicated that such a proposal would be impracticable because of the additional costs which would be involved.

Several witnesses appeared in opposition to the proposal and indicated that they had located their present places of business because of the availability of spur-track service. One of these witnesses, who operates a lumber yard in the vicinity, indicated that it would cost approximately \$30 more per car if he were required to unload at Glendale. No data in substantiation of this estimate was presented, however, and we are inclined to the belief that the additional cost would be considerably less than that figure. Unloading costs would be identical and the differential would be entirely due to transit costs between the point of unloading and the industry.

We are impressed by the arguments of protestants as to the convenience of the facility at Riverglen but we are not convinced as to the necessity for its continued maintenance. We believe that the advantages which will accrue to the passenger public on the line by the elimination of the freight traffic outweigh the disadvantages to the several industries.

Predicating our conclusions on the entire record of the proceeding as discussed in the foregoing opinion, it appears that the proposal is in the public interest and that the application should be granted. The following order will so provide.

O R D E R

Public hearing having been held on the above-entitled application, the matter having been submitted and the Commission being fully advised

IT IS HEREBY ORDERED that Pacific Electric Railway Company is authorized to abandon its non-agency carload and L.C.L. freight station at Riverglen and its non-agency L.C.L. freight station at India Street, both on its Glendale-Burbank Line; to remove a public delivery track at the Riverglen station; to eliminate said names from its station records; and to cancel all tariffs and time schedules applying at said stations on not less than ten (10) day's notice to the Commission and the public.

IT IS HEREBY FURTHER ORDERED that Pacific Electric Railway Company shall eliminate the carload interchange with Southern Pacific Company at the station of Tropico; cancel all joint rates via such interchange and discontinue all freight service on its Glendale-Burbank Line.

Within thirty days after abandonment and removal of the facilities as authorized herein, applicant shall so notify the Commission in writing. This authorization shall become void if not exercised within one year unless time be extended. The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 13<sup>th</sup> day of December, 1949.

R. J. [Signature]  
Justice J. Coakley  
[Signature]  
Harold P. [Signature]  
[Signature]  
 COMMISSIONERS