

Decision No. 46423

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the application of)
 THE WESTERN PACIFIC RAILROAD COMPANY) Application No. 32394
 for authority to discontinue agency)
service at Livermore, California.)

E. L. Van Dellen, for applicant.

O P I N I O N

This is an application of The Western Pacific Railroad Company for authority to discontinue its agency service at Livermore. Public hearing was held by Examiner Cannon at Livermore on August 28, 1951, at which two operating witnesses testified for the applicant.

Applicant filed exhibits setting forth comparative statements of business handled and revenues and expenses for the years ending May 31, 1951 and May 31, 1950, respectively; also, freight traffic forwarded and received at Livermore for the same periods. During the 12-month period ending November 30, 1950, a total of 33 passenger tickets were sold at the Livermore Station; 10 carload shipments were forwarded and 123 received. L.C.L. shipments consisted of 104 forwarded and 73 received. It would appear that the carload business at Livermore Station is principally inbound, the outbound shipments averaging less than one per month.

The revenues accrued from the station and the expenses in operating same, as set forth by the applicant in its testimony,

are presented in tabular form below:

	<u>12-Month Period ending</u>	
	<u>May 31, 1951</u>	<u>May 31, 1950</u>
Cost of maintaining agency (Wages, payroll taxes, supplies and utilities)	\$ 4,422	\$ 4,454
Total Revenue from Station (Includes 1/2 the Revenues of Local traffic using the station and all of W. P.'s portion of revenue from interline traffic.)	13,421	12,655
System Operating Ratio, excluding station expense	58.01%	71.61%
Cost of Handling Livermore Traffic, excluding Station Expense	\$ 7,786	\$ 9,062
Total Cost of Handling Livermore Traffic	\$ 12,208	\$ 13,516
Amount by which Livermore revenue exceeds cost of handling.	\$ 1,213	(\$ <u>861</u>)

() Red Figure

Inbound carload shipments would be set out at Livermore and the waybill passed on to the agent at Pleasanton⁽¹⁾ and consignee notified of its arrival. In case of outbound carload shipments, the shipper would telephone the agent at Pleasanton and order a car. Bills of lading would be placed in a box at Livermore and the agent at Pleasanton would be notified to pick up the car. Shipper's copy of bill of lading would be left in the box. The agent at Pleasanton would accept all collect telephone calls from shippers at Livermore. Inbound L.C.L. shipments would be unloaded into a locked storeroom and waybills left with the agent at Pleasanton who would notify consignees by mail. A key would be left with the section foreman.

(1) The nearest agency station westerly of Livermore is Pleasanton, which is 6.4 miles distant. Easterly, the nearest station is Carbona, 25.1 miles distant.

There was no protest against the granting of the application. Six individuals, presumably shippers and receivers of freight, attended the hearing but none offered any testimony or participated in the proceedings in any manner.

Upon consideration of the testimony of record in this proceeding, the Commission is of the opinion and finds that public convenience and necessity no longer require the maintenance of an agency at Livermore and its discontinuance should be authorized.

O R D E R

A public hearing having been held in the above-entitled proceeding, the matter having been submitted and the Commission being duly advised,

IT IS ORDERED that The Western Pacific Railroad Company is authorized to abandon its agency station at Livermore and to change station records and tariffs accordingly, subject to the following conditions:

(1) Applicant shall continue said station as a non-agency station.

(2) Applicant shall give not less than ten (10) days' notice to the public of said agency abandonment by posting notice at said station.

(3) Applicant shall provide storage under lock at said station for less-than-carload freight shipments, and shall provide a key to said storage space to be kept at a convenient location nearby and shall maintain notice at such station advising patrons where the key may be secured.

(4) Applicant shall within thirty (30) days thereafter notify this Commission in writing of the discontinuance of the agency service authorized herein and of its compliance with the conditions of this order.

(5) The authorization herein granted shall lapse if not exercised within ninety (90) days after the effective date of this order, unless an extension of time is subsequently granted.

The effective date of this order shall be twenty (20) days after the date hereof.

Dated at San Francisco, California, this 13 day of November, 1951.

R. T. [Signature]
President
[Signature]
[Signature]
Commissioners