

Decision No. 59529

**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
THE ATCHISON, TOPEKA AND SANTA FE  
RAILWAY COMPANY, a corporation, for  
authority to discontinue agency serv-  
ice at its station at South Pasadena,  
County of Los Angeles, State of  
California.

Application No. 40784

Robert W. Walker and Henry M. Moffat, by Henry M. Moffat, for applicant,

K. A. Vose, for Order of Railroad Telegraphers;  
Lyle M. Beagle, for S. Paul Ward, Inc.;

Braeme E. Gigas, City Attorney, for the  
City of South Pasadena; Donald R. Little,  
for South Pasadena Chamber of Commerce, pro-  
testants.

Paul O. Bloomquist, for San Pasqual Lumber Company;  
James R. Sloan, in propria persona; and  
Esther H. Davis, for Smith Precision Products  
Company; interested parties.

O P I N I O N

By this application The Atchison, Topeka and Santa Fe Rail-  
way Company requests authority to discontinue agency service at its  
South Pasadena station.

A notice of hearing was mailed to all protestants, and  
applicant published and posted notice as required. A public hear-  
ing was held at South Pasadena before Examiner Mark V. Chiesa. Oral  
and documentary evidence having been adduced, the matter was sub-  
mitted for decision.

The evidence of record shows and we find the facts to be  
as hereinafter narrated.

The station was originally established in 1900. At present the facilities consist of approximately five acres and a new (1954) small depot with office, lobby, storeroom and lavatory. There is also a boxcar-type freight warehouse. One person is employed, the agent, whose working hours are 8 a.m. to 5 p.m., Monday through Friday. There are spur tracks and a team track having a three-car capacity.

For several years there has been no Railway Express, passenger train, or Western Union service at this station, and less-carload shipments of freight have been handled by applicant's trucking subsidiary, the Santa Fe Transportation Company. The accounting for the South Pasadena station is performed at applicant's Los Angeles office.

Applicant proposes no material change in the services which are now available to the public to and from South Pasadena. The station building will be closed but the team track and spur tracks will remain for use to shippers or consignees of carload business. The principal change will be that applicant's customers will be required to contact the agent at the Pasadena station, a distance of 2.1 rail miles easterly of South Pasadena, or the Los Angeles agent, a distance of 7.1 rail miles westerly, to make arrangements for service or for information, instead of telephoning or calling in person on the local agent. There will be no extra cost for telephoning to Pasadena. Bills of lading and the signing of shipping documents will be handled by the conductor through the use of a so-called waybill box.

At the Pasadena station applicant employs twenty persons, and the office is open from 6:45 a.m. to 1:45 a.m., seven days per

week. At this station applicant maintains all the facilities necessary to adequately take care of applicant's South Pasadena business. The principal personal services which the present agent at South Pasadena now performs, which will be discontinued, are the sale of passenger tickets, the paper work in connection with carload shipments, and inspections of occasional damage claims. At present passenger tickets are also sold to residents of South Pasadena from the Pasadena ticket office, which tickets are delivered, upon request, to addresses in South Pasadena and vicinity from the Pasadena station. This delivery service will not be changed. Car inspections when necessary will be made promptly by a Pasadena and/or Los Angeles agent or clerk.

Carload and less-carload shipments forwarded and received for the years 1956 through 1958 and the first nine months of 1959 at South Pasadena are as follows:

	<u>1956</u>	<u>1957</u>	<u>1958</u>	<u>1959</u> (9 mos.)
Carloads forwarded	1	0	0	0
Average per month	-	0	0	0
Carloads received	92	70	81	65
Average per month	7.7	5.8	6.8	7.2
* Less carload shipments forwarded	32	57	168	70
Average per month	2.7	4.8	14	7.7
* Less carload shipments received	43	57	93	60
Average per month	3.5	4.8	7.8	6.6

\* This service is now performed by truck.

The ratio of actual station expenses to revenues for the years 1957, 1958 and six months of 1959 for the South Pasadena station and for the entire system was as follows:

	<u>1957</u>	<u>1958</u>	<u>1959 (6 mos.)</u>
South Pasadena	40.22%	28.60%	26.31%
System	6.23%	6.57%	6.11%

Revenues and Expenses for the South Pasadena station for said periods were as follows:

	<u>1957</u>	<u>1958</u>	<u>1959</u> <u>(6 mos)</u>
Revenues	\$16,280.08	\$23,815.27	\$12,699.17
Actual station expense	6,547.31	6,810.52	3,341.23

The amount which applicant will save by discontinuing agency service at this station is estimated at approximately \$6,500.

Protestants contend that it is not in the local public interest to discontinue the agency in view of the present trend in population and commercial and industrial activity in the city and vicinity. Shippers also contend that it would be an inconvenience and cause delays if they had to deal with an outside agent.

The Commission, having carefully considered the record, is of the opinion and finds that an adequate and convenient service is available from applicant's facilities maintained at Pasadena and/or Los Angeles stations; that the general public interest would not be served by requiring applicant to sustain an unnecessary expense;

and that present public convenience and necessity no longer require that applicant railroad maintain an agent at South Pasadena. Applicant will be required to continue the station in a Class A non-agency status, at which freight in any quantity, carload or less, will be handled.

O R D E R

A public hearing having been held, the Commission being fully advised in the premises, having found facts as hereinabove set forth, and good cause appearing,

IT IS ORDERED that The Atchison, Topeka and Santa Fe Railway Company is authorized to discontinue its agency at South Pasadena, Los Angeles County, California, subject to the following conditions:

- a. The Atchison, Topeka and Santa Fe Railway Company shall maintain a Class A nonagency station at South Pasadena, at which freight in any quantity, carload or less, will be handled.
- b. Within ninety days after the effective date hereof, and on not less than ten days' notice to the Commission and to the public, The Atchison, Topeka and Santa Fe Railway Company shall post a notice of such discontinuance at the station, shall file in duplicate amendments to its tariffs showing the changes authorized herein, and shall make reference in such notice and tariffs to this decision as authority for the changes.
- c. In no event shall the agent be removed earlier than the effective date of tariff filings required under paragraph b hereof.

- d. Within thirty days after discontinuance of service as herein authorized, The Atchison, Topeka and Santa Fe Railway Company shall notify this Commission thereof and of compliance with the above conditions.

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

Dated at San Francisco, California,  
this 12th day of January, 1960

Robert A. Bays  
President  
W. H. D. [unclear]  
W. H. D. [unclear]  
W. H. D. [unclear]  
Theodore J. [unclear]  
Commissioners