

ORIGINAL

Decision No. 59550

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, and
RAILWAY EXPRESS AGENCY, INC., a cor-
poration, for authority to discontinue
agency service at its station at Glen-
dora, County of Los Angeles, State of
California.

)
Application No. 40839

Robert W. Walker and Henry M. Moffat, by Henry M.
Moffat, for applicants.
K. A. Vose, for The Order of Railroad Telegraphers,
protestant.

O P I N I O N

Applicants request authority to discontinue their agen-
cies at Glendora. Applicants contend that the volume of business
now being transacted at said station does not justify the expense
incurred in maintaining the agencies and that an adequate and
satisfactory service, comparable to that which is now available,
would be forthcoming through the agent situated at Azusa which is
only 2.5 miles distant from Glendora.

A public hearing was held at Los Angeles before Examiner
Mark V. Chiesa. Notices of hearing were mailed to two who protested
in writing as well as applicants' principal shippers and consignees.
The City of Glendora, who had previously objected, entered no
appearance, but The Order of Railroad Telegraphers took part
in the cross-examination of witnesses. No shippers or consignees
participated. Evidence having been adduced, the matter was sub-
mitted for decision.

The record shows and we find the facts as hereinafter set forth.

The Glendora station is 26.7 miles easterly of Los Angeles. There is one employee, the agent, whose hours are 7 a.m. to 4 p.m., five days per week. This station is 2.5 miles easterly of applicants' Azusa station where an agent and another person are employed. The hours at this station are 9 a.m. to 6 p.m., six days per week. The San Dimas station is 4.1 miles easterly of Glendora where an agent only is employed five days per week. Glendora patrons will continue to have the same services that are now available to them by calling the agents at Azusa or San Dimas, except that carload shipments will be handled by a conductor through the use of a so-called waybill box in place of the local agent.^{1/} Less-carload shipments will continue to be handled as at present, store-door delivery and pickup, from trucks operated by a subsidiary, the Santa Fe Transportation Company.

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

^{1/} The procedure is as follows: applicant would place a box at the station. The shipper would contact Azusa or San Dimas agent and make arrangements for the car movement and later place bill of lading in the box. Conductor then leaves receipt and shipper's copies.

	<u>1956</u>	<u>1957</u>	<u>1958</u>	<u>1959</u> <u>(9 mos.)</u>
Carloads forwarded	52	6	2	0
Average per month	4.3	.5	0.2	0
Carloads received	256	167	197	103
Average per month	21.3	13.9	16.4	11.4
* Less-carloads forwarded	271	141	72	34
Average per month	22.6	11.8	6	3.7
* Less-carloads received	211	175	108	92
Average per month	17.6	14.6	9.0	10.2

* This service is performed by truck.

Railway Express Agency shipments forwarded and received for the years 1956, 1957 and 1958 are as follows:

	<u>1956</u>	<u>1957</u>	<u>1958</u>
Forwarded	1,116	921	679
Average per month	93	77	57
Received	1,917	2,033	1,949
Average per month	160	170	163

For the first nine months of 1959 there were 2,027 express shipments received and forwarded, or a monthly average of 225. It was testified that the increase was due to the truck strike in the San Francisco Bay area.

At present express shipments are handled through the station agent at Glendora. The Santa Fe Transportation Company performs the trucking service between the dock in Los Angeles and the Glendora station. The express company now must deliver and pickup said shipments at the trucking company's dock in Los Angeles. It

is proposed to change this service so that shipments will be handled through the Pacific Electric station agent at Azusa, from which place the Pacific Motor Trucking Company, a subsidiary of Southern Pacific Company, will transport shipments directly to and from the Railway Express Agency's dock at Los Angeles, thereby eliminating the present movement between the docks of the agency and the trucking company.

Revenue and expenses at the Glendora station for the years 1957, 1958 and the first six months of 1959 were as follows:

	<u>1957</u>	<u>1958</u>	<u>1959</u> <u>(6 mos.)</u>
Revenues			
Passenger, Express and Western Union	\$17,079.45	\$27,476.31	\$ 9,662.29
Oper. Expenses, Other Than Station	14,440.67	22,750.38	8,115.36
Actual Station Ex- penses	10,794.13	8,257.86	3,715.21

Estimated annual savings that would result from a change to a non-agency status for the same periods are as follows:

	<u>1957</u>	1958	<u>1959</u> <u>(6 mos.)</u>
	\$ 7,085.39*	\$ 6,953.93*	\$ 7,280.42*

* Exclusive of apprentice telegraphers' wages for 1957 and 1958 not deemed necessary to the operation of the Glendora station, as follows: 1957, \$3,558.74, and 1958, \$1,153.93, respectively.

The proposed closing will not materially affect the revenues and expenses of applicant Railway Express Agency, Inc.

No passenger or Western Union service is now available at Glendora. Passenger tickets will be sold by telephone and to persons calling at nearby stations. Ticket deliveries will be made as at present from the Pasadena station. Car inspections will be made by an agent or clerk stationed at Azusa or San Dimas.

The Commission finds, upon the evidence of record, that present public convenience and necessity does not require that applicants maintain the facilities and service as an agency by either of the applicants at Glendora, and that it is in the general public interest to permit applicants to effect the economies indicated hereinabove.

O R D E R

A public hearing having been held in the above-entitled matter, the Commission being fully informed in the premises and having found facts as hereinabove set forth,

IT IS ORDERED that The Atchison, Topeka and Santa Fe Railway Company and Railway Express Agency, Inc., are authorized to discontinue their agencies at Glendora, Los Angeles County, subject to the following conditions:

- a. The Atchison, Topeka and Santa Fe Railway Company shall continue to maintain said station as a Class A nonagency station.
- b. Applicants shall give not less than ten days' notice to the public of discontinuance of agency service by posting notice thereof at the station.
- c. Within ninety days after the effective date hereof applicants, upon not less than ten days' notice to this Commission and the public, shall file in

duplicate amendments to their tariffs showing the changes herein authorized and shall make reference in such tariff amendments to this decision as authority therefor. In no event shall the agent be removed pursuant to the authority hereinabove granted earlier than the effective date of the tariff filings required hereunder.

- d. The authorization herein granted shall expire if not exercised within ninety days after the effective date hereof.
- e. Within thirty days after discontinuance of service as herein authorized, applicants shall notify this Commission thereof and of compliance with the above conditions.
- f. In no event shall the agent be removed pursuant to this order earlier than the effective date of the tariff filings required hereunder.

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

Dated at San Francisco, California, this 26th day of January, 1960.

[Signature]
President

[Signature]

[Signature]

[Signature]
Commissioners

Commissioner Matthew J. Dooley, being necessarily absent, did not participate in the disposition of this proceeding.