

Decision No. 60258**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 SOUTHERN PACIFIC COMPANY for author-)
 ity to discontinue agency at Belmont,)
 County of San Mateo, State of Cali-)
 fornia, and to maintain said station)
 as a nonagency.)

Application No. 42033

Randolph Karr and Harold S. Lentz, for applicant.
William V. Ellis, for the Railroad Brotherhoods,
 California, Legislative Board; Donnell
McCarthy, for Notre Dame College at Notre
 Dame High School at Belmont; Nathan D. Jacobson,
 in propria persona, protestants.

O P I N I O N

Southern Pacific Company requests authority to discontinue agency service at Belmont, California, and to maintain said station as a nonagency.

A public hearing was held before Examiner Thomas E. Daly at Belmont on May 4, 1960 and the matter was submitted.

At the present time an agent is on duty at the Belmont station from 6 a.m. to 3 p.m., Monday through Friday. His active duties require approximately two hours of work daily. He is assertedly three years over retirement age and plans to retire in June of this year. If the authority sought is granted the agent's job would be eliminated and thereby result in an estimated annual savings in the amount of \$6,563.

All freight matters are now handled at applicant's station at Redwood City, which is located 4.3 miles south of Belmont. If the authority sought is granted the Redwood City station would continue to handle all freight matters and in addition thereto would handle

baggage. Baggage handled at the Belmont station resulted in a total revenue of \$40 in 1958 and \$3 in 1959.

Applicant's records concerning the Belmont station indicate that a week day average of 352 passengers are transported from the station in the morning and 581 passengers are transported to the station in the evening. It also transports to and from the station an average of 43 students daily. Of its total passenger revenue relating to Belmont station 50 per cent is derived from commuters; 47 per cent is derived from occasional users; and 3 per cent is derived from passengers using applicant's service to points beyond San Francisco on the north and San Jose on the south.

No change is proposed in train schedules. The only change would be with respect to the purchase of passenger tickets. If the application is granted passengers would be able to purchase tickets from the train conductors or at agency stations including the San Francisco depot at Third and Townsend Streets. The purchase of a one-way ticket may be credited toward the purchase of a monthly commute ticket.

As a public convenience applicant has two mail service plans. The first is a mail order commutation ticket request, which consists of an envelope providing for the type of commute desired. Upon selecting the commute, enclosing one's check or money order and mailing to applicant, the ticket is forwarded to the individual by return mail. The second plan is referred to as Automatic Ticket-By-Mail. An individual selecting this plan is placed upon a list and his commute ticket is automatically mailed to him by the 26th of each month. The individual then pays by check or money order on the first day of the month that his ticket becomes effective by mailing a return payment envelope provided by applicant. Said plans are assertedly being given wide public acceptance.

Negotiations would be made to lease the station building, however, any such lease would provide for public use of the waiting room and its facilities.

Protestants contend that the requested authority is nothing more than the continuation of a long range plan to discontinue passenger service on a piecemeal basis. Applicant argues that larger peninsula cities than Belmont are now served on a nonagency basis without any decline in service.

After consideration it does not appear that changing Belmont station to nonagency status would result in any public inconvenience. Service will remain substantially the same. The purchase of tickets is adequately provided for through alternate means. The Commission, therefore, finds that public convenience and necessity no longer require applicant's agency at Belmont, California.

O R D E R

Application having been filed and the Commission being informed in the premises,

IT IS ORDERED that Southern Pacific Company is authorized to discontinue its agency at Belmont, California, subject to the following conditions:

- (a) Southern Pacific Company shall maintain a Class A nonagency station at Belmont.
- (b) Within ninety days after the effective date hereof, and on not less than ten days' notice to the Commission and to the public, Southern Pacific 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) In the event applicant shall lease the Belmont station building, a copy of the lease agreement shall be filed with the Commission within thirty days after its execution.

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

Dated at San Francisco, California, this 14th day of June, 1960.

Ernest R. Rose
President

John C. Mitchell

William J. Douglas

C. L. Taylor

Theodore T. Turner
Commissioners