

ORIGINALDecision No. 61020

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
PACIFIC ELECTRIC RAILWAY COMPANY for
authority to discontinue agency at
Inglewood, City of Inglewood, County
of Los Angeles, State of California,
and to maintain said station as a
Class A non-agency station.

Application No. 42397

E. D. Yeomans and James W. Obrien for applicant.
Ruben Neuharth for Inglewood Chamber of Commerce;
John S. Harmer for Southland Lumber and
Supply Company; Robert G. Heiser for Perry
International Plywood Corporation; pro-
testants.

O P I N I O N

By this application Pacific Electric Railway Company seeks authority to discontinue its agency in the City of Inglewood, County of Los Angeles, and thereafter to maintain said station as a Class A nonagency station. Applicant contends that under present conditions both the business handled and the type of business conducted at said station does not warrant the continued maintenance of an agency at said station; and that the general public can be as adequately and conveniently served at the agency station of Culver City.

The application was protested by the Inglewood Chamber of Commerce and the two companies as shown in the appearances, and by the City of Inglewood and one other company, neither of which appeared at the hearing. In addition, four other companies filed letters of protest with this Commission and later withdrew the protests.

A public hearing was held in the City of Inglewood on September 29, 1960, before Examiner Mark V. Chiesa. Oral and documentary evidence having been adduced the matter was submitted for decision.

The City of Inglewood is situated approximately ten miles southwesterly of the Los Angeles Civic Center. It has an area of approximately eight square miles and a population of approximately 65,000. It is estimated that the surrounding trading area has a population in excess of 400,000.

The Pacific Electric Railway station is situated within the city on the Alla branch line which also serves Venice and Ocean Park via Culver City. The rail distance from Los Angeles to Culver City is 9.7 miles and from Culver City to Inglewood it is an additional 8.8 miles. The highway mileage between Culver City and Inglewood is approximately seven miles. One agent and one general clerk are employed at the Culver City and Inglewood stations. Applicant also maintains its District Freight Agent's office and Trainmaster's office in Culver City. The hours at both stations are 8 a.m. to 5 p.m. The train that serves Inglewood is made up at the Sentous yard situated approximately one mile easterly of Culver City. Practically all train movements at Inglewood are at night when the station is closed. The train usually arrives about 11 p.m. to spot and pick up cars along the applicant's team track. Applicant has no industrial spur tracks in Inglewood and no nonagency points are served by the agency. No change is contemplated in the manner of handling carload shipments except that the "switch-list" would be picked up by the train crew at the Culver City station waybill box instead of the waybill box in Inglewood. At present the local agent takes car

orders, notifies consignees by telephone and postal card, and makes damage inspections. It is proposed that the Culver City agent will perform this service. Free phone service will be made available. Less-carload shipments are handled by a motor carrier affiliate or other highway common carriers providing store-door pickup and deliveries. No passenger tickets, railway express shipments, or mail are handled at this station, nor is any billing done by the agent as billing in the Los Angeles area is on a centralized basis.

Gross operating revenue associated with rail traffic originated and terminated at Inglewood for the twelve-month periods ending June 30, 1959, and 1960, was as follows:

	<u>1959</u>	<u>1960</u>
Freight		
Carload	\$29,491	\$30,055
L.C.L.* (rail billed)	21,540	8,535
Demurrage	<u>180</u>	<u>116</u>
	\$51,211	\$38,706

* not moved by rail

Applicant did not submit expense associated with said traffic nor division of revenue with other railroads. Applicant, a subsidiary of Southern Pacific Company, operates only in the area known locally as the Los Angeles Basin.

Volume of business handled at the Inglewood agency for said periods was as follows:

	12 Months Ending June 30, 1959		12 Months Ending June 30, 1960	
	Total	Per Day *	Total	Per Day *
Freight - Carloads:				
Forwarded	101	.40	38	.15
Received	461	1.81	490	1.93
Freight - Less than Carload:				
Total Tons:				
Forwarded	1,437	5.66	364	1.43
Received	315	1.24	251	.99
Damaged Shipment Inspections	199	.78	174	.69
Number of stop-off cars	25	.10	35	.14

* 254 working days

Operating expense at the Inglewood station agency for the twelve-month period ending December 31, 1959, was \$22,069 which includes wages of two additional part-time clerks not at present employed at said station (Exhibit No. 17).

Applicant estimates annual savings on the basis of a non-agency status of \$12,901, as follows:

Gross Savings:

Wages - Agent)		
General Clerk)	\$10,678	
Railroad Retirement & Unemployment Insurance		
Taxes, 8 1/2%	908	
Health & Welfare Benefits, 3%	320	
Total Wages, Taxes & Health & Welfare		
Benefits		\$11,906
Automobile mileage allowance, agent	360	
Telephone	840	
Electricity	100	
Water	39	
Rubbish disposal service	166	
Misc. station supplies & expenses	60	
Total other than wages, Taxes, & Health & Welfare Benefits		1,565
Grand Total:		\$13,471
Less: Added expenses at Culver City:		
Additional automobile mileage allowance, agent	150	
Telephone (Inglewood toll calls estimated)	420	
Total added expenses		\$ 570
Estimated Net Annual Savings		\$12,901

Protesting shippers contend that without a local agent cars would not be spotted promptly or properly, resulting in delays and inconvenience and demurrage charges; that inspections would be slow; that merchandise might be taken from cars; and that cash discounts might be lost if agent is not available to receive payments. The record shows that cars are now spotted and moved at night when no agent is present and that, in the event of an improperly spotted car, the agent at Culver City could be notified and the car would be re-spotted the next night. The evidence also shows that cars are now entered and closed or locked by the consignees at times when the local agent is not present. Customers desiring to pay freight bills may notify the Culver City agent who would go to Inglewood the same day and stamp their bills "paid." Damaged shipments would also be inspected upon notice to the agent.

The position of the representative of the Chamber of Commerce was that an agent at Inglewood can give better service; that applicant has not been loading less-carload shipments; that the Culver City facilities are inadequate; that billing would be slower; that present team track facilities and service should be maintained; that cars would be unprotected. Some of these matters have been considered hereinabove. The record indicates that applicant is after as much business as it can get, and that the volume of less-carload traffic has been affected by applicant's and other highway common carriers' store-door truck pickup and delivery services. There is no evidence to support the contention that applicant's Culver City facilities are inadequate. Applicant's team-track facilities will not be changed other than the substitution of one agent for another.

The present practice when unloading "pool cars" is that consignees come and go at their convenience, whether the agent is

present or not, and that they, or the agent when present, close or lock the car doors. There will be no change in this procedure as the consignees will have the same access to the cars that they now have. After shipments are taken from so-called "stop off" cars, the consignee will close the car and notify the agent who will then see that the car is resealed and moved out the same night.

Undoubtedly some inconvenience will result from a closing of the station. However, the evidence shows that substantially the same service that is now available will be forthcoming from the Culver City station, and that said service will be adequate.

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 Culver City; that the general public interest would not be served by requiring applicant to sustain an unnecessary expense; and that public convenience and necessity no longer require that applicant railroad maintain an agency at Inglewood. Applicant will be required to continue the station in a Class A nonagency 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 Pacific Electric Railway Company is authorized to discontinue its agency at Inglewood, Los Angeles County, California, subject to the following conditions:

- a. Pacific Electric Railway Company shall maintain a Class A nonagency station at Inglewood, 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, Pacific Electric 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, Pacific Electric 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 7th day of NOVEMBER, 1960.

[Signature] President
[Signature]
[Signature]
Theodore Deener Commissioners

Commissioner... [Signature] ...being necessarily absent, did not participate in the disposition of this proceeding.