

ORIGINALDecision No. 70982

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
SOUTHERN PACIFIC COMPANY for authority
to relocate certain facilities, to
discontinue and abandon existing
buildings, platforms and other
facilities and to discontinue
passenger service at Richmond, Mile-
post 15.0, Contra Costa County,
California.

Application No. 47988
(Filed October 21, 1965)

Harold S. Lentz, for applicant.
John N. Angelo, for Brotherhood of Railway
Clerks, protestant.
James P. O'Drain, for City of Richmond; Warren P.
Marsden and Thomas Jackson, for San Francisco
Bay Area Rapid Transit District; interested parties.
Kenneth G. Soderlund, for the Commission staff.

O P I N I O N

Applicant requests authority to relocate its team track and other freight service and facilities at Richmond, Milepost 15.0, Contra Costa County; to discontinue and abandon its existing buildings, platforms and facilities at said station, and to discontinue existing passenger agency service and the stopping of passenger trains at said station.

A public hearing was held before Examiner Porter at Richmond on February 2, 1966, and the matter was submitted.

Applicant presented evidence that the plans for the Bay Area Rapid Transit District (hereinafter called BART), while not finalized, will affect the applicant's facilities. BART wishes to obtain property of applicant for construction of its system. Applicant cannot conclude its negotiations with BART until applicant knows what authorization it will receive from the Commission regarding the station and team track facilities. If passenger trains continue to stop at Richmond at the present passenger station or if the station

is relocated, the additional cost of construction to BART will be approximately \$13,000. If the requested authority is granted there would be a savings as to parking facilities and other construction costs to BART and the City of Richmond which are not possible to estimate at this time.

There are presently six passenger trains making stops at the Richmond station; these trains also stop at the Berkeley station. The time differential between the two stations, insofar as train schedules are concerned, is approximately ten minutes. The distance by automobile is approximately seven miles. Applicant proposes that tickets that were formerly purchased at the Richmond station could be purchased at the Berkeley station or requested by telephone and mailed to the prospective passengers.

Exhibit 2 shows an average of 20 passengers per day on and off at Richmond for the period January 25, 1966 through January 31, 1966. Evidence was presented that the majority of passengers arrived or departed from the Richmond station by private automobile. Applicant proposes to make available taxicab service to and from the Richmond point of departure, providing transportation for passengers to board or detrain at the Berkeley station, the cost of such service to be absorbed by the railroad. Evidence was presented that the new team track area will be as accessible as the present one.

The Commission finds that:

1. The proposed substitute passenger service and facilities will not provide adequate and reasonable service and facilities and that public convenience and necessity require that applicant maintain and continue passenger service and facilities at Richmond.

2. The benefits to be received by the Bay Area Rapid Transit District and the City of Richmond from the proposed abandonment of the Richmond passenger station do not outweigh the adverse effect upon the public now being served by said station.

3. The freight patrons of applicant can be as adequately and conveniently served at the proposed relocated team track as at the existing team track and that the public will not be adversely affected by the relocation of the team track.

The Commission concludes that the application should be denied as to the abandonment of the passenger agency service and the discontinuance of the stopping of passenger trains at the Richmond station and granted as to the relocation of the team track.

O R D E R

IT IS ORDERED that:

1. Southern Pacific Company is authorized to continue and maintain a station, platform and facilities for passenger service at Richmond, Milepost 15.0, Contra Costa County, California.

2. Southern Pacific Company is authorized to relocate its team track and other freight service and facilities at Richmond.

3. Southern Pacific Company shall file with the Commission a report, or reports, as required by General Order No. 36-B, which order, insofar as applicable, is made a part of this order.

4. Within one hundred and twenty days after the effective date hereof and not less than ten days prior to the relocation of the team track, applicant shall post notice of the relocation at the station.

5. Within thirty days after relocation of the team track as herein authorized, applicant shall, in writing, notify this Commission thereof.

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

Dated at San Francisco, California, this 19th day of JULY, 1966.

George J. Grover
President

Frederick B. Hallock

Augustus

William W. Bennett
Commissioners

Commissioner Peter E. Mitchell, being necessarily absent, did not participate in the disposition of this proceeding.