

February of 1966, and that there is one receiver of carload freight who received 22 cars during the year starting March, 1966, and that no carload freight was received during the months of August, September, and October, 1966.

Applicant filed proof of publication and posting of the notice of hearing, and service is alleged in accordance with Commission procedural rules.

Exhibit A of the application was amended to show the correct rail and highway distance between San Dimas and Pomona to be 3.6 miles.

Five employee witnesses testified for applicant to justify discontinuance of the San Dimas Agency - a financial accountant from Topeka, Kansas; a division freight and passenger agent; a trainmaster and a transportation inspector from San Bernardino; a superintendent of trucking operations of Santa Fe Trail Transportation Co., a highway common carrier subsidiary of applicant.

Applicant's witnesses testified that applicant has incurred and will continue to incur substantial losses from the operation of the San Dimas Agency and that discontinuance of the agency would eliminate these losses without adverse effect upon its service. Work performed at San Dimas would be transferred to applicant's agency at Pomona. The Pomona agency has seven full-time employees and is open from 4:00 a.m. to 11:00 p.m. as compared to the one employee at San Dimas on duty eight hours. Applicant's agency service at Pomona is more efficient.

Much of the San Dimas area is in the toll-free zone area of Pomona and applicant will provide toll-free telephone service at its Pomona station to the adjoining area.

The transfer of the San Dimas agency work to Pomona could be accomplished without any increase in present staffing of the Pomona agency. The discontinuance of the San Dimas agency would not result in a loss of employment for the present agent, for he can be transferred to another location where applicant has need for his services.

No change would be made in applicant's procedures relative to carload shipments which it delivers to San Dimas destinations except that various records relative to such shipments which are now prepared and maintained at San Dimas would be prepared and maintained at Pomona. No change would be made in the pickup and delivery of less carload shipments. Deliveries are made directly by truck and pickups are made on the return trips over various routes. The agent at Pomona is to handle all adjustments.

Applicant's passenger trains do not stop at San Dimas; hence, there is no movement of passengers through San Dimas which would be affected by closure of this agency. However, three passenger tickets were sold by the agency during the year beginning March, 1966. Upon its closure tickets would be offered at, and passenger tariffs would be maintained by, the agency at Pomona.

In other respects the discontinuance of the San Dimas agency would not result in a curtailment of applicant's services

for, or relationships with, the public. No change in rates would result. San Dimas would continue to be listed as a shipping point in applicant's schedules, logs, and tariffs.

Exhibit No. 2 is a summary of revenue and expenses at San Dimas as compared to Santa Fe system operations and contains six sheets of supporting data and calculations all concerning the period January, 1965 through June, 1967. While the comparative figures are averages and estimates only, the actual savings by closing of the station are definite. The 1965 figures for cash savings involved are as follows:

Hospital, health and welfare benefits,	
payroll taxes	\$ 942.94
Labor	6,507.05
	<u>\$7,449.99</u>

Exhibit No. 3 is a summary of time and motion study of work performed by the agent at San Dimas which shows three hours work performed on October 13, 1967, and one hour and 48 minutes work performed on October 16, 1967, leaving five hours unoccupied on one day and six hours and 12 minutes no work performed on the other day of the study.

Exhibit No. 4 is an outline of service provided by Santa Fe Trail Transportation Company on its Route No. 429 departing Los Angeles at approximately 8:30 a.m. Monday through Friday to Arcadia, Monrovia, Azusa, Glendora, LaVerne, San Dimas, and return. Shippers and receivers of less than carload lots will receive substantially the same service with adjustments handled out of the Pomona station with more efficiency for both the customer

and the railroad, and without increasing the cost of operation of the Pomona agency.

The Mayor of San Dimas, the President of the Chamber of Commerce of San Dimas, a manager of a lumber company, and a manager of another industry appeared and testified in opposition to the application substantially as follows:

San Dimas is in the transition stage between an agricultural and a manufacturing economy. A few years back the citrus packing houses represented an attractive business for the railroads, with the hundreds of carloads of citrus fruit annually shipped east. Because of the encroachment of urban development, this is no longer true. The city has rezoned much of the property adjacent to the railroads for industry and is making a concerted effort to attract industry engaged in interstate commerce who can use the existing rail facilities. Closing of the San Dimas freight office would detract from the effort to attract industries that might use these fine rail facilities in the community. The railroad freight station should remain open for a period of some five years, by that time the number of carloadings originating in the area would be sufficient to support such a freight office. The Chamber of Commerce is engaged in an aggressive program designed to attract new business and industry to San Dimas. An active railway station is very important to the success of this endeavor. A representative for the Transportation Communication Employees Union opposed the application and examined witnesses.

Discussion

All of the witnesses' testimony and evidence introduced indicates a decline in freight handled at this station. The protestants admitted that this is due to the closing of the citrus packing and shipping industry, the burning of one manufacturing plant without rebuilding and in a decline in homebuilding construction. Protestants contended that a new industrial area is being promoted but not one industrial shipper was named who is committed to construction of a plant at this time. One of the shippers who protested this application is a manufacturer whose plant is located on another competing railroad and he shipped 119 carloads on that railroad during the year and only uses applicant occasionally when required by a customer.

It is apparent from the evidence that the discontinuance of the San Dimas agency can be accomplished without adverse effect or consequence upon the users of applicant's services. In some respects it appears that the services which applicant would provide in the alternative would be better than those which it is now providing. For example, since applicant's Pomona agency is open 19 hours a day, six days a week, prospective passengers who would buy their tickets at San Dimas would not be subject to the time limitations that they experience now in purchasing tickets at San Dimas. Any adverse effect upon the public (as reflected by the concern of the City of San Dimas and of the Chamber of Commerce) that may result from discontinuance of the agency does not appear to be sufficient to deny applicant the savings in operating expenses that would result from such discontinuance. It is also apparent that these savings would continue for several years at least five years or more.

The station building facilities should not be removed but should be maintained for a period of time, at least five years, to determine whether or not industrial activity revives sufficiently to warrant reactivation of this station. The application should be granted subject to various conditions hereinafter specified.

A Commission staff representative appeared and examined the witnesses, and made no recommendations.

Upon consideration of the evidence in this matter the Commission finds that:

1. No carload freight was forwarded from the San Dimas station during the year ended February 1967 and that none was received during the months of August, September, and October, 1966, and that during the year a total of 22 cars were received and that no less than carload freight was handled at San Dimas station during said period except a nominal amount in April and May.

2. The services which applicant proposes to provide through its agency at Pomona in connection with the shipments of freight handled and the sale of passenger tickets to and from San Dimas will be substantially the same as or more extensive than the corresponding services which applicant is now providing through its agency at San Dimas.

3. The spurs and tracks are to remain the same and the movement of cars will be handled in the same manner as before the closing of the station.

4. When San Dimas is operated as a nonagency station substantial net annual savings will result to The Atchison, Topeka and Santa Fe Railway Company from agent's salary and maintenance, approximately \$7,500 per year.

5. The needs of the public for the services which applicant is now providing through its agency at San Dimas can be adequately and reasonably met through applicant's agency at Pomona.

6. Public convenience and necessity no longer require the maintenance by The Atchison, Topeka and Santa Fe Railway Company of an agency at San Dimas.

7. An industrial park is under development adjacent to the railroad which has not yet attracted receivers or shippers of carload freight and removal of the station building would interfere with this development.

8. The station buildings and platform facilities should not be removed or allowed to deteriorate for a period of five years so that they can be reactivated if needed.

The application will be granted.

O R D E R

IT IS ORDERED that:

The Atchison, Topeka and Santa Fe Railway Company is authorized to discontinue the agency at San Dimas, Los Angeles County, California, subject to the following conditions:

- a) The Atchison, Topeka and Santa Fe Railway Company shall maintain said station in a nonagency status for the receipt or delivery of freight in any quantity, carload or less.
- b) Applicant shall keep and maintain the San Dimas station buildings and appurtenances in good repair and shall not remove the same for a period of five years from the date of this order without further order of this Commission.
- c) Applicant shall maintain its San Dimas station records at its Pomona station and applicant will arrange for toll-free telephone service between San Dimas and its Pomona station.
- d) Applicant will continue to list San Dimas as a station in its railroad schedules, logs, and tariffs.
- e) Within one hundred twenty days after the effective date hereof and not less than ten days prior to the discontinuance of the agency at San Dimas, The Atchison, Topeka and Santa Fe Railway Company shall

post a notice of such discontinuance at the San Dimas station and, within one hundred twenty 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 file in duplicate amendments to its tariffs showing the change authorized herein and shall make reference in such notice and tariffs to this decision as authority for the changes. 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.

- f) Within thirty days after discontinuance of service as herein authorized, applicant shall, in writing, 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 5th day of DECEMBER, 1967.

[Signature]
President

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Commissioners