

ORIGINALDecision No. 24428.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 OUTER HARBOR TERMINAL RAILWAY COMPANY)
 for authority under Section 63 of the) Application No. 17649.
 Public Utilities Act, to establish)
 certain increased rates.)

Jerry E. Powell, for applicant.

F. W. Turcotte and B. H. Carmichael, for the
 Carmichael Traffic Corporation.

Charles A. Bland and C. E. Barry, for the Board
 of Harbor Commissioners of Long Beach.

BY THE COMMISSION:

O P I N I O N

This is an application filed by the Outer Harbor Terminal Railway Company under Section 63 of the Public Utilities Act for authority to establish a charge of \$3.60 per car for the movement of freight, carloads, between wharves and industries on its line at San Pedro (Los Angeles Harbor). At the present time applicant has no published charge for this service.

A public hearing was held before Examiner Geary at San Pedro December 2, 1931, and the matter submitted.

The Outer Harbor Terminal Railway Company is operated on ground leased from the City of Los Angeles at San Pedro. Heretofore there has been no tariff authority for a charge for switching freight between wharves and industries on the leasehold.

Should any tonnage be offered in the future, it is now proposed to establish a charge of \$3.60 per car for this service, which applicant contends is reasonable when compared with the charge of \$2.70 per car now made for switching freight between wharves and industries on the one hand, and interchange tracks with connecting lines on the other, published in its Terminal Tariff No. 1-C, C.R.C. No. 1, and with charges assessed for like service on other similar lines in the State of California. Applicant owns no equipment and all cars used in this service are secured from connecting lines at a charge of \$1.00 per day for the use of such equipment. On cars switched to and from connecting lines this charge is recovered from the connecting line receiving the line haul. Applicant's witness stated that cars secured from connecting lines and used in intra-yard service are usually held for two days; however, conceding the car is held but one day, the per diem payment reduces applicant's net revenue under the proposed charge to \$2.60 per car, or practically the same revenue it now receives for switching to and from interchange tracks with connecting lines. Applicant states that the \$3.60 per car charge is now in effect on interstate traffic, that there has been no intrastate traffic, and that the item is being published to cover the service should intrastate tonnage offer in the future. Although notices of hearing were mailed to the principal interested parties, several of whom appeared at the hearing, no opposition was made to the granting of the application.

Upon consideration of all the facts of record we are of the opinion and find that the application should be granted and that applicant be authorized to establish the \$3.60 per car

charge on freight switched between wharves and industries on its line.

O R D E R

A public hearing having been had in the above entitled application and the matter having been submitted,

IT IS HEREBY ORDERED that the application of the Outer Harbor Terminal Railway Company be and the same is hereby granted.

Dated at San Francisco, California, this 10th day of February, 1932.

C. C. Sawyer
Leon Whidby
W. A. Cain
W. B. Quinn
Fred G. Stewart
COMMISSIONERS.