

Decision No. 24889.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of Increase }
 In Freight Rates and Charges } Supplemental Application 17536.

Alameda Belt Line Railroad,
 Amador Central Railroad,
 Arcata & Mad River Railroad,
 Atchison, Topeka and Santa Fe Railway Co.,
 Bay Point and Clayton Railroad,
 Bucksport & Elk River Railroad,
 Camino, Placerville & Lake Tahoe Railroad,
 California Central Railroad,
 California Western Railway & Navigation Co.,
 Central California Traction Company,
 Delta Finance Company, Ltd.,
 Diamond & Caldor Railway,
 Fresno Traction Company,
 Harbor Terminal Railroad,
 Holton Inter-Urban Railway,
 Howard Terminal Railway,
 Humboldt Northern Railway,
 Indian Valley Railroad,
 Key System, Ltd.,
 Los Angeles & Salt Lake Railroad,
 Los Angeles Junction Railway,
 McCloud River Railroad,
 Minarets & Western Railway,
 Modesto & Empire Traction Co.,
 Nevada County Narrow Gauge Railroad,
 Northwestern Pacific Railroad,
 Outer Harbor Terminal Railway,
 Pacific Coast Railway,
 Pacific Electric Railway,
 Peninsular Railway,
 Petaluma & Santa Rosa Railroad,
 Quincy Railroad,
 San Diego Electric Railway,
 San Francisco, Napa & Calistoga Ry.,
 San Joaquin and Eastern Railway,
 Sacramento Northern Railway,
 San Diego and Arizona Railway,
 Santa Maria Valley Railroad,
 Sierra Railway of California,
 Southern Pacific Company,
 Stockton, Terminal and Eastern Ry.,
 Sunset Railway Company,
 South San Francisco Belt Railroad,
 Tidewater Southern Railway,
 Tonopah & Tidewater Railroad,

Trona Railway,
Ventura County Railway,
Visalia Electric Railroad,
Western Pacific Railroad,
Yosemite Valley Railroad,
Yreka Railroad Co.,
East Bay Street Railway,
California Shasta & Eastern Railroad,
Great Northern Railway Company.

BY THE COMMISSION:

FIFTH SUPPLEMENTAL ORDER

By supplemental application in the above entitled proceeding filed March 31, 1932, applicants seek an order authorizing them to publish numerous changes in Tariff of Emergency Charges, E. B. Boyd's No. 252, C.R.C. No. 39, issued pursuant to authority granted by our original and prior supplemental orders in this application. It is alleged in the supplemental application that the purpose of these changes is to correct clerical or typographical errors in the present tariff, to clear up questions which have arisen in regard to the intended application of certain of the items and to make certain other changes which appear desirable as the result of consideration of various proposals which have come to the attention of applicant carriers since the issuance of the above numbered tariff. The changes proposed will result in both increases and reductions. Authority for these changes has been granted by the Interstate Commerce Commission in its special permission No. 112,536 (corrected) of March 12, 1932. The changes as authorized were published on interstate traffic effective April 4, 1932.

Upon further consideration of the record and the

supplemental application filed March 31, 1932, and in view of the decision of the Interstate Commerce Commission by its special permission No. 112,536 (corrected) of March 12, 1932, we are of the opinion that the changes proposed have been justified and that the relief sought should be granted subject to the same conditions as were set forth in our original decision (No. 24382, dated January 11, 1932) in the above numbered application; and good cause appearing therefor,

IT IS HEREBY ORDERED that the supplemental application filed March 31, 1932, be and it is hereby granted, subject to the conditions of the original order, and that the applicants above named be authorized to establish changes as set forth in the supplemental application, in harmony with those authorized by the Interstate Commerce Commission in its special permission No. 112,536 (corrected) of March 12, 1932; said changes to be established within thirty (30) days from the date of this order and only for a period ending March 31, 1933, unless their continuation thereafter be ordered by this Commission.

IT IS HEREBY FURTHER ORDERED that the carriers affected by this order are hereby authorized to establish the proposed changes in accordance with this order which may result in departures from the long and short haul provisions of Section 21, Article XIII of the California Constitution and of Section 24(a) of the Public Utilities Act.

IT IS HEREBY FURTHER ORDERED that the changes herein authorized may be published on one day's notice in the Tariff of Emergency Charges, E. B. Boyd's No. 252, C.R.C. No. 39,

said tariff to be similar in character or the same as published for application on interstate traffic, and that said carriers or their duly authorized agents are further authorized to make such publication without regard to the terms of Rules 2(d), 4(1), 10(a), 10(e), 10(g) and 12(a) of Tariff Circular No. 2 of this Commission and as expiring March 31, 1933, unless sooner cancelled or extended.

Dated at San Francisco, California, this 4th
day of April, 1932.

O. C. Seavey
Leon Whitely
W. A. Carr
W. B. Harris
Fred G. Stevenson
Commissioners.

O. C. SEAVEY
LEON G. WHITELY
W. A. CARR
W. B. HARRIS
FRED G. STEVENSON
COMMISSIONERS

Certified as a True Copy

SECRETARY, RAILROAD COMMISSION
STATE OF CALIFORNIA