

Decision No. 21775.

## BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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

ORIGINAL

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,  
California Transportation Co.,  
Napa Transportation and Navigation Co.,  
Sacramento Navigation Co.,  
San Rafael Freight and Transfer Co.,  
Bay Transport Co.,  
Tahoe Transportation Company.

BY THE COMMISSION:

SEVENTH SUPPLEMENTAL ORDER

By supplemental application filed April 27, 1932, the Commission is requested to authorize the filing on one day's notice of connecting link supplements to the Tariff of Emergency Charges (C.R.C. No. 501 of F. W. Gomph, Agent) making the out-of-route or back-haul charges contained in The Atchison, Topeka and Santa Fe Railway Company Circulars 2140-A-2, C.R.C. 657, and 2297-B, C.R.C. 600, subject to the increases authorized in Decision 24382 of January 11, 1932, and as amended.

In addition to the out-of-route or back-haul charges these circulars name transit privileges on which no increase has been authorized. The circulars therefore were not included in the connecting link supplements. Out-of-route or back-haul charges however are actually part of the line-haul transportation on which increases have been permitted.

The Commission is of the opinion that this is not a matter in which a public hearing is necessary and that the application should be granted; therefore, good cause appearing,

IT IS HEREBY ORDERED that the time for increasing the out-of-route or back-haul charges contained in The Atchison, - Topeka and Santa Fe Railway Company Circulars 2140-A-2, C.R.C. 657, and 2297-B, C.R.C. 600, authorized by our order of January 11, 1932, in Decision 24382, be and it is hereby extended so as to permit such increases to be made within thirty (30) days from the date of this order on one day's notice to the Commission and the public.

IT IS HEREBY FURTHER ORDERED that in all other respects Decision No. 24382 of January 11, 1932, and as amended shall remain in full force and effect.

Dated at San Francisco, California, this 16<sup>th</sup> day of May, 1932.

C. L. Seaver  
Leon Wheeler  
W. H. C.  
M. B. L.  
Fred G. Stewart  
Commissioners.