

Decision No. 25004.

## 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 & Calder 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,

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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:

EIGETE SUPPLEMENTAL ORDER

By supplemental application in the above entitled proceeding, filed July 9, 1932, applicants seek an order authorizing them to publish numerous changes in Tariff of Emergency Charges, E. B. Boyd's No. 252-A, C.R.C. No. 40. The changes proposed will result in both increases and reductions. These changes have been published and became effective June 20, 1932, on interstate traffic under Special Permission of the Interstate Commerce Commission No. 114190 of May 6, 1932, as amended. It is alleged that the proposed increases are primarily for the purpose of clarifying the tariffs. This is a matter in which a public hearing does not appear to be necessary.

Upon further consideration of the record in this proceeding and the supplemental application filed July 9, 1932, and in view of the decision of the Interstate Commerce Commission by its authority No. 114190 of May 6, 1932, as amended, we are of the opinion that the changes proposed have been justified and that the relief sought should be granted, subject to the conditions set forth in the original and supplemental orders in the above numbered

application; and good cause appearing therefor,

IT IS HEREBY ORDERED that the supplemental application filed July 9, 1932, be and it is hereby granted, subject to the conditions of the original and supplemental orders in this proceeding, 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 authority No. 114190 of May 6, 1932, as amended; 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 are hereby authorized to establish changes in accordance with this order which may result in departure from the long and short haul provisions of Section 21, Article XII 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 or Emergency Charges, E. B. Boyd's No. 252-A, C.R.C. No. 40, 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 25<sup>th</sup> day  
or July, 1932.

W. B. Lewis

W. J. Cunn

W. B. Lewis

Commissioners.