

Decision No. 25306 .

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the)
SOUTHERN PACIFIC COMPANY, under Section)
63 of the Public Utilities Act, to re-)
strict Item 4040-A, of Southern Pacific)
Terminal Tariff 230-J, C.R.C. No. 3183, so)
as to apply only when the Southern Pacif-)
ic Company does not furnish the freight)
cars.)

ORIGINAL

Application No. 18252.

James E. Lyons and H. H. McElroy, by Mr.
McElroy, for applicant.

BY THE COMMISSION:

O P I N I O N

The Southern Pacific Company by this application seeks authority under Section 63 of the Public Utilities Act to restrict Item No. 4040-A of its Terminal Tariff No. 230-J, C.R.C. 3183, applying to the switching of carload freight from interchange tracks with the State Belt Railroad (2nd and King Streets) to interchange tracks with the Atchison, Topeka and Santa Fe Railway, State Belt Railroad (Quint St. and Arthur Ave.), or the Western Pacific Railroad Company, making the Item read:

"Applies only to freight from wharves served by State Belt R.R. of Calif., and only when the cars in which the freight is transported are not supplied by the Southern Pacific Co. Item 4115-Series herein applies when cars are supplied by the Southern Pacific Co."

The present item reads:

"Applies only on intrastate traffic moved from wharves served by tracks of State Belt R.R. of Calif."

A public hearing was held before Examiner Geary at San Francisco September 7, 1932, and the matter submitted.

The effect of the change will result in the charging of the standard switching rate of 34 cents per ton, minimum \$7.20 per car, when the Southern Pacific Company furnishes the car.

The distances from the interchange tracks (2nd and King Sts.) are, to the Atchison, Topeka and Santa Fe Railway 5.69 miles, to the Western Pacific Railroad 8.57 miles and to the State Belt tracks, Quint and Arthur Sts., 9 miles. Cars employed in the service are detained on an average of seven days for each round trip, thus on the basis of a per diem cost of \$1.00 the car use alone is in excess of the flat charge of \$3.60 now being collected, and also the traffic must pass through congested streets where it is difficult and costly to perform the services.

The present tariff item was published some years ago under different circumstances and conditions and before the Belt Line was extended to docks north of Market Street. Under present tariffs there exists a lower charge when shipments are moved from the 2nd and King Sts. interchange tracks than is assessed in the opposite direction, and lower charges than between other wharves, discriminations not here justified.

The number of cars handled under the proposed switching rates are nominal and the change will not affect joint or Belt Line charges.

There were no protests from shippers.

We find upon this record that the proposed rate is reasonable, and the application will be granted.

O R D E R

This application having been duly heard and submitted, full investigation of the matters and things involved having been

had, and basing the order on the findings of fact and the conclusions contained in the preceding opinion,

IT IS HEREBY ORDERED that the Southern Pacific Company be and it is hereby authorized to establish within forty (40) days from the date hereof amended Item No. 4040, Terminal Tariff 230-J, C.R.C. 3183, as set forth in the application, providing for a charge of \$3.60 per car from interchange tracks of State Belt Railroad (2nd and King Sts.) to interchange tracks with the Atchison, Topeka and Santa Fe Railway, State Belt Railroad (Quint and Arthur Sts.), and Western Pacific Railroad, to apply only when the cars are not furnished by the Southern Pacific Company.

Dated at San Francisco, California, this 7th day of October, 1932.

W. C. Seavey
Leon Whitely
W. J. C.
M. B. Lewis
Fred G. Stewart
Commissioners.