

Decision No. 53 BEFORE THE RAILROAD COMMISSION  
OF THE STATE OF CALIFORNIA

Decision No. 53

IN THE MATTER OF THE APPLICATION OF THE )  
SOUTHERN PACIFIC COMPANY, THE WESTERN )  
PACIFIC RAILWAY COMPANY AND THE ATCHISON, )  
TOPEKA AND SANTA FE RAILWAY COMPANY FOR )  
PERMISSION TO INCREASE MINIMUM STORAGE )  
CHARGES FOR CONSIGNMENTS HELD IN THEIR )  
WAREHOUSES WITHIN THE STATE OF CALIFORNIA )  
AWAITING DELIVERY. )

No. 246.

DECISION

By the Commission.

This case involves an application of the Southern Pacific Company, the Western Pacific Railway Company and the Atchison, Topeka and Santa Fe Railway Company to increase the minimum storage charges on consignments held in their warehouses within the State of California awaiting delivery. The present storage charges of the carriers are:

Consignments of 100 lbs. or less, one (1) cent per day.

Consignments of over 100 lbs. and not over 500 lbs.,  
two (2) cents per day.

Consignments of over 500 lbs. and not over 1000 lbs.,  
three (3) cents per day.

Consignments of over 1000 and not over 1600 lbs.,  
four (4) cents per day.

Consignments of over 1600 lbs., five (5) cents per  
day per ton.

Minimum charge on any one consignment five (5) cents.

The charges proposed by the carriers are as follows:

Consignments of 100 lbs. or less, one (1) cent per day.  
Minimum charge five (5) cents.

Consignments of over 100 lbs. and not over 500 lbs.,  
two (2) cents per day. Minimum charge 10 cents.

Consignments of over 500 lbs. and not over 1000 lbs.,  
three (3) cents per day. Minimum charge 15 cents.

Consignments of 1000 lbs. and not over 1600 lbs.,  
four (4) cents per day. Minimum charge 20 cents.

Consignments of over 1600 lbs. and not over 2000 lbs.,  
five (5) cents per day. Minimum charge 25 cents.

Consignments of over 2000 lbs., five (5) cents per ton per day. Minimum charge 25 cents.

It has been urged by the carriers that because of the extremely low rate of storage charges, consignees have been negligent in removing their freight to such an extent that freight sheds have become congested, and that when deliveries were finally made of many consignments, it required the handling of a great deal of freight subsequently received in order to reach freight which had been stored a considerable length of time, also that the compensation received from storage of freight did not reimburse them for the expense of storing shipments and the handling of other freight incidental to making delivery.

The carriers in question publish a special provision for the storage of freight destined to interior non-railroad points. These provisions allow three days additional free storage on shipments destined to points between five (5) and ten (10) miles from the station; five days from points between ten (10) and twenty (20) miles from the station; fifteen days to points between twenty (20) and fifty (50) miles; twenty days to points between fifty (50) and one hundred (100) miles, and thirty days to points over one hundred (100) miles from the station.

The Commission considers these provisions reasonable and believes that consignments for parties located at or near the station should be taken delivery of within the forty-eight hours free time allowed after notice of arrival has been served.

The application is granted.

John W. Eschmann  
H. D. Ireland  
H. Gordon  
Commissioners.

San Francisco, California.  
March 12, 1912.