

ORIGINAL

Decision No. 41327

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of	)	
SOUTHERN PACIFIC COMPANY for an	)	
order authorizing it to discontinue	)	Application No. 29026
the handling of less-than-carload	)	
freight at 16th and Harrison Streets,	)	
San Francisco, California.	)	

R. S. MYERS and R. J. LATHROP for applicant.  
 R. C. HUNTER for Sunset Feather Company, protestant.  
 A. CHALMERS for Ray Oil Burner Company, protestant.  
 S. T. BATES for Rutherford and Hood, protestant.  
 PATRICK MULDOWNEY for R. L. Nason Paint Company,  
 protestant.

O P I N I O N

Southern Pacific Company now maintains a substation in the vicinity of 16th and Harrison Streets, San Francisco, for the receipt and forwarding of carload and the forwarding of less-than-carload freight shipments. The company proposes to discontinue the handling of less-than-carload shipments from this point and has filed the above entitled application requesting the Commission's authority to do so. Public hearing was held in San Francisco on March 1, 1948, at which hearing several users of the less-than-carload service appeared and protested.

The facilities at 16th and Harrison Streets have been maintained for many years and made use of by numerous industries located in the Mission and Potrero districts of San Francisco. An exhibit filed at the hearing indicates that during the past two years an average business of approximately 1900 carloads and between four hundred and five hundred tons of less-than-carload shipments has been handled monthly.

If the application is granted the carload facilities and service will be continued but shippers will be required to deliver less-than-carload shipments to the main freight shed of Southern Pacific Company at 4th and Berry Streets about one and one-half miles distant or avail themselves of the company's pick up service at an additional charge. Applicant contends that in this way it can save from 19 cents to 32 cents a hundred weight in its cost of transporting these less-than-carload shipments.

A number of shippers testified as to their use of the service and the inconvenience they would incur if it were discontinued. The delays and extra cost of trucking the additional distance to the main freight sheds through congested traffic were stressed. Some of these patrons had made use of the service for many years and their plants and shipping routines were based on having such facilities available.

Consideration of the evidence in this matter leads to the conclusion that public convenience and necessity require the continued maintenance of less-than-carload service at this sub-station. It is a station of long record and its operation<sup>6</sup> as a whole probably have returned and are returning profits to the company. It may be that the cost of handling the less-than-carload shipments offered the carrier at this point is higher than usual but the movement of such shipments and the providing of facilities to expedite such movement are an essential portion of the transportation service proffered by applicant and it is not reasonable to discontinue or curtail this portion of the service simply because the company can by so doing effect savings.

The application will be denied.

ORDER

Public hearing having been held on the above entitled application and the matter submitted;

IT IS HEREBY ORDERED that the above entitled application is hereby denied.

The effective date of this order shall be twenty days from the date hereof.

Dated at San Francisco, California, this 16<sup>th</sup> day of March, 1948.

R. J. Anderson  
Justice F. Casper  
Irving S. Howell  
Harold F. Kild  
Samuel D. Lott

COMMISSIONERS

