

Decision No. 55698

**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application )  
of The Atchison, Topeka and Santa )  
Fe Railway Company (Coast Lines), )  
Southern Pacific Company (Pacific )  
Lines) and Union Pacific Rail- )  
road Company, by E. B. Padrick, ) Application No. 39362  
Agent, for authority to continue )  
in effect intrastate charges for )  
the handling of passengers' hand )  
baggage and other personal effects )  
by station porters ("Red Caps"). )

OPINION AND ORDER

Applicants are common carriers by rail of passengers in California intrastate commerce. They publish charges for the handling of passengers' hand baggage by station porters ("Red Caps") in Western Local and Joint Passenger Tariff No. 221-8, Cal. P.U.C. No. 179, E. B. Padrick, Agent. The present handling charge at all stations in California which employ "Red Caps" is 15 cents per piece so handled. By this application, Agent Padrick seeks authority to increase the handling charges of hand baggage by station porters to 25 cents per piece so handled.

Agent Padrick states that the last increase in the handling charges by station porters was in 1951. Since then, wage rates for "Red Caps" have increased 37½ cents per hour. In addition two 7-cent-per-hour increases in basic wage rates have been granted effective November 1, 1957 and November 1, 1958.

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The charge at Southern Pacific stations in San Francisco, Oakland and Merced and at Union Station in Los Angeles for all three railroads will be 25 cents per piece up to 14 pieces for parties or groups of passengers, then \$3.50 per baggage truck load over 14 pieces. The charge will be 25 cents per piece for all other Southern Pacific stations in California. Stations on other railroads in California are not included in Agent Padrick's tariff.

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Also cost of living adjustments in wages will be made on November 1, 1957 and May 1, 1958. The application shows that the carriers have continually sustained a substantial loss in providing the "Red Cap" service and that the increases proposed herein will not make the service profitable but will absorb only a small amount of the loss. The application shows that for the year 1956 the total revenues from station porter ("Red Cap") operations in California were \$351,732.80 and that wage expenses alone were \$734,531.30, or \$382,798.50 greater than the revenues from this service. For May, 1957, the application shows that revenues for the service were \$22,103.95 or \$36,803.47 less than the actual wage expense of \$58,907.42. These figures are for both interstate and intrastate traffic. Applicants assert that there is no way of segregating passengers to determine the effect of the increase on intrastate traffic.

Charges on the level here sought on California intrastate traffic have been in effect at the involved California stations on interstate traffic since June 15, 1957. Moreover, at many stations in other states throughout the United States, the charge of 25 cents per piece for station porter ("Red Cap") services has been allowed to become effective or specifically authorized by the Interstate Commerce Commission.

In the circumstances, it appears, and the Commission finds, that the proposed increases are justified. Agent Padrick will be authorized to publish and file the proposed charges on less than statutory notice but on not less than 5 days' notice to the Commission and to the public. A public hearing is not necessary.

Therefore, good cause appearing,




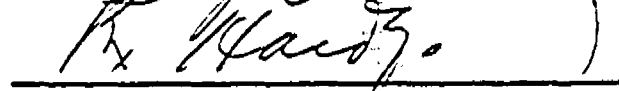

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IT IS HEREBY ORDERED that E. B. Padrick, Agent, for and on behalf of The Atchison, Topeka & Santa Fe Railway Company (Coast Lines), Southern Pacific Company (Pacific Lines) and Union Pacific Railroad Company, acting under authority of powers of attorney from each carrier, be and he hereby is authorized to publish and file, on not less than five days' notice to the Commission and to the public, in his Western Local and Joint Passenger Tariff No. 221-8, Cal. P.U.C. No. 179, the increased charges as proposed in the above-entitled application.

IT IS HEREBY FURTHER ORDERED that the authority herein granted shall expire unless exercised within sixty days after the effective date of this order.

This order shall become effective twenty days after the date hereof.

Dated at San Francisco, California, this 15th day of October, 1957.

  
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President  
  
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Commissioners