

Decision No. 5581-1

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),)
Northwestern Pacific Railroad Com-)
pany, Southern Pacific Company)
(Pacific Lines) and Union Pacific)
Railroad Company, by H. A. Gilmore,)
Agent, for authority to increase)
charges for special location trains)
furnished motion picture companies.)

Application No. 39440

OPINION AND ORDER

Applicants are common carriers by rail of passengers in California intrastate commerce. They publish charges, rules and regulations for special location trains furnished motion picture companies in Western Joint Special Train Tariff No. 5, Cal.P.U.C. No. 4, T. L. Peterson, Agent. The charge for furnishing and/or operating a train consisting of one engine and not to exceed four cars not including sleeping, parlor or dining cars is \$4.75 per mile, minimum \$330.00 per 8-hour day, when railroad and/or Pullman-owned equipment is used, and \$3.20 per mile, minimum \$220.00 per 8-hour day, when studio or privately owned equipment (including motive power) is used. Additional rental charges are: for parlor car with porter, \$33.00, and for dining car without crew, \$39.60, each per car for each 24-hour day or fraction thereof. There are also other charges published for mixed equipment, overtime and for additional equipment.

By this application, H. A. Gilmore, Agent, proposes to publish his Western Joint Special Train Tariff No. 6, Cal.P.U.C. No. 1,

canceling Tariff No. 5, supra, T. L. Peterson series, and to increase the charges to the following extent: for furnishing and/or operating a train, from \$4.75 per mile, minimum \$330.00 to \$5.75 per mile, minimum \$400.00 per 8-hour day, and from \$3.20 per mile, minimum \$220.00 to \$4.25 per mile, minimum \$275.00 per 8-hour day; for parlor car with porter from \$33.00 to \$65.00; for dining car without crew from \$39.60 to \$65.00; plus increases in each of the other charges published in the tariff which range from 20 percent to 33 percent.

Agent Gilmore states that the last increase in the charges for special location trains furnished motion picture studios was in 1950. Since then, average wage rates for the total minimum crew required to operate these special trains have increased by 48 percent. In addition two 7-cent-per-hour increases in wage rates plus cost-of-living adjustments have been granted to become effective in November 1957 and May 1958. Proportionately other factors making up the cost of the service have increased substantially. The out-of-pocket cost for providing the service in 1956 was approximately 37.5 percent higher than in 1950 and the total cost in 1956 was 55.8 percent higher than 1950. Also, the application states that passenger fares have been increased since 1950, the latest increase being in April 1957, while the charges under consideration have remained the same. The application further asserts that, even if these increases are authorized, they will not completely offset the deficit incurred in performing the service.

The application states that this type of service is confined mostly within the Los Angeles area for the purpose of filming motion pictures. Sometimes, there are calls for a type of equipment which is not available in California and which must

be deadheaded to the point where the picture is filmed. The charges apply only from the time the train is set up until it is released at the assembly point in the immediate vicinity of the filming of the picture. During 1956, there were only nine trains operated within California for the motion picture companies, one train by The Atchison, Topeka and Santa Fe Railway Company and eight trains by Southern Pacific Company. Had the proposed increased charges applied for the eight trains handled by Southern Pacific Company, that carrier would have received additional revenue of only \$781.20 during 1956. Five different motion picture companies would have shared in paying this additional revenue.

The major motion picture companies have been informed of the proposed increases and have offered no objections thereto.

In the circumstances, it appears, and the Commission finds, that the proposed increases are justified. Agent Gilmore will be authorized to publish and file the proposed tariff containing increased 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,


IT IS HEREBY ORDERED that H. A. Gilmore, Agent, for and on behalf of The Atchison, Topeka and Santa Fe Railway Company (Coast Lines), Northwestern Pacific Railroad Company, 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, his Western

Joint Special Train Tariff No. 6, Cal.P.U.C. No. 1, containing the increased charges as proposed in the above-entitled application.

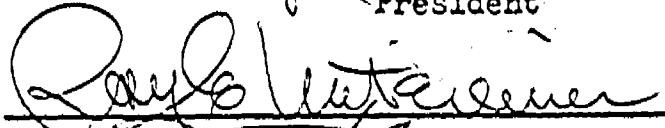
IT IS HEREBY FURTHER ORDERED that the authority herein granted shall expire unless exercised within sixty days after the effective date of this order.


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


Dated at San Francisco, California, this 12th day of November, 1957.




President









Commissioners