

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application No. 42089

Case No. 5432

By this application, filed March 29, 1960, Pacific South-coast Freight Bureau seeks authority to increase certain all-freight rates of Southern Pacific Company between Oakland and Alameda, on the one hand, and San Leandro, on the other hand.

The application states that it has been the practice to maintain a parity between the all-freight rates of Southern Pacific Company and the switching charges of Western Pacific Railroad Company and Alameda Belt Line between the same points. On April 27, 1959, Western Pacific and Alameda Belt Line increased their switching charges pursuant to Decision No. 58226, in Application No. 38557, whereas Southern Pacific's all-freight rates in the same territory were not increased. This disparity was partly corrected by Decision No. 58917, dated August 25, 1959, in Application No. 41311, which authorized applicant to publish an increased all-freight rate applicable via Southern Pacific Company between Oakland and San Leandro. Subsequent to that decision the variances herein involved came to notice. Applicant alleges that the increased rates will be just and reasonable.

The verified application shows that the proposal to increase the all-freight rates was publicized in accordance with the procedures of Pacific Southcoast Freight Bureau prior to October 12, 1959, and that no objections were recorded to the proposed increases.

The sought rate increases are various, but in no case exceed 10 cents per ton of 2,000 pounds. Their publication will restore the parity which existed prior to April 27, 1959.

In the circumstances, it appears, and the Commission finds, that the proposed increases are justified. A public hearing is not necessary.

Several highway common carriers publish the present Southern Pacific Company rates under the alternative provisions of outstanding minimum rate orders. These carriers will be authorized and directed to make a like adjustment in these rail competitive rates.

Therefore, good cause appearing,

IT IS ORDERED:

(1) That Pacific Southcoast Freight Bureau is hereby authorized to publish the increased all-freight rates via Southern Pacific Company between Oakland and Alameda, on the one hand, and San Leandro, on the other hand, as proposed in the above-entitled application.

(2) That the authority herein granted shall expire unless exercised within ninety days after the effective date of this order.

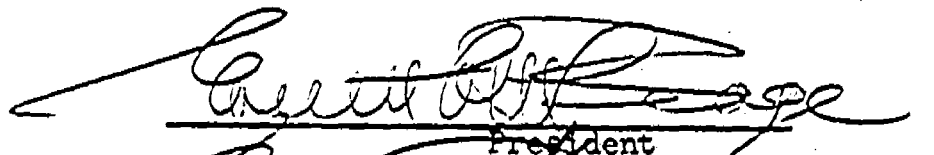
(3) That highway common carriers maintaining, under outstanding authorizations permitting the alternative use of rail rates, rates below the specific minimum rate level otherwise applicable are hereby authorized and directed to increase such rates, on not less than ten days' notice to the Commission and the public, to the level of the rail rates authorized herein, or to the level

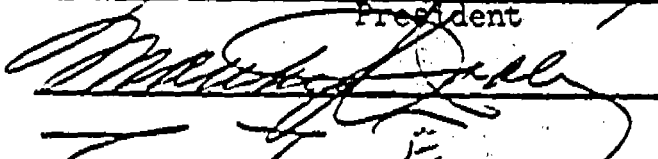
of the specific minimum rates, whichever is lower; and that such adjustment shall be made effective not later than thirty days after the effectiveness of the increased rail rates.

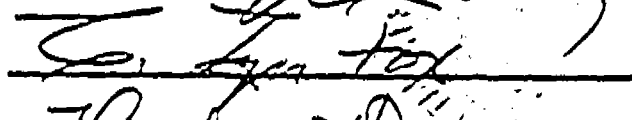
(4) That such highway common carriers are hereby authorized to depart from the long-and-short-haul provisions of Section 460 of the Public Utilities Code and Article XII, Section 21, of the Constitution of the State of California, to the extent necessary to make the adjustments authorized herein.

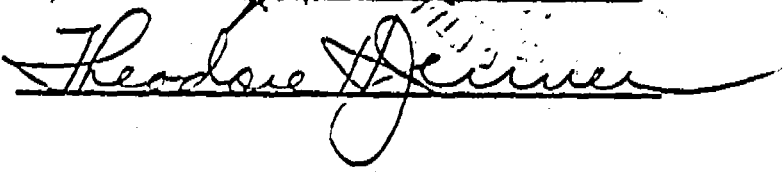
This order shall become effective twenty days after the date hereof.

Dated at San Francisco, California, this 24th day of May, 1960.



President






Commissioners