

Decision No. 61096

**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of Pacific	)
Southcoast Freight Bureau for authority to	)
remove application of Rules 24 and 29 of	)
Western Classification (and like provisions	)
in Rule 215 of Pacific Southcoast Freight	)
Bureau Exception Sheet 1-S) from certain	)
rates on lumber and its products in Pacific	)
Southcoast Freight Bureau Tariff 48-U.	)

Application No. 42668

OPINION AND ORDER

By this application, filed September 15, 1960, Pacific Southcoast Freight Bureau, on behalf of rail carriers participating in its Freight Tariff 48-U, requests authority to remove the application of certain rules from lumber commodity rates based on per-car minimum weights of 60,000 and 70,000 pounds applicable from specified northern California origins to numerous intrastate destinations. The proposal involves increases for which authority from this Commission is required under Section 454 of the Public Utilities Code.

The rules in question have the effect of providing for reduced carload minimum weights on the portion of shipments which is in excess of the amount that can be loaded in or on one rail car. The proposal is to eliminate the use of these reduced carload minimum weight provisions in connection with the

60,000- and 70,000-pound commodity rates on lumber.<sup>1</sup>

Applicant states that omission of suitable restrictions in Tariff 48-U to nullify application of the rules here involved was inadvertent, as it is the general practice of the rail carriers, when establishing incentive rates subject to higher minimum weights, to so restrict them. The bureau contends that the other carload rates in its Tariff 48-U, which now apply and have previously applied for lesser minimum weights than those involved herein, are in all respects just and reasonable rates for the occasional shipments which normally require the application of Rules 24 and 29 of the Western Classification and the similar Rule 215 of Exception Sheet 1-S.

In the circumstances, it appears, and the Commission finds, that the proposed increase is justified. No objection to

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<sup>1</sup> The application contains an explanation of the purpose of these rules as follows:

"Rule 24 of Western Classification provides in substance that when freight is tendered by a shipper at one time on one bill of lading in an amount exceeding that which can be loaded in or on one car, the lead car must be loaded as heavily as loading conditions will permit and the excess may be loaded in or on an additional car at the carload rate on the first car with the excess subject to a minimum weight of 6,000 pounds when loaded in a closed car and 4,000 pounds when loaded on an open car.

"Rule 29 of Western Classification is a rule to cover articles of such length that they cannot be loaded on a single open car, and establishes provisions for assessment of charges based on less than the full tariff carload minimum weight on additional cars (for example, an 'idler' car under the overhang of the long load) necessary to accommodate the shipment.

"Rule 215 of Exception Sheet 1-S is a rule of general application for most Pacific Southcoast Freight Bureau tariffs, including Tariff 48-U, which outlines certain provisions governing the ordering and furnishing of cars, and includes provisions which in effect duplicate the provisions of Rule 24 of Western Classification."

the proposal has been received. A public hearing is not necessary.  
The application will be granted.

Therefore, good cause appearing,

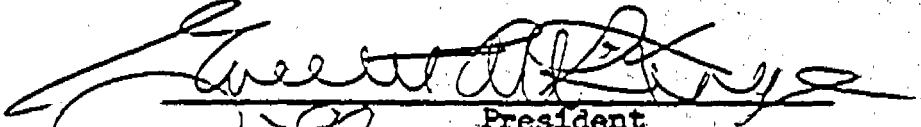
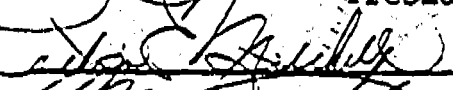

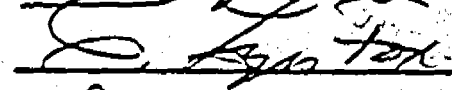

IT IS ORDERED:

(1) That Pacific Southcoast Freight Bureau is hereby authorized to remove the application of Rules 24 and 29 of the Western Classification and any parallel provision in Rule 215 of Pacific Southcoast Freight Bureau Exception Sheet 1-S from rates in Pacific Southcoast Freight Bureau Tariff 48-U subject to the provisions of Item 890 series of that tariff.

(2) That the authority herein granted shall expire unless exercised within ninety 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 22nd day of November, 1960.

  
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President  
  
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Commissioners