

Decision No. 65596**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),
 CALIFORNIA WESTERN RAILROAD, GREAT
 NORTHERN RAILWAY COMPANY, NORTH-
 WESTERN PACIFIC RAILROAD COMPANY,
 SOUTHERN PACIFIC COMPANY, UNION
 PACIFIC RAILROAD COMPANY, and THE
 WESTERN PACIFIC RAILROAD COMPANY,
 by E. B. PADRICK, AGENT, for
 authority to increase (1) intrastate
 charges for movement of Special
 Baggage Cars, (2) also intrastate
 charges for movement of Federal or
 State-owned or operated cars or Red
 Cross or Chapel Cars, and switching,
 parking and storage charges therefor,
 and (3) to publish other changes
 outlined herein.

Application No. 44893

O P I N I O N

By this application, filed by E. B. Padrick, Agent, on October 29, 1962, several railroads^{1/} seek authority to make increases in their California intrastate charges and rules relating to certain types of special car movements. By an amendment to the application, filed on March 25, 1963, additional facts in support of the proposed increases were supplied.

The charges and other provisions involved in the application relate to services in connection with special baggage cars, federal or state-owned or operated cars, Red Cross cars and chapel cars. Baggage handled in regular train service is not here

1/ The applicant carriers are The Atchison, Topeka and Santa Fe Railway Company, California Western Railroad, Great Northern Railway Company, Northwestern Pacific Railroad Company, Southern Pacific Company, Union Pacific Railroad Company and The Western Pacific Railroad Company.

in issue. The services involved include line-haul transportation, switching, parking, sanitary arrangements and storage, among others.

The charges in question are set forth in Western Special Car and Train Tariff No. 28-16, Cal. P.U.C. No. 184. The levels of the charges vary with the particular service involved. The increases proposed by applicants correspondingly vary.^{2/} The proposed increased charges are identical with those published in Western Special Car and Train Tariff No. 28-17, and which are applicable to interstate traffic and to intrastate traffic in all western states except California. Some of these latter charges became effective on October 15, 1962, when said Tariff No. 28-17 became effective on the indicated traffic. Others of said charges have been in effect on interstate traffic and on intrastate traffic outside of California for several years.

In some instances the increases herein proposed will place the charges on the level of those which have been in effect for some time past on California intrastate traffic for the same services in connection with special cars other than those involved in this proceeding.

According to the application, the proposals herein are prompted by a desire to so adjust the charges in question that each shall reflect its fair portion of the operating costs. At the same time it is stated, with support from comparative data, that the proposed increases do not match the advance in operating costs which have obtained since the subject charges were last adjusted.

^{2/} The present and proposed charges and rules are set forth in the original application and in the amendment thereto.

The services for which these special car charges are maintained, the application shows, are used only occasionally, if at all. In those instances where there is no movement the charges are necessarily provided for such demand for the services as might arise.

Upon consideration we find as follows:

1. The services for which the charges and other provisions here in issue are maintained are substantially the same as those associated with other charges to the level of which applicants seek to increase the subject charges.

2. The sought increases are desirable in order to reflect a more equitable distribution of the cost burden among the charges for special car movements generally.

3. In the interest of simplicity in tariff application, uniformity of charges for the services in question, as between California intrastate traffic on the one hand and other traffic on the other, is desirable.

In the light of the foregoing findings we further find that the increases in rates and other tariff provisions herein sought have been justified. The application, as amended, will be granted.

O R D E R

IT IS ORDERED that:

1. Applicants are authorized to establish the increased rates, rules and regulations as proposed in Application No. 44893, as amended. Tariff publications authorized to be made as a result of the order herein may be made effective not earlier than thirty days

after the effective date hereof on not less than thirty days' notice to the Commission and to the public.

2. 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 18th day of June, 1963.

George T. Hoover
President

[Signature]

[Signature]

Fredrick B. Haloboff

William W. Bunn
Commissioners