

ORIGINAL

Decision No. 69295

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of PACIFIC SOUTHCOAST)	
FREIGHT BUREAU under the shortened)	
procedure tariff docket to increase)	Shortened Procedure
demurrage charges contained in Item) :	Tariff Docket
3637-Series, Pacific Southcoast)	Application No. 47527
Freight Bureau Tariff 250-Series)	(Filed April 27, 1965)
and in Item 4995, Pacific South-)	
coast Freight Bureau Tariff 300.)	

OPINION AND ORDER

By this application, Pacific Southcoast Freight Bureau, on behalf of thirteen California rail carriers, seeks authority under Section 454 of the Public Utilities Code to increase certain special demurrage charges published in Items 3637 and 4995 of Pacific South-¹ coast Freight Bureau Tariffs 250-A and 300, respectively. Applicant proposes to increase the demurrage charges set forth in the above items for detention of rail cars for the seventh and each succeeding² chargeable day from \$11.00 per car per day to \$15.00 per car per day.

Applicant alleges that it has been a recognized practice of the rail carriers to subject specified commodities which are transported at low rates, or involve use of special types of expensive equipment, to limited free time for loading and unloading, or special demurrage charges, or both, and such special demurrage provisions take precedence in application over standard demurrage provisions otherwise applicable.

¹

The rail carriers are The Atchison, Topeka and Santa Fe Railway Company, Holton Inter-Urban Railway Company, Northwestern Pacific Railroad Company, Pacific Electric Railway Company, Petaluma and Santa Rosa Railroad Company, Sacramento Northern Railway Company, San Diego & Arizona Eastern Railway Company, Southern Pacific Company, Sunset Railway Company, Tidewater Southern Railway Company, Union Pacific Railroad Company, Visalia Electric Railroad Company and The Western Pacific Railroad Company.

²

A chargeable day is one that commences after free time of one day (24 hours) expires.

Applicant states that effective October 1, 1964, the Commission authorized various increases in the standard demurrage charges published in Agent Hinsch's Tariff 4-G³ and the standard demurrage charges are now, in some cases, higher than the special demurrage charges involved. Applicant avers that the same relative difference should continue to exist between standard demurrage charges and special demurrage charges and that the increased charges requested herein will encourage the earlier release of special equipment and thereby improve the utilization of such equipment. Applicant asserts that the increases in demurrage charges as proposed in this application would not increase the California intrastate gross revenue of any of the rail carriers involved by as much as one percent.

The application was listed in the Commission's Daily Calendar on April 28, 1965. No objection to the granting of the application has been received.

In the circumstances, it appears, and the Commission finds, that the proposed increased special demurrage charges are justified. A public hearing is not necessary. The Commission concludes that the application should be granted.

IT IS ORDERED that:

1. Pacific Southcoast Freight Bureau is hereby authorized to increase the special demurrage charges as proposed in Shortened Procedure Tariff Docket Application No. 47527.

3

Decision No. 67732 dated August 18, 1964, in Application No. 46726.

2. 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 of this order on not less than thirty days' notice to the Commission and to the public.

3. 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 27th day of June, 1965.

Frederick B. Holbrook
President
John E. Mitchell
George E. Hoover
Augustus
William W. Blinn
Commissioners