

ORIGINAL

Decision No. 70231

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
PACIFIC SOUTHCOAST FREIGHT BUREAU) Application No. 48047
for authority to increase weighing) (Filed November 9, 1965)
and reweighing charges.)

OPINION AND ORDER

By this application, Pacific Southcoast Freight Bureau, on behalf of fourteen California rail carriers, seeks authority under Section 454 of the Public Utilities Code to increase certain weighing and reweighing charges applicable on California intrastate traffic.¹ Applicant proposes to increase the present level of such charges by \$2.00 per car as specifically shown in Exhibit A attached to this application.²

¹ The rail carriers involved in this application are:

Alameda Belt Line
Atchison, Topeka and Santa Fe Railway
Company, The
Los Angeles Junction Railway Company
Modesto and Empire Traction Company
Northwestern Pacific Railroad Company
Sacramento Northern Railway Company
San Diego & Arizona Eastern Railway Company
Santa Maria Valley Railroad Company
Southern Pacific Company
Sunset Railway Company
Tidewater Southern Railway Company
Trona Railway Company
Union Pacific Railroad Company
Western Pacific Railroad Company, The

² The charges proposed to be increased herein are published in Items 190 and 195 series of Supplement No. 5 to Pacific Southcoast Freight Bureau, Agent, Freight Tariff 301 and are specifically flagged with a circle three (3) reference mark.

Applicant asserts that the weighing and reweighing charges on California intrastate traffic have not been increased since November 30, 1963, for cars weighed or reweighed on private scales,³ and since February 21, 1961, for such weighing services on railway scales.⁴ Applicant states that the increases in the latter charges were predicated on the basis of revenues, expenses and net railway operating income for California intrastate traffic for the year 1959. Applicant declares that although the weighing and reweighing services have remained the same, the expenses of the rail carriers incident to such services are now substantially higher than they were in the year 1959.

According to the application, weighing and reweighing charges on interstate traffic have been greater than those on California intrastate traffic by reason of an increase in such charges of \$1.00 per car effective November 30, 1963, and an additional increase therein of \$1.00 per car effective July 1, 1965. Both of these interstate increases, applicant states, were made with the approval of the executive committee of the Western Railroad Traffic Association after public hearings. As a result of these interstate increases, the charges for weighing and reweighing rail cars engaged in California intrastate traffic are currently \$2.00 per car less than those applicable on interstate traffic.

Applicant alleges that the proposed increase in such charges is necessary to offset the increases in expenses incurred by the rail carriers performing these services. It further alleges that the proposed increase would provide a uniform basis of such

³ Pursuant to California Public Utilities Commission Order No. STD-2760 dated October 4, 1963.

⁴ Pursuant to Decision No. 611440 dated February 7, 1961, in Application No. 42837.

charges for all shippers of freight and would simplify the tariff publication involving such charges.

The application was listed on the Commission's Daily Calendar of November 12, 1965. No objection to the granting of the application has been received.

In the circumstances, it appears, and the Commission finds, that the proposed increase in weighing and reweighing charges is 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 weighing and reweighing charges as specifically proposed in Exhibit A attached to its Application No. 48047.

2. Tariff publications authorized to be made as a result of the order herein may be made effective not earlier than ten days after the effective date of this order on not less than ten days' notice to the Commission and to the public.

3. 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 11th day of January, 1966.

Fredrich B. Holshoff
President
John C. Hill
George F. Grover
Augusta
William C. Bennett

Commissioners