

Decision No. 75273

**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application 6250 of PACIFIC SOUTH- )  
COAST FREIGHT BUREAU under the )  
Shortened Procedure Tariff Docket )  
for authority to increase net mini- )  
mum transportation charge in )  
terminal tariffs of carriers shown )  
in Appendix "A." )

Shortened Procedure )  
Tariff Docket )  
Application No. 50693 )  
(Filed November 20, 1968)

In the Matter of the Investigation )  
into the rates, rules, regulations, )  
charges, allowances and practices )  
of all common carriers, highway )  
carriers and city carriers relating )  
to the transportation of any and )  
all commodities between and within )  
all points and places in the State )  
of California (including, but not )  
limited to, transportation for which )  
rates are provided in Minimum Rate )  
Tariff No. 2). )

Case No. 5432

And Related Matters. )

Cases Nos. 5433, 5435, 5436, )  
5438, 5439, 5440, 5441, )  
5603, 5604, 7857 and 8808 )

OPINION AND ORDER

By the above application, Pacific Southcoast Freight Bureau, on behalf of thirty-three California rail carriers listed therein, seeks authority to: (1) increase the net minimum transportation charge to \$61.80 per car;<sup>1</sup> (2) increase the switching charges, which are absorbed in whole or in part by the rail carriers, to the same level as switching charges that are not so absorbed; (3) increase the absorptions by amounts that correspond to the

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<sup>1</sup>The net transportation charge is that charge, exclusive of switching and other terminal charges, which the line haul carrier must receive for its line haul service after absorbing the whole or any part of the connecting carrier's switching charge. The current net transportation charge that applies in connection with the involved switching service is \$60.00.

sought increases in the switching charges involved; and (4) increase the rate on which the net transportation charge is computed from 11 to 12 cents per 100 pounds.

According to applicant, the rail carriers aver that the net transportation charge should be increased to \$61.80 per car to conform with the carload minimum charge that is applicable on line haul carload shipments. Applicant states that the proposed increases in the switching charges would be in the interest of tariff simplification as one switching charge would apply for the same service instead of two as at present.<sup>2</sup> Applicant alleges that increases in such switching charges would not be borne by the shippers inasmuch as corresponding increases in the amounts absorbed by the railroads are also proposed. Applicant declares that the carriers know of no specific instance where the proposed increase in the rate on which the net transportation charge is computed will result in an increase to shippers.

Applicant asserts that the proposed increases in rates and charges 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 on the Commission's Daily Calendar of November 21, 1968. No objection to the granting of the application has been received.

In the circumstances, it appears, and the Commission finds, that the increases in rates and charges as proposed in the application are justified. A public hearing is not necessary. The

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<sup>2</sup>Switching charges incidental to foreign line haul movements were the same for the particular service involved whether or not such charges were absorbed in whole or in part by the railroads but this rate relationship was changed when increases were authorized on switching charges that were not subject to absorptions.

Commission concludes that the application should be granted and that other common carriers which publish and maintain such rail rates and charges for the transportation services involved herein should be directed to amend their tariffs accordingly.

IT IS ORDERED that:

1. Pacific Southcoast Freight Bureau is hereby authorized, for and on behalf of the carriers shown in Appendix A attached to Application No. 50693, to increase the rates and charges as specifically proposed in said application.

2. Tariff publications authorized to be made by common carriers by railroad as a result of the order herein shall be filed not earlier than the effective date of this order and 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. Common carriers maintaining, under outstanding authorizations permitting the alternative use of rail rates, rates and charges below the specific minimum rate levels otherwise applicable for the transportation involved herein, are hereby authorized and directed to increase such rates and charges, on not less than ten days' notice to the Commission and to the public, to the levels of the rail rates and charges established pursuant to Ordering Paragraph 1 hereof, or to the levels of the specific minimum rates, whichever are lower. To the extent such common carriers have maintained such rates at differentials above previously existing rail rates and charges, they are authorized to increase such rates and charges by amounts authorized in paragraph 1 hereof; provided, however, that such increased rates and charges may not be lower than the rates and charges established by the rail lines pursuant to the authority granted in paragraph 1 hereof nor higher than the

otherwise applicable minimum rates. Such adjustments shall be made effective not earlier than the effectiveness of the increased rail rates and charges and not later than July 1, 1969.

4. Common carriers, in establishing and maintaining the rates and charges authorized hereinabove, are hereby authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the rates and charges published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

5. The authority granted in paragraph 1 hereof 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 4<sup>th</sup> day of February, 1969.

William J. Vukasin, Jr.  
President  
Augustan  
J. P. Moussey  
John A. ...  
Commissioners

Commissioner J. P. Vukasin, Jr., being necessarily absent, did not participate in the disposition of this proceeding.