

ORIGINAL

Decision No. 76578

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application 6472 of PACIFIC SOUTH-)	
COAST FREIGHT BUREAU under the)	Shortened Procedure
Shortened Procedure Tariff Docket)	Tariff Docket
for authority to amend Items of)	Application No. 51419
PSFB Tariff 264-J as shown below.)	(Filed October 14, 1969)

In the Matter of the Investi-)	
gation into the rates, rules,)	
regulations, charges, allowances)	
and practices of all common)	
carriers, highway carriers and)	
city carriers relating to the)	Case No. 5432
transportation of any and all)	
commodities between and within)	
all points and places in the)	
State of California (including,)	
but not limited to, transporta-)	
tion for which rates are provided)	
in Minimum Rate Tariff No. 2).)	

And Related Matters.)	Cases Nos. 5435, 5439
)	and 5441
)	

OPINION AND ORDER

By the above application, Pacific Southcoast Freight Bureau (PSFB), on behalf of various rail carriers participating in its Freight Tariff 264-J, seeks authority to increase the charges for extension of transit time from 2½ to 7 cents per 100 pounds on shipments of canned goods and from 3½ to 7 cents per 100 pounds on shipments of vegetable oils and related articles.

¹ The transit time may be extended for 12 months or fraction thereof on shipments of canned goods and 6 months or fraction thereof on shipments of vegetable oils and related articles. The transit time may be extended an additional 6 months on the latter shipments. These provisions are set forth in detail in Items 1067 and 1073 of PSFB Freight Tariff 264-J.

Applicant states that the normal transit time limit is one year for shipments accorded storage and other transit provisions and an additional charge is assessed by the rail carriers for extending the transit time beyond the initial time limit. Applicant avers that the additional charges for extending the transit time on shipments of canned goods, vegetable oils and related articles are noncompensatory. Applicant alleges that the proposed additional charges for such transit time limit extensions would be commensurate with the cost of the services involved and would establish uniformity of charges with those, which are assessed by the rail carriers for the same services in various other states.²

Applicant declares that the proposed additional charges were duly publicized under PSFB Proposal 7720 on June 28, 1969, and copies thereof were distributed to all shippers of record on its mailing lists for the commodities involved. No shippers registered any opposition to the proposal.

Applicant asserts that the proposed increases in charges would not increase the California intrastate gross revenue of any of the carriers involved by as much as one percent.

The application was listed on the Commission's Daily Calendar of October 15, 1969. No objection to the granting of the application has been received.

In the circumstances, it appears, and the Commission finds, that the increases in charges as proposed in the application are justified. A public hearing is not necessary. The Commission concludes that the application should be granted and that other common carriers, which publish and maintain such rail

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The other states are Arizona, Nevada, New Mexico, Oregon, Texas and Utah.

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 participating in its Freight Tariff 264-J, to increase the charges as specifically proposed in Shortened Procedure Tariff Docket Application No. 51419.

2. Tariff publications authorized to be made by common carriers as a result of ordering paragraph 1 hereof 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, charges below the specific minimum rate levels otherwise applicable for the transportation involved herein, are hereby authorized and directed to increase such charges, on not less than ten days' notice to the Commission and to the public, to the levels of the rail charges established pursuant to paragraph 1 hereof, or to the levels of the specific minimum rates, whichever are lower. To the extent such common carriers have maintained such charges at differentials above previously existing rail charges, they are authorized to increase such charges by amounts authorized in paragraph 1 hereof; provided, however, that such increased charges may not be lower than the 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 charges and not later than May 12, 1970.

4. Common carriers, in establishing and maintaining the 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 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 23rd day of December, 1969.

William J. Lyons, Jr.
President

Augustine

William J. Lyons

Thomas J. Lyons

James L. Lyons
Commissioners