Decision No. __78175__   ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of PACIFIC SOUTHCOAST FREIGHT BUREAU under the Shortened Procedure Tariff Docket for authority to increase certain charges in Items of PSFB Tariffs 175-H and 194-U as shown below.)))))))	Shortened Procedure Tariff Docket Application No. 52261 (Filed October 23, 1970)

OPINION AND ORDER

By this application, Pacific Southcoast Freight Bureau seeks authority, on behalf of all rail carriers participating in two of its tariffs, to (1) increase the charges for stop-off service to $35.00 per stop per car from $21.62 per stop per car on shipments of wool, $30.55 per stop per car on shipments of brandy, wine and champagne and $27.00 per stop per car on other shipments; (2) limit the number of stops per car to two to complete loading or three for partial unloading; and (3) limit the aggregate number of stops to an aggregate of three to complete loading or an aggregate of three for partial unloading from origin to final destination of shipment regardless of the number of tariffs used to cover the entire movement from origin to destination.[1]

Applicant states that the proposed stop-off charges and governing provisions are designed to improve railroad revenues in response to increased operating costs. Applicant alleges that the aforementioned charges and provisions were publicized in the May 10, 1969, issue of Traffic Bulletin, Part 3, and were the subject of a

---

[1] The present charges and provisions are set forth in detail in Item 2310-B of Supplement 40 to Pacific Southcoast Freight Bureau (PSFB) Tariff 175-H and Items 50-C, 800-C and 930-E of Supplement 28 to PSFB Tariff 194-U.

public hearing held in St. Louis, Missouri, during the week of June 9, 1969, by the chief traffic officers of the railroads and the shippers. Applicant avers that these charges and provisions have been in effect on interstate commerce since July 15, 1970.

Applicant asserts that increases resulting from the proposal herein would not increase by as much as one percent the California intrastate gross revenue derived by any of the carriers involved.

The application was listed on the Commission's Daily Calendar of October 27, 1970. No objection to the granting of the application has been received.

Commission staff analysis discloses that the sought increases are required to offset increased costs which have been experienced by the rail carriers. Uniformity in the assessment of charges for stop-off services would be accomplished under applicant's proposal. Limitations concerning the proposed number of stops per car would permit the carriers to obtain better utilization of their equipment. The staff recommends that the application be granted by ex parte order.

In the circumstances, it appears and the Commission finds, that increases resulting from publication of the charges and provisions as proposed in the application are justified. A public hearing is not necessary. The Commission concludes that the application should be granted.
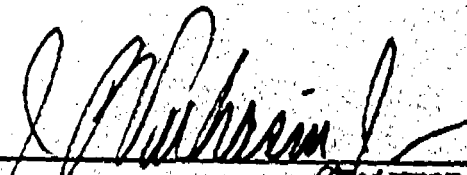
IT IS ORDERED that:

1. Pacific Southcoast Freight Bureau is hereby authorized, on behalf of all carriers participating in its Freight Tariffs 175-H and 194-U, to publish increased charges and provisions as specifically proposed in the application.
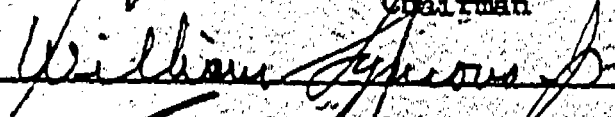
2. Tariff publications authorized to be made as a result of the order herein shall be filed not earlier than the effective date of this order and may be made effective not earlier than thirty days after the effective date of this order on not less than thirty days' notice to the Commission and to the public.
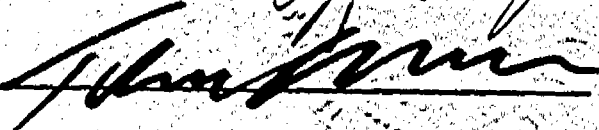
The authority granted herein shall expire unless exercised within ninety days after the effective date of this order.

This order shall become effective twenty days after the date hereof.

Dated at San Francisco, California, this _13th_ day of January, 1971.

_____
Chairman

_____

_____

_____

_____
Commissioners

Commissioner Vernon L. Sturgeon, being necessarily absent, did not participate in the disposition of this proceeding.

-3-