

Decision No. 83513**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application 7971 of PACIFIC )  
 SOUTHCOAST FREIGHT BUREAU under )  
 the Shortened Procedure Tariff )  
 Docket for authority to increase )  
 present Intrastate transit charge )  
 in various Items as outlined in )  
 Exhibit "A" hereof to PSFB Tariff )  
 264-K. )

Shortened Procedure  
 Tariff Docket  
 Application No. 55039  
 (Filed July 15, 1974)

And Related Matters )

Cases Nos. 5432, 5436 and 5437

OPINION AND ORDER

By this application, Pacific Southcoast Freight Bureau (PSFB) seeks authority on behalf of the rail carriers parties to PSFB Freight Tariff 264-K, to increase from \$34.02 to \$47.64 per car the intrastate charge in said tariff for stopping cars at points in California for the storage of various commodities.<sup>1</sup>

Applicant states the commodities in question are stored in transit in private cars on private or leased tracks and the proposed charge for this service would be the same as the minimum transit charge for general transit privileges which has been in effect on California intrastate traffic since June 20, 1973. Applicant avers that its proposal would establish the same transit charge for storage in private cars on California intrastate traffic as that which has been in effect on interstate traffic since June 7, 1972.

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<sup>1</sup>The present and proposed charges include the X-295-A increase. The charge for the commodities involved is published in Items 1295-B (Anhydrous Ammonia); 1422-B (Borax, Boric Acid, Potash, Salt Cake, Soda Ash and Sodium Phosphate); 4740-C (Motor Fuel Anti-Knock Compound); 5045-B (Cocoanut Oil); 5090-B (Oils, viz.: Corn, including Sulphurized Corn Oil, Cottonseed, Sorghum and Soybean); and 8250-B (Liquefied Petroleum Gas in tank cars).

Applicant declares that the proposal was duly publicized in the Traffic Bulletin in the issues of April 27, May 4 and June 29, 1974 and known transit shippers were contacted directly. Applicant alleges that copies of the proposal were mailed to approximately 230 interested firms and no objections to the proposed increase in the transit charge were received.

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

The application was listed on the Commission's Daily Calendar of July 18, 1974. No objection to the granting of the application has been received.

In the circumstances, the Commission finds that increases resulting from the proposal herein 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 carriers parties to Pacific Southcoast Freight Bureau Tariff 264-K, to publish the increased transit charge 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 five days after the effective date of this order on not less than five 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 five days' notice to

the Commission and to the public, to the levels of the rail 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 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 thirty days after the effectiveness of said increased rail charges.

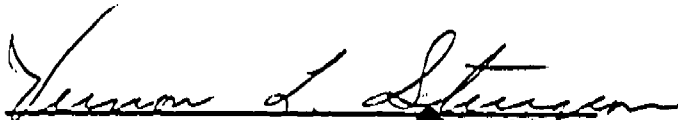
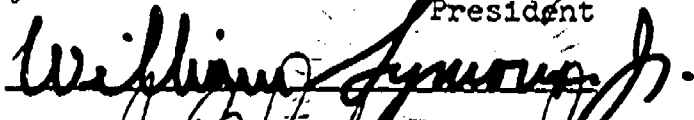

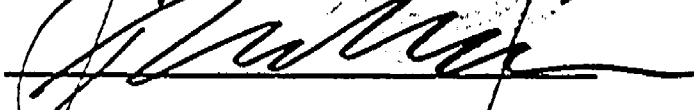

4. Common carriers, in establishing and maintaining the charges authorized hereinabove, are hereby authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authoriations; such 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 herein shall expire unless exercised within ninety days after the effective date of this order.

(SPT) A. 55039 - LTC

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

Dated at San Francisco, California, this 1<sup>st</sup> day of October, 1974.

  
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President  
  
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Commissioners