

ORIGINAL

Decision 93517 SEP 1 1981

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Investigation on the Commission's)
own motion into whether a flex-)
ible rate program should be)
established as an alternative to)
present rules and regulations)
governing applications by rail-)
road corporations for changes in)
freight rates.)

OII 41
(Filed April 10, 1979)

(For appearances see Decision 91502
in Application 58543, et al.)

Additional Appearances

Richard S. Kopf, Attorney at Law, for
Southern Pacific Transportation Company,
and Robert M. White, Attorney at Law,
for Union Pacific Railroad Company,
respondents.

Frank Spellman, for himself; Calhoun E.
Jacobson, for Traffic Managers Conference
of California; William Mitze, for Riverside
Cement Company; T. W. Anderson, for General
Portland, Inc.; John J. Wynne, for Owens-
Illinois, Inc.; Mike Mallin, for Lone Star
Industries; Philip K. Davies, for himself;
and Carvin T. Dowke, for Cannery League
of California; interested parties.

ORDER DISCONTINUING OII 41

This is an investigation for the purpose of determining
whether a flexible rate program should be established as an alternative
to, or supplemental to, present rules and regulations governing
applications by railroad corporations for changes in freight rates
and further, for the purpose of promulgating proper rules and
regulations to govern such experimental rate program, if established.


This matter was consolidated for hearing with Applications 58543, 58556, 58623, 58687, and 58689 which were filed by various California railroads and sought authority to increase intrastate rail freight rates to the level published in Tariff of Increased Rates and Charges X-357-A. Separate decisions have been issued on those applications.


Order Instituting Rulemaking (OIR) 6 was issued May 6, 1981 to consider the possible adoption of a general order setting forth new simplified procedures by which common carriers and related utilities may obtain authority for limited rate increases and reductions on an expedited basis. Since OIR 6 includes railroads along with other common carriers and related utilities, it is appropriate that a procedure for limited rate changes for railroads be considered in this broader proceeding. In the circumstances,

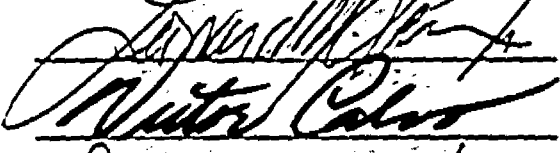
IT IS ORDERED that Order Instituting Investigation 41 is discontinued.


This order becomes effective 30 days from today.

Dated SEP 1 1981, at San Francisco, California.



President






Commissioners