

Decision No. 32656

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Establishment of  
maximum or minimum, or maximum and  
minimum rates, rules and regulations  
of all common carriers as defined  
in the Public Utilities Act of the  
State of California, as amended, and  
all highway carriers as defined in  
Chapter 223, Statutes of 1935, as  
amended, for the transportation, for  
compensation or hire, of any and all  
commodities.

ORIGINAL

Case No. 4246

BY THE COMMISSION:

OPINION AND ORDER

Item No. 710 of Highway Carriers' Tariff No. 2 (Appendix "D" of Decision No. 31606, as amended, in the above entitled proceeding) names specific commodity rates for the transportation of oil, water, and gas well outfits and supplies between Los Angeles and certain related points on the one hand and various points in the San Joaquin Valley and Coast Territories on the other hand. In addition, it provides a basis of constructing commodity rates for transportation of these commodities between all other points in California, Salinas, Fresno and south thereof. These rates are the same as those previously in effect for transportation of shipments originating in or destined to points in Los Angeles or Orange Counties pursuant to Decision No. 30106 in Case No. 4088, Part "C".<sup>1</sup>

In carrying forward these specific commodity rates the limitation contained in said Decision No. 30106 that they would apply

---

<sup>1</sup> Originally, provision was made in Highway Carriers' Tariff No. 2 that the aforementioned specific commodity rates would alternate with the class rates. Based upon representations made by numerous carriers that the class rates were unduly low for this transportation, however, the tariff was modified to provide that the class rates would not apply to transportation for which rates were provided in Item No. 710 until further order of the Commission.

only in connection with shipments originating in or destined to points within Los Angeles or Orange Counties was omitted. It has come to the Commission's attention that, as a result, the class rates have been superseded by the commodity rates in territories in which the commodity rates did not formerly apply. An order will therefore be entered amending page 1-2 of Highway Carriers' Tariff No. 2 to provide that the specific commodity rates remove the application of lower class rates only in connection with shipments originating in or destined to points in Los Angeles or Orange Counties.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that Decision No. 31606 of December 27, 1938, as amended, in the above entitled proceeding, be and it is hereby further amended by substituting in Highway Carriers' Tariff No. 2 (Appendix "D" of said decision) the revised page attached hereto and by this reference made a part hereof, which page is numbered as follows:

"Second Revised Page 1-A (Cancels First Revised Page 1-A)"

In all other respects said Decision No. 31606, as amended, shall remain in full force and effect.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 19<sup>th</sup> day of December, 1939.

Raymond  
Franklin  
W. Baker  
Justus J. Coover  
Commissioners.

EFFECTIVE DATE OF RATES

Rates, rules and regulations in this tariff shall become effective August 7, 1939, except as provided in Notes 1 and 2.

\*NOTE 1.-Class rates in Section No. 2 shall not become effective for the transportation of shipments of Oil, Water or Gas Well outfits and Supplies, and Other Articles, as described under that heading in Item No. 700, originating in or destined to points in Los Angeles or Orange Counties and for which rates are provided in Items Nos. 710 and 720, until further order of the Commission.

NOTE 2.-Rates, rules and regulations in this tariff, other than those applying to transportation of sugar (cane or beet), shall not become effective for transportation between Los Angeles Harbor (as described in Item No. 260 series), on the one hand, and points within the following described boundaries, on the other hand, until further order of the Commission:

Commencing at the intersection of Manchester Avenue (Firestone Boulevard) and Main Street, west on Manchester Avenue to Western Avenue, north on Western Avenue to Florence Avenue, west on Florence Avenue to Crenshaw Boulevard, north on Crenshaw Boulevard to Exposition Boulevard, west on Exposition Boulevard to Hauser Boulevard, northerly on Hauser Boulevard to West Adams Street, west on West Adams Street to Genesee Street, north on Genesee Street to Washington Boulevard, northeast on Washington Boulevard to Hauser Boulevard, north on Hauser Boulevard to Pico Street, west on Pico Street to Fairfax Avenue, north on Fairfax Avenue to Hollywood Boulevard, east on Hollywood Boulevard to Highland Avenue, north on Highland Avenue to Franklin Avenue, east on Franklin Avenue to Western Avenue, north on Western Avenue to Los Feliz Boulevard, northeast on Los Feliz Boulevard to Riverside Drive, southeast on Riverside Drive to Glendale Boulevard, northeast on Glendale Boulevard to Casitas Avenue, southeast on Casitas Avenue to Tyburn Street, northeasterly on Tyburn Street to San Fernando Road, southeast on San Fernando Road to Fletcher Drive, northeast on Fletcher Drive and Eagle Rock Boulevard to York Boulevard, east on York Boulevard to Figueroa Street, southwest on Figueroa Street to Avenue 60, southeast on Avenue 60 to Monterey Road, southerly on Monterey Road and Cassatt to Huntington Drive, east on Huntington Drive to Eastern Avenue, southerly on Eastern Avenue to Whittier Boulevard, east on Whittier Boulevard to Gerhart Street, south on Gerhart Street to Ferguson Drive, west on Ferguson Drive to Anaheim-Telegraph Road, southeasterly on Anaheim-Telegraph Road to Eastland Avenue, south on Eastland Avenue to Eastern Avenue, south on Eastern Avenue to Randolph Street, west on Randolph Street to Atlantic Boulevard, south on Atlantic Boulevard to Firestone Boulevard, west on Firestone Boulevard and Manchester Avenue to point of beginning.

\*Change, Decision No.

EFFECTIVE

Issued by The Railroad Commission of the State of California,  
Correction No. 100 San Francisco, California.