

ORIGINAL

Decision No. 46086

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation into)
the rates, rules, regulations, charges,)
allowances and practices of all common)
carriers, highway carriers and city)
carriers relating to the transportation)
of property.)

Case No. 4808

SUPPLEMENTAL OPINION AND ORDER

Minimum rates, rules and regulations for the transportation of sand, rock, gravel and other materials in dump truck equipment are set forth in City Carriers' Tariff No. 6 - Highway Carriers' Tariff No. 7. Zone rates are provided for movements between designated production areas and delivery zones in southern California. Mileage rates are provided for movements between points not covered by the zoning arrangements. The mileage rates are generally higher than the zone rates.

By petition filed July 25, 1951, H. W. Rohl Company, Inc., seeks extension of the zone rate system to cover movements from San Diego County Production Area "I" located near Oceanside to the Naval Ammunition Depot in the vicinity of Fallbrook. Petitioner also seeks broadening of a tariff rule now limited to Los Angeles County operations to cover movements from Production Area "I" in San Diego County. This rule, as it now stands, provides for the assessment of combinations of zone and mileage rates to points beyond the zoned delivery areas in Los Angeles County.

The verified petition shows that substantial quantities of rock and sand are now moving to the ammunition depot, as well as to Fallbrook and Camp Pendleton situated in the same vicinity; that zone rates are now in effect in the Fallbrook and Pendleton areas;

Item No.	SECTION NO. 2 - DISTANCE RATES
100	<p>DESCRIPTION OF SOUTHERN TERRITORY</p> <p>Southern Territory means the Counties of Santa Barbara, Ventura, Los Angeles, Orange, San Diego, Imperial, Riverside, San Bernardino, Inyo and Mono.</p>
110	<p>DESCRIPTION OF NORTHERN TERRITORY</p> <p>Northern Territory means all of the other counties of the State not named in Item No. 100 series.</p>
120	<p>INTERTERRITORIAL MOVEMENTS</p> <p>Where the movement originates within Southern Territory and terminates within Northern Territory, the distance rates applicable shall be those set forth in Items Nos. 130 and 140 series.</p> <p>Where the movement originates within Northern Territory and terminates within Southern Territory - hourly rates will apply as provided in Item No. 310 series, paragraph (b).</p>
*125-A Cancels 125	<p>ALTERNATIVE APPLICATION OF DISTANCE RATES WITH COMBINATION RATES BASED UPON ZONE RATES IN SECTION NO. 3</p> <p>§When the point of origin of a shipment is within one of the Los Angeles County Production Areas defined in Section No. 3 of this Tariff, and when the point of destination is outside of but the route of movement is through any of the Los Angeles County Delivery Zones defined in said Section, or when the point of origin of a shipment is within San Diego County Production Area "I" defined in Section No. 3 of this Tariff, and when the point of destination is outside of but the route of movement is through any of the San Diego County and Orange County Delivery Zones defined in said Section and served from San Diego County Production Area "I," the zone rates in Section No. 3 may be used as a basis for computing charges as follows:</p> <p>Add to the rate applicable for the transportation of a like shipment from the same point of origin to the last delivery zone passed through on the route of movement a rate of 10 cents per ton per mile for each mile or fraction thereof actually traversed from the point of departure from the last delivery zone to the point of destination.</p> <p>If the charge accruing under the distance rates in Items Nos. 130 and 140 series is lower than the charge accruing under the provisions of this rule on the same shipment between the same points, the charge accruing under said distance rates shall apply.</p>
	<p>* Change) § Reduction) Decision No. 46086</p>
<p>EFFECTIVE SEPTEMBER 4, 1951</p> <p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 297</p>	

Zone No.	SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES (Continued)
	<p style="text-align: center;">APPLICATION OF TARIFF-TERRITORIAL (Continued) SAN DIEGO COUNTY AREA-DELIVERY ZONES (Concluded)</p>
63	<p>A strip of land one-half mile wide, lying one-fourth mile on each side of the following described center line: commencing at the intersection of Paseo Delicias and El Camino del Norte, thence southwesterly along said Paseo Delicias to its intersection with Linea del Cielo, thence continuing along said Linea del Cielo to its intersection with La Glorietto Rd. (in the area of Rancho Santa Fe).</p>
64	<p>A strip of land one-half mile wide, lying one-fourth mile on each side of the following described center line: commencing at the intersection of Linea del Cielo and La Glorietto Rd., thence southwesterly along said Linea del Cielo to its intersection with El Puente Rd.</p>
65	<p>A strip of land one-half mile wide, lying one-fourth mile on each side of the following described center line: commencing at the intersection of El Puente Rd. and Linea del Cielo, thence westerly along said Linea del Cielo Rd. and Plaza St. (Solano Beach) to its intersection with a line one-fourth mile westerly of and parallel to U. S. Highway 101.</p>
66	<p>A strip of land one-half mile wide, lying one-fourth mile on each side of the following described center line: commencing at the intersection of the southerly boundary of the city of Escondido and U. S. Highway 395, thence southerly 2.7 miles along said U. S. Highway to its intersection with an unnamed road formerly U. S. Highway 395.</p>
67	<p>A strip of land one-fourth mile wide, lying one-eighth mile on each side of the following described center line: beginning at the intersection of Duffy School Rd. and U. S. Highway 395, thence southerly along U. S. Highway 395 to its intersection with Oceanside Rd.</p>
68	<p>A strip of land one-fourth mile wide, lying one-eighth mile on each side of the following described center line: commencing at the intersection of Oceanside Rd. and U. S. Highway 395, thence southeasterly along said Highway 395 to its intersection with Bonsall Rd.</p>
69	<p>A strip of land one-fourth mile wide, lying one-eighth mile on each side of the following described center line: commencing at the intersection of Bonsall Rd. and U. S. Highway 395, thence southerly along U. S. Highway 395 to its intersection with Moosa Canyon Rd.</p>
70	<p>A strip of land one-fourth mile wide, lying one-eighth mile on each side of the following described center line: commencing at the intersection of Moosa Canyon Rd. and U. S. Highway 395, thence southerly along said U. S. Highway 395 to its intersection with San Marcos Rd.</p>

71 A strip of land one-fourth mile wide, lying one-eighth mile on each side of the following described center line: commencing at the intersection of San Marcos Rd. and U. S. Highway 395, thence southerly along said U. S. Highway 395 to its intersection with North Broadway (Escondido).

72 A strip of land one-fourth mile wide, lying one-eighth mile on each side of the following described center line: commencing at the intersection of U. S. Highway 395 and North Broadway, thence southerly along said U. S. Highway to its intersection with the northerly city boundary line of Escondido.

73 The area entirely within the boundary of Rancho Buena Vista.

74 A strip of land one-half mile wide, lying one-fourth mile on each side of the following described center line: commencing at the intersection of Vista Highway and the westerly boundary of Rancho Buena Vista, thence westerly along said Vista Highway to its intersection with Sunset Dr.

75 A strip of land one-half mile wide, lying one-fourth mile on each side of Vista Highway, commencing at the intersection of Vista Highway and Sunset Drive, thence westerly along Vista Highway to its intersection with Jefferson St. (Carlsbad).

#76 A strip of land one-half mile wide, lying one-fourth mile on each side of the following described center line: beginning at the main gate of the Naval Ammunition Depot, thence southwesterly along the main road (known as Noble Avenue) of the Naval Ammunition Depot, to the intersection of said Noble Avenue with the south end of the ammunition area road.

#77 A strip of land one-half mile wide, lying one-fourth mile on each side of the following described center line: beginning at the intersection of Noble Avenue and the south end of the ammunition area road in the Naval Ammunition Depot, thence southwesterly to the south gate of the Naval Ammunition Depot.

#Addition, Decision No. 46086 EFFECTIVE SEPTEMBER 4, 1951

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 298

SECTION NO. 3 - RATES FROM PRODUCTION AREAS TO DELIVERY ZONES
IN CENTS PER TON (Continued)

Item No.	MATERIAL, viz.:							
	TO		FROM		TO		FROM	
	(1) San Diego County Delivery Zones	(2) Orange County Production Areas	(1) San Diego County Production Area	(1) San Diego County Delivery Zones	(2) Orange County Production Areas	(1) San Diego County Production Area		
	A	B	I		A	B	I	
29	114	64	61	53	169	118	40	
30	124	72	53	54	192	141	61	
31	132	82	44	55	193	142	62	
32	139	38	37	56	194	145	64	
33	147	97	27	57	203	152	72	
34	189	138	63	58	210	160	80	
35	188	139	61	59	219	169	90	
36	175	126	48	60	226	175	95	
37	161	111	34	61	236	185	106	
38	158	107	25	62	232	182	103	
39	167	116	36	63	221	170	90	
40	174	125	44	64	212	161	82	
41	182	132	53	65	203	152	72	
42	190	140	60	66	227	177	97	
43	200	149	67	67	216	167	86	
44	215	155	75	68	216	166	85	
45	232	182	102	69	228	177	97	
46	221	171	89	70	238	189	109	
47	207	156	76	71	229	179	98	
48	198	149	68	72	221	170	90	
49	205	155	74	73	185	134	56	
50	193	142	63	74	176	127	46	
51	185	134	56	75	172	123	42	
52	176	127	46	76			37	
				77			37	

245
Cancels
245

MATERIAL as described in Item No. 245 series.

(1) FROM San Diego County Production Area indicated
(2) TO Orange County Delivery Zones shown below

Zone	I	Zone	I	Zone	I
19C	98	20B	120	22	82
19D	91	20C	127	23A	78
20A	111	21	104	23B	69

(1) For descriptions of San Diego County Production Area and Delivery Zones see Pages 33-B to 33-L, inclusive.
(2) For descriptions of Orange County Production Areas and Delivery Zones see Pages 28 to 33-A, inclusive.
* Change } Decision No. 46086
o Reduction }

EFFECTIVE SEPTEMBER 4, 1951

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Correction No. 299

and that the establishment of zone rates for the ammunition depot area is necessary to provide an appropriate rate structure.

The verified petition also shows that areas adjacent to the delivery zones served from Production Area "I" are being extensively developed; that these areas are hilly and do not readily lend themselves to adequate zone description; that these characteristics are similar to the Los Angeles area characteristics which led to the establishment of combination rates in that county; and that combination rates are equally necessary here under the circumstances.

Interested parties have been notified of the filing of the petition. No one has opposed its being granted.

Petitioner has established that the sought extension of the zone rate system and the proposed authorization of combination rates are necessary and justified in order to provide reasonable and suitable rates for the transportation in question. The petition will be granted.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that City Carriers' Tariff No. 6 - Highway Carriers' Tariff No. 7 (Appendix "A" of Decision No. 32566 as amended) be and it is hereby further amended by incorporating therein the pages attached hereto and by this reference made a part hereof, which pages are numbered as follows:

Second Revised Page 7 cancels First Revised Page 7
First Revised Page 33-K cancels Original Page 33-K
First Revised Page 37-A cancels Original Page 37-A

The effective date of this order shall be September 4, 1951.

Dated at San Francisco, California, this 14th day of August, 1951.

R. J. [Signature]
Justice J. G. [Signature]
Harold P. [Signature]
Samuel H. [Signature]
Commissioners