

ORIGINAL

Decision No. 46486

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)	Case No. 4808
carriers and city carriers relating)	
to the transportation of property.)	

SUPPLEMENTAL OPINION AND ORDER

Decision No. 45121 of December 12, 1950, in this proceeding, established revised minimum rates for the transportation of bulk petroleum and petroleum products, to become effective January 15, 1951. The effectiveness of these rate adjustments was stayed by the timely filing of a petition for rehearing. The petition was granted. Rehearing was held on October 18, 1951, and adjourned to December 6, 1951. At the request of petitioner, however, the matter has been temporarily removed from the hearing calendar. Meanwhile, Decisions Nos. 46022 and 46026 of July 31, 1951, adjusted the mileages used in determining minimum rates, to become effective January 1, 1952.

By petition filed November 19, 1951, the Tank Truck Operators Association and the Tank Truck Operators Tariff Bureau ask that the application of the adjusted mileages to bulk petroleum and petroleum products minimum rates be postponed until ninety days after the effective date of the decision resulting from rehearing on Decision No. 45121.

Petitioners represent that the tariff bureau compiles and files tariffs for more than 100 highway common carriers of bulk petroleum and petroleum products; that adjustment of their tariff

rates to conform with the new mileages will require the complete reissuance and republication of these tariffs involving some 800 tariff pages; that it may be assumed that the decision on rehearing will require further amendment of the same tariffs; and that the requested postponement of the effective date of the revised mileages would enable the tariff bureau to avoid further recompilation and republication of the tariffs in question with the attending additional expense to the carriers.

Interested parties have been advised of the filing of the petition. No objection has been offered to its being granted.

In the circumstances, it appears that postponement of the effectiveness of the new mileage provisions is justified, insofar as their application to bulk petroleum and petroleum products rates is concerned. Determination of the date on which the provisions should become effective will be made in connection with disposition of the matters involved in the rehearing.

The new mileages are set forth in Distance Table No. 4 which will cancel Distance Table No. 3. They apply in connection with minimum rate determinations for other transportation. So that the distribution of the tariff and distance table revisions will be limited to those parties interested in each of these publications, a separate order covering the distance table will be issued.

A public hearing is not necessary.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that City Carriers' Tariff No. 5 - Highway Carriers' Tariff No. 6 (Appendix "C" to Decision No. 32608 as amended) be and it is hereby further amended by incorporating

Sixth Revised Page 6

 Cancels

Fifth Revised Page 6

Fourth Revised Page ... 6

 and

Third Revised Page 6

CITY CARRIERS' TARIFF NO. 5

HIGHWAY CARRIERS' TARIFF NO. 6

Item No.	SECTION NO. 1 RULES AND REGULATIONS
10-F Cancels 10-E 10-D and 10-C	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS</p> <p> (a) CARRIER means a petroleum contract carrier, or city carrier, as defined in the Highway Carriers' Act and in the City Carriers' Act.</p> <p>(b) CARRIER'S EQUIPMENT means any tank motor truck, tank trailer or tank semi-trailer, or any combination of such highway vehicles operated by the carrier.</p> <p>(c) COMMON CARRIER RATE means any intrastate rate or rates of any common carrier, or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment; also any interstate rate of any common carrier railroad or railroads applying between points in California via an interstate or foreign route, lawfully in effect at time of shipment.</p> <p>* (cc) DISTANCE TABLE means Distance Table No. 3, amendments thereto or reissues thereof.</p> <p>(d) ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p>(e) POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent.</p> <p>(f) POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation.</p> <p>(g) RAILHEAD means a point at which facilities are maintained for the loading of property into or upon, or the unloading of property from, rail cars or vessels. It also includes truck loading facilities of plants or industries located at such rail or vessel loading or unloading point.</p> <p>(h) RATE includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>(i) SAME TRANSPORTATION means transportation of the same kind and quantity of property and subject to the same limitations, conditions and privileges, although not necessarily in an identical type of equipment.</p> <p>(j) SHIPMENT means a quantity of freight tendered by one shipper on one shipping document at one point or origin at one time for one consignee at one point of destination. (See Items Nos. 87 and 90 series for exceptions.)</p> <p>(k) TEAM TRACK means a point at which property may be loaded into, or upon, or unloaded from rail cars by the public generally. It also includes wharves, docks and landings at which the public generally may receive and tender shipments of property from and to common carriers by vessel.</p> <p>(l) SPLIT DELIVERY SHIPMENT means a shipment consisting of two or more component parts delivered to (a) one consignee at more than one point of destination, or (b) more than one consignee at one or more points of destination, said shipment being shipped by one consignor at one point of origin and charges thereon being paid by the consignor when there is more than one consignee.</p>

APPLICATION OF TARIFF - GENERAL

20-D
Cancels
20-C

Rates provided in this tariff apply for the transportation of shipments of petroleum and petroleum products as described in Item No. 30 series, in bulk in tank trucks, tank trailers or tank semi-trailers, or a combination of such highway vehicles, between points in the State of California by petroleum contract carriers as defined in the Highway Carriers' Act, and by carriers as defined in the City Carriers' Act. Rates include connecting and disconnecting piping and other services incidental to loading and unloading except those services for which rates or charges are provided in individual items.

For rates for the transportation of petroleum and petroleum products, other than as provided in this tariff, see Highway Carriers' Tariff No. 2, supplements thereto and reissues thereof.

* Change, Decision No. 46486

EFFECTIVE JANUARY 1, 1952

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.

Correction No. 87

Sixth Revised Page ... 9
 Cancels
 Fifth Revised Page ... 9
 Fourth Revised Page .. 9
 and
 Third Revised Page ... 9

CITY CARRIERS' TARIFF NO. 5
 HIGHWAY CARRIERS' TARIFF NO. 6

Item No.	SECTION NO. 1. RULES AND REGULATIONS (Continued)
50	<p style="text-align: center;">APPLICATION OF TARIFF-TERRITORIAL GROUPS (Concluded)</p> <p>Group 6 as described in Item No. 40 series does not include points situated within that portion of the City of Los Angeles lying north of the following boundary line: Starting at the Pacific Ocean and the projected line of Sunset Boulevard, easterly along said projected line and Sunset Boulevard to the western city limits of Beverly Hills, northerly, easterly and southerly along the city limits of Beverly Hills to Doheny Road, easterly along Doheny Road to Sunset Boulevard, easterly along Sunset Boulevard to Fairfax Avenue, northerly along Fairfax Avenue to Hollywood Boulevard, easterly along Hollywood Boulevard to Sierra Bonita Avenue, northerly along Sierra Bonita Avenue to Franklin Avenue, easterly along Franklin Avenue to Vermont Avenue, south on Vermont Avenue to Sunset Boulevard, southeasterly on Sunset Boulevard to Fountain Avenue, easterly along Fountain Avenue to Hyperion Avenue, northeasterly along Hyperion Avenue to Glendale Boulevard, southerly along Glendale Boulevard to Riverside Drive, southeasterly along Riverside Drive to Fletcher Drive, northeasterly along Fletcher Drive to Casitas Avenue, northerly along Casitas Avenue to Tyburn Avenue, easterly along Tyburn Avenue to San Fernando Road, northerly along San Fernando Road to Rosslyn Street, southeasterly on the northeasterly line of the Union Pacific right of way to Marguerite Street, northeasterly on Marguerite Street to West Avenue 32, southeasterly on West Avenue 32 to Edwards Avenue, southwesterly on Edwards Avenue to the Union Pacific right of way, southeasterly on the northeasterly line of the Union Pacific right of way to Macon Street, easterly along Macon Street to Isabel Street, southeasterly along Isabel Street to Amabel Street, southeasterly along Amabel Street to North Figueroa Street, northeasterly along North Figueroa Street to Pasadena Avenue, southerly along Pasadena Avenue to Avenue 35, easterly along Avenue 35 to Griffin Avenue, southerly along Griffin Avenue to North Broadway, easterly along North Broadway to Mission Road, southwesterly along Mission Road to Valley Boulevard, easterly along Valley Boulevard to Marianna Avenue, southerly along Marianna Avenue to city limits.</p>
*60-C Cancels 60-B 60-A and 60	<p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>Distances to be used in connection with distance rates named herein shall be the shortest resulting mileage via any public highway route, computed in accordance with the method provided in the Distance Table, subject to the following exception:</p> <p style="text-align: center;">EXCEPTION NO. 1-Distances between points situated within that portion of the City of Los Angeles lying north of the boundary line described in Item No. 50 series shall be the constructive distance from point of origin to point of destination.</p>

COMPUTATION OF CHARGES-ESTIMATED WEIGHTS

70-C
Cancels
70-B

(a) The weight of commodities described under heading "Refined Petroleum Products" in Item No. 30 series shall be computed upon the basis of 6.6 pounds per gallon.
(b) The weight of commodities described under heading "Black Oils" in Item No. 30 series shall be computed upon the basis of 7.75 pounds per gallon.
(c) The weight of Liquefied Petroleum gas shall be computed upon the basis of 4.4 pounds per gallon.
(d) The weight of asphalt and road oil shall be the actual weight.

MINIMUM CHARGE

80-B
Cancels
80-A

The minimum charge for a shipment in a tank truck, tank trailer, tank semi-trailer, or in any combination of such vehicles, shall be computed upon the full legal carrying capacity of the tank or tanks containing the shipment, subject to Notes 1 and 2.
NOTE 1.-In no event shall the transportation charges on shipments of commodities other than asphalt and road oil be less than those applicable upon shipments of 3,000 gallons.
NOTE 2.- In no event shall the transportation charges on shipments of asphalt and road oil be less than those applicable upon shipments of 23,250 pounds.

* Change, Decision No. 46486

EFFECTIVE JANUARY 1, 1952

Issued by the Public Utilities Commission of the State of California.
San Francisco, California.

Correction No. 88

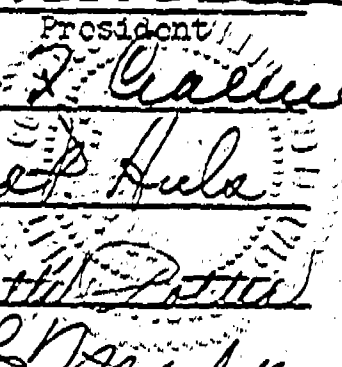
therein, to become effective January 1, 1952, the following revised pages, attached hereto and by this reference made a part hereof:

Sixth Revised Page 6 cancels Fifth Revised Page 6,
Fourth Revised Page 6 and Third Revised Page 6.
Sixth Revised Page 9 cancels Fifth Revised Page 9,
Fourth Revised Page 9 and Third Revised Page 9.

In all other respects the aforesaid Decision No. 32608, as amended, shall remain in full force and effect.

The effective date of this order shall be twenty (20) days after the date hereof.

Dated at San Francisco, California, this 4th day of December, 1951.


[Signature]
President
Justus L. Calver
Harold P. Hula
Therese L. Patten
John L. Mitchell
Commissioners