

ORIGINAL

Decision No. 4830S

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)	Case No. 4808
all common carriers, highway carriers)	
and city carriers relating to the)	
transportation of property.)	

SUPPLEMENTAL OPINION AND ORDER

The revised minimum rates established for the transportation of general commodities by Decision No. 48189 of January 19, 1953, in this proceeding, are to become effective March 1. By petition filed February 13, a group of highway carriers specializing in the transportation of oil, water and gas well outfits and supplies requests further revision of the hourly rates for this transportation or in the alternative suspension of the Decision 48189 adjustment of these rates pending further hearing and reconsideration.¹

The rates in question have limited application. They are restricted to distances of 35 miles or less. They are also restricted to transportation where the point of origin is at a well site or within an oil field and the point of destination is also at a well site or within the same or another oil field.²

¹ Petitioners are John Lacey, doing business as Lacey Trucking Company, Daigh & Stewart, Rush Swoape, Oilfields Trucking Company, Chesley Transportation Company, Harold Coe and Mary F. Moss, doing business as Ingalls Trucking Company, D. A. Brown Trucking Company and Craill Transportation Company.

² The rates are also applicable to the accessorial service of stringing pipe.

The basic minimum rates vary with the carrying capacity of the equipment. They are applicable either to trucks or to tractors and semitrailers. Additional charges are provided for trailers.

Petitioners represent that only a few carriers are engaged in providing the service involved. They also represent that collectively they conduct the major portion of this hauling. Five of the eight petitioners are highway common carriers. Their rates are published in Southwestern Motor Tariff Bureau Tariff No. 6, Cal. P.U.C. No. 14 of J. L. Beeler, Agent. This tariff differs from the minimum rate tariff in that (1) its basic rates apply to trucks or tractors and (2) its additional charges apply to both trailers and semitrailers. Petitioners allege that the higher tractor and semitrailer basis in the Beeler tariff has been observed not only by the five highway common carrier petitioners which are governed by its provisions but also by highway permit carriers generally. They assert that the Beeler tariff rates rather than the minimum rates are the prevailing rates.

Petitioners point out that under the minimum rate basis a lower charge is applicable for a tractor and semitrailer unit than for a truck and trailer combination of equal carrying capacity. Under the Beeler tariff the rate is the same for either of these equipment combinations. Petitioners propose that, instead of the Decision 48189 basis, rates be stated for "trucks, tractors, trailers, semitrailers or any combination thereof moving as a single unit." For carrying capacities of 10 tons or less, no change is proposed in the rates. However, for over 10-ton capacities petitioners seek a rate of \$9.80. The Decision 48189 state-wide basis for equipment of this size is \$8.60 for tractors

and semitrailers and \$10.35 for trucks and trailers. The Beeler tariff rates are \$10.14 in the San Francisco Bay Counties area and \$9.76 in the remainder of the State for either of these equipment combinations.³

Interested parties have been notified of the filing of this petition. Truck Owners Association of California and Motor Truck Association of Southern California have advised the Commission that they concur in petitioners' proposals. No one has objected to the establishment of the sought adjustments.

In the circumstances the proposed further revisions of the hourly rates in question are justified and will be adopted. Inasmuch as the changes established by Decision 48189 are scheduled to become effective March 1, the order herein will be made effective immediately and common carriers will be authorized to make tariff revisions on one day's notice.

The printed copies of Decision 48189 reproduce incorrectly First Revised Page 51-EE. They identify it as Fifth Revised Page 51-EE instead of First Revised Page 51-EE. The necessary correction will be made.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that Highway Carriers' Tariff No. 2 (Appendix "D" to Decision No. 31606 as amended) be and it is hereby further amended by incorporating therein, to become effective March 1, 1953, First Revised Page 51-EE cancels Original Page 51-EE, and Eighth Revised Page 57 cancels Seventh Revised

3

The San Francisco Bay Counties area consists of the City and County of San Francisco and the Counties of San Mateo, Santa Cruz, Santa Clara, San Benito, Monterey, Alameda, Contra Costa, Marin, Sonoma, Solano and Napa.

Page 57 and Sixth Revised Page 57, attached hereto and by this reference made a part hereof.

IT IS HEREBY FURTHER ORDERED that tariff publications of common carrier respondents filed pursuant to this order may be made effective on not less than one day's notice to the Commission and to the public.

This order shall become effective on the date hereof.

Dated at San Francisco, California, this 24th day of February, 1953.

R. T. [Signature]
President
Justus J. [Signature]
Harold P. [Signature]
Kenneth P. [Signature]
John L. [Signature]
Commissioners

Cancels

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds									
GRAIN, GRAIN PRODUCTS AND RELATED ARTICLES, as described in Items Nos. 652 to 653 series, inclusive.												
Column A rates apply to field pickup shipments as described in paragraph (d) of Item No. 653 ¹ / ₂ series.												
Column B rates do not apply to field pickup shipments for which rates are provided in Columns A of this item.												
See Item No. 653 ¹ / ₂ series for Application of Rates in this item.												
MILES (See Note 1)		* (3) RATES										
		MINIMUM WEIGHT IN POUNDS										
But not Over		10,000		20,000		30,000						
Over		COLUMN		COLUMN		COLUMN						
		A	B	A	B	A	B	A	B	A	B	
		(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	
0	3	8 ¹ / ₂	10	7 ¹ / ₂	7 ¹ / ₂	6 ¹ / ₂	6 ¹ / ₂	5 ¹ / ₂	5 ¹ / ₂	5 ¹ / ₂	4	
3	5	11	12	8	8	8	8 ¹ / ₂	5 ¹ / ₂	6	7	5	
5	10	12	13	8 ¹ / ₂	8 ¹ / ₂	9 ¹ / ₂	10	6	6	7 ¹ / ₂	5	
10	15	14	14	10	11	10	11	6 ¹ / ₂	6 ¹ / ₂	8 ¹ / ₂	5 ¹ / ₂	
15	20	15	15	11	12	10	11	6 ¹ / ₂	6 ¹ / ₂	8 ¹ / ₂	5 ¹ / ₂	
20	25	16	16	13	13	11	12	7 ¹ / ₂	7 ¹ / ₂	10	6	
25	30	17	17	14	14	11	12	8	8	10	6	
30	35	19	20	15	15	12	13	9 ¹ / ₂	10	11	7 ¹ / ₂	
35	40	21	22	16	16	12	13	10	10	11	7 ¹ / ₂	
40	45	22	23	17	17	13	14	10	11	11	7 ¹ / ₂	
*654 ¹ / ₂ Cancels 654 ¹ / ₂	45	23	24	19	19	14	14	11	11	11	7 ¹ / ₂	
	50	24	25	21	21	15	15	12	12	12	10	
	60	26	26	23	23	16	16	13	13	14	11	
	70	27	27	25	25	17	17	14	14	16	12	
	80	29	29	25	25	20	20	16	16	16	14	
	90	33	33	27	27	21	21	17	17	17	15	
	100	35	35	29	29	22	22	20	20	21	17	
	110	36	36	33	33	23	23	21	21	22	17	
	120	38	38	35	35	24	24	22	22	22	20	
	130	39	39	37	37	27	27	23	23	23	20	
	140	40	40	38	38	28	28	24	24	24	22	
	150	43	43	39	39	29	29	27	27	26	23	
	160	45	45	40	40	29	29	27	27	27	24	
	170	47	47	43	43	32	32	28	28	28	24	
	180	48	48	45	45	33	33	29	29	29	27	
	190	50	50	47	47	35	35	29	29	29	27	
	200	51	51	49	49	37	37	33	33	33	29	
	220	58	58	51	51	39	39	37	37	36	33	
	240	60	60	58	58	41	41	38	38	38	36	
	260	63	63	61	61	45	45	40	40	40	38	
	280	66	66	63	63	48	48	45	45	45	39	
	300	71	71	68	68	50	50	48	48	47	45	
	325	74	74	72	72	52	52	50	50	49	47	
	350	78	78	75	75	58	58	53	53	52	49	
	375	84	84	81	81	61	61	58	58	55	52	
	400	89	89	86	86	64	64	61	61	59	54	
	425	93	93	90	90	66	66	64	64	63	56	
	450	97	97	93	93	70	70	66	66	65	58	
	475	101	101	97	97	73	73	71	71	70	60	
	500	110	110	102	102	77	77	73	73	72	62	
	525	114	114	105	105	81	81	77	77	74	64	
	550	117	117	108	108	84	84	81	81	78	66	
	575	120	120	111	111	86	86	84	84	83	68	

600	625	124	113	89	86	85	70
625	650	128	116	95	89	88	72
650	675	133	119	97	95	90	74
675	700	137	122	99	97	95	76
(3) Exception to mileage rates		(4) 8½	(4) 8½	(4) 6½	(4) 6½	(4) 6	(4) 6

NOTE 1.—Exception 2 of Item No. 100 series will not apply in connection with rates in this item.

- (1) Rates apply to shipments not subject to Column (2) rates.
- (2) Rates apply only (a) to shipments between points of origin and destination both of which are within San Francisco Bay Counties Territory as described in paragraph 3½ of Item No. 270 series; and (b) to split pickup or split delivery shipments between points of origin and destination all of which are within said San Francisco Bay Counties Territory.
- (4) Applies only for transportation within Imperial Valley Irrigation District for distances of 10 miles or less, or for distances of more than 10 miles when movement is to a team track or to an established depot.

* Change, Decision No. 48189

** Printing error showing Fifth Revised Page 51-EE corrected by Decision No. 51-EE

EFFECTIVE MARCH 1, 1953

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

Correction No. 512

Eighth Revised Page 57
 Cancels
 Seventh Revised Page ... 57
 and
 Sixth Revised Page 57

HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)								
*720-G Cancels 720-F and 720-E	HOURLY RATES FOR OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES AND FOR SERVICE OF STRINGING PIPE									
	<p>Rates in this item apply for transportation of property necessary or incidental to the establishment, maintenance or dismantling of oil, gas or water wells, pipe lines, refineries and cracking or casing head plants, and only when the point of origin is at a well site or within an oilfield and the point of destination is also at a well site or within the same or another oilfield (See Note 1).</p>									
	<p>Rates in this item apply also for stringing pipe as provided in Item No. 175 series.</p>									
	<p>Rates in this item apply only for distances not exceeding 35 miles.</p>									
Type of Equipment		Rates in Dollars Per Hour (See Note 3)								
<p>Trucks, Tractors, Trailers, Semi-Trailers or any combination thereof moving as a single unit:</p> <table border="0" style="width: 100%;"> <tr> <td style="padding-left: 40px;">3-Ton or Less Capacity</td> <td style="text-align: right;">6.10</td> </tr> <tr> <td style="padding-left: 40px;">Over 3-Ton But Not Over 6-Ton Capacity</td> <td style="text-align: right;">6.90</td> </tr> <tr> <td style="padding-left: 40px;">Over 6-Ton But Not Over 10-Ton Capacity</td> <td style="text-align: right;">7.50</td> </tr> <tr> <td style="padding-left: 40px;">Over 10-Ton Capacity</td> <td style="text-align: right;">9.80</td> </tr> </table>			3-Ton or Less Capacity	6.10	Over 3-Ton But Not Over 6-Ton Capacity	6.90	Over 6-Ton But Not Over 10-Ton Capacity	7.50	Over 10-Ton Capacity	9.80
3-Ton or Less Capacity	6.10									
Over 3-Ton But Not Over 6-Ton Capacity	6.90									
Over 6-Ton But Not Over 10-Ton Capacity	7.50									
Over 10-Ton Capacity	9.80									
<p>NOTE 1:--When rates are provided in this item on the shipment transported, the rates on this item will apply regardless of class or commodity rates in other items in this tariff except when carrier is notified in advance of shipment that the charges accruing under rates in other items in this tariff are desired to be applied in lieu thereof. When such notification is given, the rates provided in this item shall not be applied.</p>										
<p>NOTE 2.-- (Canceled)</p>										
<p>(Continued)</p>										
<p>* Change, Decision No. 43308</p>										
<p>EFFECTIVE MARCH 1, 1953</p>										
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 543</p>										