

ORIGINALDecision No. 50273

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. 5439
within San Diego County (transport-)	Petition for Modification No. 2
tation for which rates are provided)	
in City Carriers' Tariff No. 7 -)	
Highway Carriers' Tariff No. 9).)	

O P I N I O N

Minimum rates, rules and regulations for the transportation of property over the public highways in the San Diego Area, which includes the City of National City, are prescribed in City Carriers' Tariff No. 7 - Highway Carriers' Tariff No. 9 (Decision No. 35055 as amended or supplemented). Included in the tariff are territorial descriptions of the ten zones comprising the area (Items 30 and 31).

Petitioner Lyon Van & Storage Co. alleges that prior to March 14, 1954, its public utility warehouse was situated in Zone 2; that on or about said date the warehouse was taken by the United States Government by condemnation proceedings, and that thereupon the petitioner established its public utility warehouse in the City of National City which is in Zone 8. Petitioner further alleges that the industry in the area, from a transportation standpoint, centers primarily upon Zone 1; that as a result

the flow of traffic in petitioner's experience is either within Zone 1 or of a type that the origin or destination point falls within that zone; that in the distribution of traffic between petitioner's prior location in Zone 2 and receivers and distributors of such traffic in Zone 1, Rate Basis B, Item 320 series applied; that in serving such Zone 1 customer clientele from its present warehouse facility in Zone 8 Rate Basis C, Item 320 series, applies; and that the change in the rate basis results in an increase of from one to four cents per 100 pounds depending on the weight bracket in which the shipment is required to move (Item 330 series).

Petitioner further alleges that analysis of its present National City location with reference to receivers and distributors of freight located in Zone 1 discloses that from a distance standpoint there is little difference in the length of haul presently involved from that which heretofore existed in distribution of warehouse traffic; that other transportation characteristics ordinarily controlling a pattern of rate making such as is in effect in the San Diego territory appear equally comparable, for example, its former route of ingress and egress with respect to the Zone 1 area was primarily on and along Pacific Highway (U. S. Highway 101), and its present route is along the same highway designated Harbor Drive, the ingress to Zone 1 being from the south instead of the north; and that by virtue of the fact that the heavy volume of intercity traffic normally flows to the north in the servicing of San Diego County beach cities, the Los Angeles Metropolitan Area, and points in California north

thereof, the traffic flow on and along petitioner's present main highway route embraces less congestion in serving Zone 1 than heretofore occurred in serving such zone from its prior location.

Petitioner requests that portions of Zone 3 and Zone 8 be incorporated in a new zone to be designated as Zone 2-A, that this new zone be made subject to Rate Basis B for movements from and to Zone 1 and that Zone 3 and Zone 8 be redescribed to exclude the aforesaid Zone 2-A territory.

The City of National City favors the granting of the petition. The Motor Truck Association of California has no objection to the granting of the request provided the resulting order is one of general application.

From the record herein it appears that petitioner's proposal has been justified insofar as movements between Zone 1 and the area designated as Zone 2-A are concerned. For such movements it is concluded that the sought zone should be established and that Rate Basis B should be made applicable thereto. In all other respects, however, petitioner's proposal has not been justified and it will be denied.

O R D E R

It having been found that San Diego Area Zone 2-A should be established and that Rate Basis B should be made applicable between Zone 1 and Zone 2-A,

IT IS ORDERED that City Carriers' Tariff No. 7, Highway Carriers' Tariff No. 9 (Appendix "A" to Decision No. 35055, as amended) be and it hereby is further amended by incorporating

therein to become effective August 9, 1954, the revised pages attached hereto and by this reference made a part hereof, which pages are numbered as follows:

First Revised Page 7 cancels Original Page 7

First Revised Page 17 cancels Original Page 17

It is FURTHER ORDERED that tariff publication required to be made by common carriers as a result of the amendments hereof of the aforesaid tariff shall be made effective not earlier than August 9, 1954, on not less than five days' notice to the Commission and to the public.

IT IS FURTHER ORDERED that in all other respects the application of Lyon Van & Storage Co., referred to in the preceding opinion, be and the same hereby is denied.

In all other respects said Decision No. 35055, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 13th day of July, 1954.

John E. Mitchell
President

Justice J. Calverly

Kenneth P. Lott

Gene Higgins

Commissioners

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p data-bbox="561 489 1214 553" style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL (Items Nos. 30 and 31 series)</p> <p data-bbox="363 618 1478 978">*Rates in this tariff apply for transportation of shipments between points in San Diego County located in the zones described below. Rates from and to points in Zone 2-A apply only for transportation of shipments from and to points therein and Zone 1. The zones hereinafter described embrace all points of origin and destination within their respective boundaries. Where reference is made to the intersection of public highways (streets, roads, etc.), bays, shore lines, rivers or city limits, and there is no actual intersection, the public highway shall be projected (extended) from the point where it terminates to the defined intersection.</p> <p data-bbox="768 1017 883 1043" style="text-align: center;">Zone 1</p> <p data-bbox="363 1069 1470 1236">Beginning at the intersection of San Diego Bay and Upas Street and following easterly along Upas Street to 28th Street; thence southerly along 28th Street to San Diego Bay, thence northwesterly along the San Diego Bay shore line to point of beginning.</p> <p data-bbox="768 1275 883 1300" style="text-align: center;">Zone 2</p> <p data-bbox="363 1339 1478 1687">Beginning at the intersection of San Diego Bay and Upas Street and following westerly thence southwesterly along the San Diego Bay shore line to Lowell Street; thence westerly along Lowell Street to Rosecrans Street; thence northeasterly along Rosecrans Street to San Diego Avenue; thence southeasterly along San Diego Avenue to Ampudia Street; thence northerly along Ampudia Street to the San Diego River; thence easterly along the south bank of the San Diego River to Georgia Street; thence south along Georgia Street to Upas Street; thence westerly along Upas Street to point of beginning.</p> <p data-bbox="751 1687 916 1713" style="text-align: center;">#Zone 2-A</p> <p data-bbox="363 1751 1470 2073">Beginning at the intersection of San Diego Bay and 28th Street, thence northerly along 28th Street to National Avenue; easterly along National Avenue to 38th Street; southerly along 38th Street and Acacia Street to Delta Street to 43rd Street; southerly along 43rd Street and Highland Avenue to 8th Street; westerly along 8th Street to National Avenue; southerly along National Avenue to 22nd Street, westerly along 22nd Street and its prolongation to San Diego Bay; northerly along the shoreline of San Diego Bay to point of beginning.</p>

*30-A
Cancels
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Zone 3

Beginning at the intersection of San Diego Bay and Division Street, and following easterly along Division Street to Boundary Street, thence northerly along Boundary Street to the San Diego River; thence westerly along the south bank of the San Diego River to Georgia Street; thence southerly along Georgia Street to Upas Street; thence easterly along Upas Street to 28th Street; thence southerly along 28th Street to San Diego Bay; thence southerly along the San Diego Bay shore line to point of beginning.

Zone 4

All that part of the City of San Diego adjacent to the eastern boundary of Zone 3.

(Concluded on Page 8)

* Change)
Addition) Decision No. 50273

EFFECTIVE AUGUST 9, 1954

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

Correction No. 33

Item No.	SECTION NO. 2 - CLASS AND COMMODITY RATES AND RATE BASES APPLICABLE THERETO									
	RATE BASES									
	Rate bases applicable to shipments transported from points of origin to points of destination located in zones described in Items Nos. 30 and 31 series, for which rates are provided in this section.									
	Between and	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Zone 9
	Zone 1	A	-	-	-	-	-	-	-	-
	Zone 2	B	A	-	-	-	-	-	-	-
	Zone 2-A	B	-	-	-	-	-	-	-	-
*320-A Cancels 320	Zone 3	C	C	B	-	-	-	-	-	-
	Zone 4	D	D	C	B	-	-	-	-	-
	Zone 5	E	D	E	F	B	-	-	-	-
	Zone 6	E	D	E	F	D	B	-	-	-
	Zone 7	C	D	D	E	E	F	A	-	-
	Zone 8	C	D	C	C	E	F	E	A	-
	Zone 9	E	F	E	E	F	F	F	B	A
	Zone 10	D	E	E	F	F	G	B	F	G

* Change & Reduction) Decision No. 50273

EFFECTIVE AUGUST 9, 1954

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

Correction No. 34