

Decision No. 50913

ORIGINAL

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)	Case No. 5432
to the transportation of general)	
commodities (commodities for which)	
rates are provided in Minimum Rate)	
Tariff No. 2).	

SUPPLEMENTAL OPINION AND ORDER

Minimum Rate Tariff No. 2 names minimum rates for the transportation of general commodities between all points in the State except for local transportation within the limits of incorporated cities and within certain adjacent areas where the transportation is comparable to city drayage. Such drayage exceptions have been established in areas adjacent to Sacramento, Marysville, Yuba City, Los Angeles, San Diego and East Bay communities.

It has been brought to the Commission's attention that a similar situation exists in the Fresno area. Transportation within the city is not covered by the tariff. Industry has expanded beyond the city limits. A large number of shipping and receiving points are located in the area adjacent to the city as well as within the city. It appears that the transportation characteristics of the traffic handled within this general area are the same. All of such transportation should be treated alike and be granted a similar exception from the rates named in Minimum Rate Tariff No. 2. The tariff will be amended accordingly. A public hearing is not necessary.

Therefore, good cause appearing,

IT IS HEREBY ORDERED:

(1) That Minimum Rate Tariff No. 2 (Appendix "D" to Decision No. 31606 as amended) be and it is hereby further amended by

incorporating therein, to become effective January 20, 1955, the original and revised pages attached hereto and by this reference made a part hereof, which pages are numbered as follows:

Original Page 12-A

Fifteenth Revised Page 13 Cancels Fourteenth Revised Page 13

(2) That in all other respects the aforesaid Decision No. 31606, as amended, shall remain in full force and effect.

This order shall become effective twenty days after the date hereof.

Dated at San Francisco, California, this 28 day of December, 1954.

President

Commissioners

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
(1) 20-C Cancels 20-B	<p style="text-align: center;">APPLICATION OF TARIFF - CARRIERS</p> <p>Rates provided in this tariff are minimum rates established pursuant to the Highway Carriers' Act and the Household Goods Carriers Act and apply for transportation of property by radial highway common carriers, highway contract carriers and household goods carriers as defined in said Acts.</p> <p>When property in continuous through movement is transported by two or more such carriers, the rates (including minimum charges) provided herein shall be the minimum rates for the combined transportation.</p> <p>Radial highway common carriers, highway contract carriers and household goods carriers may deviate from the minimum rates named in this tariff in connection with the transportation of property for the armed forces of the United States.</p> <p>Rates, rules and regulations named in this tariff shall not apply to transportation by independent-contractor sub-haulers when such transportation is performed for other carriers. This exception shall not be construed to exempt from the tariff provisions carriers for whom the independent contractors are performing transportation service.</p>
	<p>(1) For provisions in effect prior to the effective date hereof, see Fourteenth Revised Page 13.</p> <p>Decision No. 50913</p>
	EFFECTIVE JANUARY 20, 1955
	<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 644</p>

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>*30-M Cancels 30-L</p>	<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL</p> <p>Subject to the note below the rates in this tariff apply for transportation of shipments between all points within the State of California, except:</p> <p>(a) Shipments having point of origin in Alameda, Albany, Berkeley, Emeryville, Oakland or Piedmont, and point of destination in another of those cities;</p> <p>*(c) Shipments having both point of origin and point of destination within the San Diego Drayage Area as described in City Carriers' Tariff No. 7-Highway Carriers' Tariff No. 9;</p> <p>*(d) Shipments having both point of origin and point of destination within the Los Angeles Drayage Area, as described in Minimum Rate Tariff No. 5;</p> <p>(e) Shipments (1) between Sacramento and North Sacramento; (2) between Sacramento and West Sacramento; (3) between said cities on the one hand and the adjacent plants of the Lumbermen's Supply, Inc., Swanston & Son, Sacramento Wool Company, Sacramento Feed Company, Essex Lumber Company, Campbell Soup Company, McKesson & Robbins, Inc., and Howard Terminal Warehouse, on the other hand; (4) between said cities and plants on the one hand and the Sacramento Air Depot, the Sacramento Municipal Airport and the Sacramento Signal Depot on the other hand; and (5) between the Sacramento Air Depot, the Sacramento Municipal Airport and the Sacramento Signal Depot;</p> <p>(f) Shipments between Marysville and Yuba City and between said cities on the one hand and the adjacent plant of the Harter Packing Company on the other hand;</p> <p>(g) Shipments between the Sonora freight depot of the Sierra Railroad Company and Sonora;</p> <p>*(h) Shipments having both point of origin and point of destination within the metropolitan Fresno area embraced by the following boundaries (includes both sides of streets, boulevards, roads, avenues or highways named):</p> <p>Beginning at the intersection of Hayes Avenue and Shaw Avenue, easterly along Shaw Avenue to U. S. Highway 99, northwesterly along U. S. Highway 99 to the San Joaquin River, easterly along the San Joaquin River to Friant Road, southerly along Friant Road to Alluvial Avenue, easterly along Alluvial Avenue to Fresno Avenue, southerly along Fresno Avenue to Herndon Avenue, easterly along Herndon Avenue to Chestnut Avenue, southerly along Chestnut Avenue to Shaw Avenue, easterly along Shaw Avenue to Fowler Avenue, southerly along Fowler Avenue to Jensen Avenue, westerly along Jensen Avenue to Willow Avenue, southerly along Willow Avenue to Central Avenue, westerly along Central Avenue to U. S. Highway 99, northwesterly along U. S. Highway 99 to North Avenue, westerly along North Avenue to Marks Avenue, northerly along Marks Avenue to Jensen Avenue, westerly along Jensen Avenue to Cornelia Avenue, northerly along Cornelia Avenue to Kearney Avenue, westerly along Kearney Avenue to Hayes Avenue, northerly along Hayes Avenue to point of beginning.</p>

NOTE: The exceptions provided in this item do not apply in connection with the transportation of split pickup or split delivery shipments having one or more points of origin or destination outside of the cities or areas designated in this item.

For Item No. 20, formerly shown on this page,
see Original Page 12-A.

* Change) Decision No. **50913**
Addition)

EFFECTIVE JANUARY 20, 1955

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

Correction No. 645