

ORIGINAL

Decision No. 50914

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 in Los Angeles and Orange Counties (transportation for which rates are provided in Minimum Rate Tariff No. 5).

Case No. 5435

SUPPLEMENTAL OPINION AND ORDER

By recent decisions in Case No. 5432, the definitions of the terms "point of origin" and "point of destination" as contained in Minimum Rate Tariff No. 2 were broadened to include all points within a single industrial plant or shipping or receiving area.<sup>1</sup> The Commission's Transportation Division has recommended that corresponding changes be made in the definitions of the same terms as contained in Minimum Rate Tariff No. 5. Interested parties have been notified of the recommendation and have offered no objection.

The recommended changes are in the interest of uniformity of tariff application. They will be adopted. At the same time, for purposes of clarity, the defined area generally referred to as the "Los Angeles Drayage Area" will be specifically so designated in the tariff.

Therefore, good cause appearing,

IT IS HEREBY ORDERED:

(1) That Minimum Rate Tariff No. 5 (Appendix "A" of Decision No. 32504 as amended) be and it is hereby further amended by incorporating therein, to become effective February 1, 1955, the revised pages attached hereto and by this reference made a part hereof,

<sup>1</sup> Decision No. 49339, dated November 17, 1953, and Decision No. 50463, dated August 24, 1954.

which pages are numbered as follows:

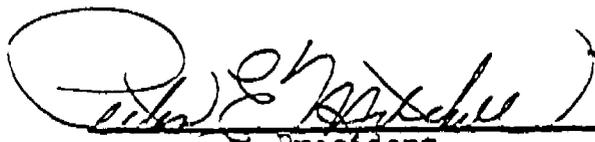
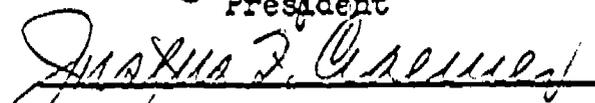
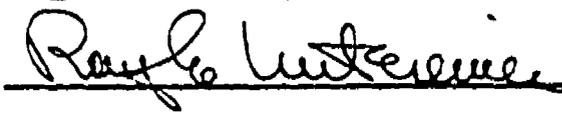
Fifth Revised Page 7 Cancels Fourth Revised Page 7  
Second Revised Page 9 Cancels First Revised Page 9

(2) That tariff publications required or authorized to be made by common carriers as a result of the order herein may be made effective on not less than five days' notice to the Commission and to the public if filed not later than sixty days after the effectiveness of the tariff changes herein involved.

(3) That in all other respects said Decision No. 32504, 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.

  
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President  
  
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Commissioners

Cancels

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION
	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Items Nos. 10 and 11)</p> <p>(a) CARRIER means a carrier, as defined in the City Carriers' Act, or a radial highway common carrier or a highway contract carrier, as defined in the Highway Carriers' Act.</p> <p>(b) CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, 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, on file with the Commission and in effect on date of shipment.</p> <p>(d) EXCEPTION SHEET means Pacific Southcoast Freight Bureau Exception Sheet No. 1-S, Cal. P.U.C. No. 193 of J. P. Haynes, Agent, and supplements thereto or reissues thereof when the provisions of said supplements or reissues have been approved by the Commission.</p> <p>(d-a) HOLIDAYS mean New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas Day.</p> <p>(d-b) INDEPENDENT-CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.</p> <p>*10-E Cancels 10-D</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. All points within a single industrial plant or receiving area of one consignee shall be considered as one point of destination. An industrial plant or receiving area of one consignee shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.</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. All points within a single industrial plant or shipping area of one consignor shall be considered as as one point of origin. An industrial plant or shipping area of one consignor shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.</p> <p>(g) RATE includes charge, and also the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>(h) 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>

(i) SHIPMENT means a quantity of freight tendered by one shipper on one shipping document at one point of origin at one time for one consignee at one point of destination. (See also paragraph (j).)

(Concluded on page 8)

\*Change, Decision No. 50914

EFFECTIVE FEBRUARY 1, 1955

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 185

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>*30-B Cancels 30-A</p>	<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL (Items Nos. 30, 31, 32 and 33)</p> <p>(a) Rates named in Items Nos. 420 and 430 of this tariff apply to transportation within the Metropolitan Los Angeles Zone consisting of Los Angeles and Orange Counties.</p> <p>*(b) Except as otherwise provided by paragraph (a) hereof, rates in this tariff apply for transportation of shipments between points in Los Angeles County located in the zones described below (Los Angeles Drayage Area). The zones hereinafter described embrace all points of origin and destination within their respective boundaries and include both sides of streets, boulevards, roads, avenues or highways named.</p> <p style="text-align: center;">Zone 1-A</p> <p>Beginning at the intersection of Washington Boulevard and Indiana Street, thence northerly on Indiana Street and its prolongation to City Terrace Drive, northerly on City Terrace Drive to Ramona Boulevard, northeasterly on Ramona Boulevard to Eastern Avenue, northerly on Eastern Avenue and Marianna Avenue to Valley Boulevard, westerly on Valley Boulevard and North Main Street to the west bank of the Los Angeles River, northerly along the west bank of the Los Angeles River to North Broadway, southwesterly on North Broadway to College Street, easterly on College Street to Alameda Street, south-erly on Alameda Street to Aliso Street, westerly on Aliso Street to San Pedro Street, southwesterly on San Pedro Street to Washington Boulevard, easterly on Washington Boulevard to Soto Street, southerly on Soto Street to 26th Street, east-erly on 26th Street to Downey Road, northerly on Downey Road to Washington Boulevard, easterly on Washington Boulevard to point of beginning.</p> <p style="text-align: center;">Zone 1-B</p> <p>Beginning at the intersection of Washington Boulevard and San Pedro Street, thence northeasterly on San Pedro Street to Aliso Street, easterly on Aliso Street to Alameda Street, northerly on Alameda Street to College Street, westerly on College Street to North Broadway, northeasterly on North Broadway to the west bank of the Los Angeles River, southerly along the west bank of the Los Angeles River to North Main Street, easterly on North Main Street to Mission Road, north-easterly on Mission Road to North Broadway, westerly on North Broadway to Griffin Avenue, northerly on Griffin Avenue to Avenue 35, westerly on Avenue 35 to Pasadena Avenue, north-erly on Pasadena Avenue to North Figueroa Street, south-westerly on North Figueroa Street to Annabel Street, north-westerly on Annabel Street and Isabel Street to Macon Street, southwesterly on Macon Street to Cypress Avenue, northwest-erly on Cypress Avenue and its prolongation to the inter-section of San Fernando Road and Eagle Rock Boulevard, north-westerly on San Fernando Road to Edward Avenue, northerly on Edward</p> <p style="text-align: center;">(Continued on page 10)</p>
	<p>*Change, Decision No. 30317</p>
EFFECTIVE FEBRUARY 1, 1955	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 186</p>	