

ORIGINAL

Decision No. 51049

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)	Case No. 5604
of motor vehicles and related items)	
(commodities for which rates are pro-)	
vided in Minimum Rate Tariff No. 12).)	

SUPPLEMENTAL OPINION AND ORDER

Minimum rates for the transportation of motor vehicles in secondary movement are named in Minimum Rate Tariff No. 12. These rates apply to carriers engaged in the statewide transportation of motor vehicles by means of truck transport equipment, and to such incidental towing services as these carriers may perform.

It has been brought to the Commission's attention that the minimum rates in this tariff may be construed to apply to for-hire carriage performed by local tow car operators, such as the transportation of disabled, wrecked or illegally parked vehicles. The rates were not designed for and are not suitable for such transportation. The tariff will be amended to exempt the specialized services performed by tow car operators.

A public hearing is not necessary.

Therefore, good cause appearing,

IT IS HEREBY ORDERED:

(1) That Minimum Rate Tariff No. 12 (Appendix "A" of Decision No. 50218, as amended) be and it is hereby further amended by incorporating therein, to become effective February 15, 1955, First

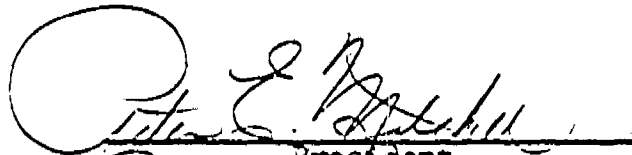
Revised Page 5 Cancels Original Page 5 and First Revised Page 6 Cancels Original Page 6, which pages are attached hereto and by this reference made a part hereof.

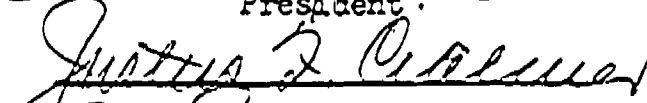
(2) That tariff publications required or authorized to be made by common carriers as a result of the order herein may be made effective on not less than five days' notice to the Commission and to the public if filed not later than sixty days after the effectiveness of the tariff changes herein involved.


(3) That in all other respects said Decision No. 50218, as amended, shall remain in full force and effect.


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

Dated at Los Angeles, California, this 25th day of January, 1955.



President.






Commissioners

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Concluded)</p> <p>SECONDARY MOVEMENT means the transportation of motor vehicles by a carrier except (1) in the initial movement from the plant at which the motor vehicles were manufactured or assembled to the point of destination designated by the operator of such plant and evidenced by a bill of lading or other shipping document showing the operator of the plant as the shipper, and (2) the return transportation of such vehicles to the plant in cases where delivery to the designated consignee has not been accomplished.</p> <p>SHIPMENT means one or more motor vehicles tendered for transportation to one carrier at one time on one shipping document by one shipper at one point of origin for one consignee at one point of destination.</p> <p>SPECIAL MOBILE EQUIPMENT means any of the following vehicles or mobile machines: any water or oil well drilling rig; crane, power shovel; air compressor; air drill; bituminous mixer; bucket loader; ditcher; leveling grader; road-finishing machine; motor grader; paving mixer; road roller; scarifier; earth moving scraper; carryall; lighting plant; welder; pump; drag line; searchlight; generator; snow plow; transit concrete mixer; lift truck; gantry truck; motorcycle; motor-driven cycle; invalid chair; pageantry float; vehicle which exerts driving force through self-laying (caterpillar) tracks; and any vehicle designed exclusively for agricultural purposes.</p> <p>SPLIT DELIVERY SHIPMENT means a shipment consisting of more than one component part tendered at one time and transported on one shipping document, 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 one debtor.</p> <p>SPLIT PICKUP SHIPMENT means a shipment consisting of more than one component part tendered at one time and transported on one shipping document from more than one point of origin, said shipment being consigned and delivered to one consignee at one point of destination and the total charges thereon being paid by one debtor.</p> <p>TEAM TRACK means a point at which property may be loaded into, or upon, or unloaded from rail cars by the public generally.</p>	<p style="text-align: center;">*15-A Cancels 15</p>

#TOW CAR means a motor vehicle which has been altered or designed and equipped for and exclusively used in the business of towing or is otherwise exclusively used to render assistance to other vehicles.

TRUCKAWAY SERVICE means the transportation of one or more motor vehicles where the weight of such vehicle or vehicles rests wholly or partly upon carrier's equipment.

*Change)
#Addition) Decision No.

EFFECTIVE FEBRUARY 15, 1955

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

Correction No. 2

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">APPLICATION OF TARIFF - CARRIERS</p> <p>(a) Rates provided in this tariff are minimum rates, established pursuant to the City Carriers' Act, and the Highway Carriers' Act. They apply for the transportation of commodities described in paragraph (a) of Item No. 50, by carriers as defined in Item No. 10.</p> <p>(b) Rates, rules and regulations provided in this tariff shall not apply to transportation by independent-contractor subhauliers 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>	20
<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL</p> <p>Rates in this tariff apply to transportation by carriers between all points within the State of California, to the extent such transportation is governed by the City Carriers' Act or the Highway Carriers' Act.</p>	30
<p style="text-align: center;">REFERENCES TO ITEMS AND OTHER TARIFFS</p> <p>Unless otherwise provided, references herein to item numbers in this or other tariffs include references to such numbers with letter suffix, and references to other tariffs include references to amendments and successive issues of such other tariffs.</p>	40
<p style="text-align: center;">APPLICATION OF TARIFF - COMMODITIES</p> <p>(a) Except as otherwise provided in paragraph (b), rates in this tariff apply to the secondary movement of commodities described below by truckaway service:</p> <ol style="list-style-type: none"> 1. Motor vehicles and motor vehicle chassis. 2. Parts, spare parts, extra parts, or accessories for a motor vehicle when accompanying the vehicle to which they belong or for which they are intended. 3. Personal effects or other commodities aggregating 300 pounds or less when tendered for transportation with a motor vehicle or motor vehicle chassis. Such personal effects or other commodities shall not be subject to rates provided in any other minimum rate tariff issued by the Commission. <p>(b) Rates in this tariff do not apply to the following:</p> <ol style="list-style-type: none"> 1. Motor vehicles weighing less than 1,000 pounds, each. 2. Motor vehicles weighing in excess of 5,000 pounds, each. 3. Motor vehicles transported for the United States, state, county or municipal governments. 4. Motor vehicles driven under their own power or towed wholly upon their own wheels. 	*50-A Cancels 50

5. Trailers, semitrailers, and dollies.
6. Special mobile equipment as described in Item No. 15.
- #7. Motor vehicles when towed by a tow car except when the tow car movement is part of a continuous through movement involving use of other transport equipment by the same carrier.

* Change)
Addition) Decision No.

EFFECTIVE FEBRUARY 15, 1955

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 3