

**ORIGINAL**

Decision No. 74382

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of Western Motor Tariff )	
Bureau, Inc. under the Shortened )	
Procedure Tariff Docket to publish )	Shortened Procedure
for and on behalf of certain of its )	Tariff Docket
participating carriers tariff pro- )	Application No. 50204
visions resulting in increases be- )	(Filed May 1, 1968)
cause of proposed publication of )	
certain provisions relative to the )	
transportation of Explosives. )	

OPINION AND ORDER

By this application, Western Motor Tariff Bureau, Inc., on behalf of certain participating carriers, seeks authority to amend two of its tariffs to provide that such carriers will assess charges on less-truckload shipments of Class A and B explosives at the applicable less-truckload rates based on a minimum weight of 5,000 pounds.<sup>1</sup>

Applicant alleges that the cost of transporting explosives in less-truckload lots varies greatly from ordinary less-truckload shipments due to the unusual service requirements necessary to insure public safety and that the carriers will incur a loss on such traffic unless their charges for such transportation are

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<sup>1</sup>All of the carriers participating in these tariffs except the nine carriers involved herein, as listed in Exhibits A and B attached to the application, now assess the proposed charges for the transportation in question. The tariff provisions are set forth in Note 5 of Item No. 460 of Western Motor Tariff Bureau, Inc., Agent, Local, Joint and Proportional Freight and Express Tariff No. 111, Cal.P.U.C. No. 15 (Tariff No. 111), and Item No. 1548 of Western Motor Tariff Bureau, Inc., Agent, Exception Sheet No. 1-A, Cal. P.U.C. No. 18 (Exception Sheet No. 1-A).

equivalent to those resulting from a 5,000-pound shipment. Applicant states that there are many service restrictions on less-truckload shipments of explosives which develop this abnormal cost and that the cumulative effect of such restrictions is to require the exclusive use of the carrier's equipment to move a single shipment of explosives from origin to destination.

Applicant asserts that restrictions in Section 1500 of the California Administrative Code prohibit the transportation of explosives in metropolitan areas where the carriers' principal terminals are located making it necessary for them to pick up and deliver such shipments in a special pickup unit and that equipment used to transport explosives must be supplied with special safety devices and placarded. Applicant declares that certain tariff provisions prevent the loading of shipments of specific Class A explosives in the same vehicle with other explosives thereby requiring the carrier to transport such shipments in separate units of equipment.<sup>2</sup>

Applicant avers that the operation of equipment containing a shipment of Class A or B explosives is costly since prescribed routes of movement which are circuitous must be used and that vehicles transporting explosives are subject to a maximum speed of 45 miles per hour thus increasing the normal transit time. Applicant states that safety rules require that a vehicle transporting explosives in less-truckload lots must be under constant surveillance during the entire movement from origin to

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<sup>2</sup>These provisions are set forth in Section 177.848 of Dangerous Articles Tariff No. 13, Cal.P.U.C. No. 8, of American Trucking Associations, Inc., Agent.

destination and that frequently it is necessary for the carrier to use two men on one piece of equipment transporting such a shipment resulting in abnormally high operating costs.

Applicant asserts that increases resulting from the proposal herein would not increase the California intrastate gross revenue of any of the carriers involved by as much as one percent.

The application was listed on the Commission's Daily Calendar of May 2, 1968. Copies of the application were mailed to Hercules, Inc., and Trojan Powder Company on May 20, 1968. No objection to the granting of the application has been received.

In the circumstances, it appears, and the Commission finds, that increases resulting from the proposal herein are justified. A public hearing is not necessary. The Commission concludes that the application should be granted.

IT IS ORDERED that:

1. Western Motor Tariff Bureau, Inc., is hereby authorized, on behalf of the participating carriers listed in Exhibits A and B of the application, to amend its Tariff No. 111 and Exception Sheet No. 1-A as specifically proposed in the application.
2. Tariff publications authorized to be made as a result of the order herein shall be filed not earlier than the effective date of this order and may be made effective not earlier than thirty days after the effective date of this order on not less than thirty days' notice to the Commission and to the public.

3. The authority herein granted shall expire unless exercised within ninety days after the effective date of this order.

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

Dated at San Francisco, California, this 9<sup>th</sup> day of July, 1968.

William Synovis, Jr.  
President

Peter E. Mitchell

William W. Burch

Augusta

Fred P. Monessey  
Commissioners