

10/22

Decision No. 92343

OCT 22 1980

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of Western Motor)	
Tariff Bureau, Inc., under the)	Shortened Procedure
Shortened Procedure Tariff Docket)	Tariff Docket
to publish for and on behalf of)	Application No. 59860
various carriers, tariff provi-)	(Filed August 6, 1980)
sions resultin in an increase in)	
total freight charges for move-)	
ment of cement to specified)	
points.)	

OPINION AND ORDER

By this application, Western Motor Tariff Bureau, Inc., Agent (WMTB), seeks authority on behalf of its carrier members participating in their Local Freight Tariff No. 17, Cal. P.U.C. No. 21 (WMTB 17) to publish an exception to the Computation of Distance Rule (Item 2030).^{1/}

The rates and charges for the transportation of cement are published in the WMTB 17 tariff. Cement is transported subject to a minimum charge for 47,500 pounds of cement at the applicable rate. Normal operations of equipment transporting cement consist of loadings in excess of this 47,500 pounds. The equipment usually consists of a tractor with flat-bed trailers for sacked cement or covered hopper type trailers for bulk cement.

WMTB alleges that carriers are unable to utilize the shortest highway route between Cajon and Crestline. The size of the units of equipment necessary to transport cement at tariff minimum weight requirements are too large to traverse this highway. The highway has been posted as not recommended for autos pulling trailers nor for trucks. The posting was required because of the grade and numerous switchbacks on this highway. (During inclement weather this highway is subject to closings because of snow, etc.)

1/ Exception: Distances via Highway 138 between Cajon and Crestline shall not under any circumstances be employed in computing mileage not involving origin or destination points located on such route.

(SPT) A. 59860 - T/FS

Presently, carriers are precluded from using this short-line route and travel via I-15 to Highway 18 thence to Crestline. Rates, however, are computed based on the shortline mileage and thus are not compensatory. Granting the proposal will allow carriers to assess rates based upon the mileage determined over the route actually travelled.

WMTB has been advised that if this proposal is granted the increase in gross annual revenues would be approximately \$7,200. In no event will the gross intrastate revenue of any carrier party to the tariff be increased by as much as one percent (1%).

The application was listed on the Commission's Daily Calendar of August 8, 1980. No objection to the granting of the application has been received.

In the circumstances, the Commission finds that the proposed change is justified. A public hearing is not necessary. The Commission concludes that the application should be granted as set forth in the ensuing order.

IT IS ORDERED that:

1. Western Motor Tariff Bureau, Inc., Agent, on behalf of the carriers' party to its Local Freight Tariff No. 17, Cal. P.U.C. No. 21, is authorized to publish the amendment as set forth in its 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 five days after the effective date of this order on not less than five days' notice to the Commission and to the public.

(SPT) A. 59860 - T/FS*

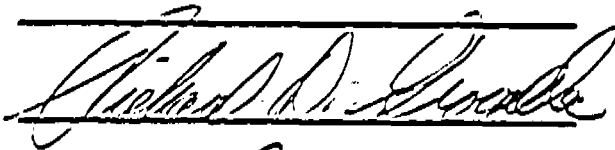
3. The authority granted herein shall expire unless exercised within ninety days after the effective date of this order.

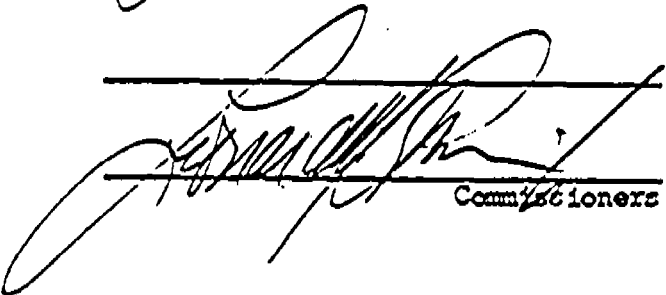
The effective date of this order shall be thirty days after the date hereof.

Dated OCT 22 1980, at San Francisco, California.



President





Commissioners

Commissioner Vernon L. Sturgeon, being necessarily absent, did not participate in the disposition of this proceeding.

Commissioner Claire T. Dedrick, being necessarily absent, did not participate in the disposition of this proceeding.