

Before the Public Utilities Commission  
of the State of California

RESOLUTION ORDERING DISPOSITION OF  
SPECIAL TARIFF DOCKET REQUESTS

Requests as identified hereinafter have been filed on the Special Tariff Docket for authority to make tariff changes for which permission of the Commission is requisite under provisions of the Public Utilities Code or orders of the Commission. Due consideration has been given to the representations contained in the verified requests, and good cause appearing, the following findings and order are made:

The Commission finds that the following requests are justified and should be granted subject to conditions specified in the orders which are attached hereto and by this reference made a part hereof:

Request and  
Order No.

Request Filed By:

STD-5962	Southern Pacific Company
STD-5967	Pacific Southcoast Freight Bureau, Agent
STD-5968	C. R. Nickerson, Agent
STD-5969	Western Motor Tariff Bureau, Inc., Agent
STD-5970	Western Motor Tariff Bureau, Inc., Agent
STD-5971	Western Motor Tariff Bureau, Inc., Agent
STD-5972	Western Motor Tariff Bureau, Inc., Agent
STD-5973	Western Motor Tariff Bureau, Inc., Agent

The Commission finds that the following requests do not contain sufficient justification for the authority sought, and therefore should be denied without prejudice:

Request and  
Order No.

Request Filed By:

None

The Commission finds that the following requests are of a nature not suitable for processing on the Special Tariff Docket, and therefore should be dismissed without prejudice:

Request and  
Order No.

Request Filed By:

None

IT IS ORDERED that the aforesaid requests are granted, denied or dismissed, as the case may be, in accordance with the findings hereinbefore set forth, and as specified in the orders which are attached hereto and by this reference made a part hereof.

Dated at Los Angeles, California, this 18th day of February, 1969.

*William Synovis Jr.*  
President

*Augusta*  
*Fred R. Monissey*  
*William J.*

Commissioners



SD 5962 8/30

# Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

E. J. LARSON  
VICE PRES. GEN. MGR. AND DIV. MGR.

January 29, 1969

File: 2-F-4855-Various

R. C. HUDSON  
GENERAL FREIGHT TRAFFIC MANAGER  
J. H. LYONS  
FREIGHT TRAFFIC MANAGER  
D. F. HEAD  
R. C. OLSON  
M. K. SPAULDING  
W. J. STRAWN  
K. R. WYMA  
ASST. FREIGHT TRAFFIC MANAGERS

A. P. CHAPMAN  
E. MAXI  
B. R. FORBES  
GENERAL FREIGHT AGENTS  
R. D. ALLEN  
J. F. PETRIN  
ASST. GENERAL FREIGHT AGENTS

Mr. William W. Dunlop, Secretary  
Public Utilities Commission of the  
State of California  
State Building - 350 McAllister Street  
San Francisco, California 94102

*R.C.D.*

FILE NO. 2-37 PM '69

Dear Mr. Dunlop:

Attached hereto are original and three copies of an informal complaint, together with supporting papers, prepared by us on behalf of The Conveyor Company; Division of American Hoist & Derrick Company, in which authority is sought to refund \$3,115.28, without interest, in connection with six (6) carload shipments of a Concrete Batching Plant which moved from Baldwin Park, California to Alameda, California on January 31 and February 1, 1967.

Yours very truly,

*J. H. Lyons*  
*DLH*

PUBLIC UTILITIES

BEFORE THE

Commission of the State of California

JAN 30 2 37 PM '69  
FILE NO. *R.P.*

I. C. Co. \_\_\_\_\_

The Conveyor Company; Division of  
American Hoist & Derrick Company  
Complainant

Complainant's No. \_\_\_\_\_

SP Co. ~~Co.~~ File No. 2-F-1855-Variou

Southern Pacific Company  
Defendant

Co. Claim No. \_\_\_\_\_

Request for authority to refund \$3,115.28  
(Without Interest)

Public Utilities  
TO THE COMMISSION OF THE STATE OF CALIFORNIA:

The Southern Pacific Company respectfully applies, under section <sup>734</sup> of the Public Utilities Act, for an order authorizing the payment to the above-named claimant, of

\* St. Paul State of Minnesota

of the sum of Three Thousand One Hundred Fifteen and 28/100-----Dollars (\$ 3,115.28 ), as special reparation in connection with the following shipment:

Commodity Concrete Batching Plant

Number of ~~carloads~~ carloads Six (6), aggregate weight 332,500 Pounds

From Baldwin Park, California to Alameda, California  
(Point of Origin) (Destination)

Consignor Complainant, consignee California Rock & Gravel Co.

Bill of Lading issued by SP Co., at Origin  
(Use Initials)

Date Various, 19 Shipment S moved as follows:

SP Co., from Baldwin Park, Cal. to Alameda, Calif., via  
(Use Initials)

Co., from \_\_\_\_\_ to \_\_\_\_\_, via \_\_\_\_\_

Co., from \_\_\_\_\_ to \_\_\_\_\_, via \_\_\_\_\_

Aggregate freight charges actually collected, \$6,116.48, date paid Various, 19

By whom paid Consignor  
(Consignor or Consignee)

\* Address Correspondence to) Mr. N.A. Kallas, GM  
American Hoist & Derrick Co.  
63 South Robert St.  
St. Paul, Minn.

Rate lawfully applicable at the time shipment moved:

From	To	Rate	C. I. Min.	Name of Tariff	C. R. C. No.	Date Effective

Rate sought ..... per Ton ..... carload ..... for ..... ft. car.  
to be applied ..... or ..... min. wt.

Tariff authority ..... C. R. C. No. ...., page ..... effective .....  
(See Exhibit No. 1)

Aggregate freight charges at claimed rate would be \$ 3,001.20

**Explanation and comments:**

(Here may follow such general comments or explanations as the case may require. In case shipment was reconsigned, state date of reconsigning order, point of reconsignment, and tariff authority for reconsignment. In case shipment was misrouted by initial carrier, state routing instructions given by consignor, if any, and the proper route in detail, with specific admission that misrouting was the result of error of carrier's agent, if such was the fact.)

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Exhibit 1, attached, is a statement of billing in the standard form, and corresponds to the checked billing of the auditing department.

It is admitted that the rate lawfully applicable at the time and over the route shipment moved was, under all circumstances and conditions then existing, excessive and unreasonable.

It is agreed that the order of the Commission authorizing refund herein may require that the published tariff rates and rules upon which adjustment is based shall be maintained (as maximum) for a period of one year from date this application is filed.

It is further agreed that the principle upon which this authorization for refund is based will be extended to all like shipments and that applications for permission to so do, in each instance, will be made to the Commission.

The undersigned, who makes this application in the name of his company, certifies that he has familiarized himself with all the facts and figures upon which this application for reparation is made and knows the same to be correct.

Southern Pacific Company  
Defendant

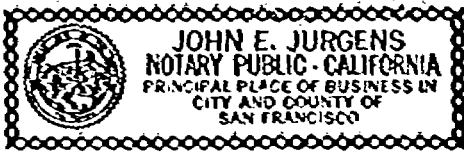
January 29, 1969

By\* *J. M. Mori*  
(Personal Signature)

San Francisco, Calif.

Its GENERAL FREIGHT AGENT

(Name and address of attorney, if any)



Subscribed to and sworn to before me this 29th

day of January, 1969

*John E. Jurgens*  
Notary Public in and for the County of San Francisco  
State of California

The undersigned companies join in the foregoing application:

Company  
Defendant

....., 19.....

By\* .....  
(Personal Signature)

....., Calif.

Its.....

Company  
Defendant

....., 19.....

By\* .....  
(Personal Signature)

....., Calif.

Its.....

Subscribed to and sworn to before me this.....

day of....., 19.....

Notary Public in and for the County of.....  
State of.....

(Name and address of attorney, if any)

\* The foregoing application must be personally signed by an executive or general officer of the traffic department and not by a subordinate.

## JUSTIFICATION

Movements involved herein are comprised of three shipments, consisting of a lead and trailer car per shipment, of a dismantled concrete batching plant which moved from Baldwin Park, California to Alameda, California on January 31 and February 1, 1967 routed via Southern Pacific Company direct.

In the spring of 1966, Complainant made a freight rate quotation to the Consignee involved herein, based in turn on quotation previously furnished Complainant by rail carrier, of 89½ cents per 100 pounds, minimum weight 24,000 pounds, subject to Rule 24 of WC No. 23, based on Class A rate in Pacific Southcoast Freight Bureau Agent, Freight Tariff No. 255-G from Baldwin Park to Alameda, California.

Subsequent to this freight rate quotation, on June 23, 1966, this Commission pursuant to request of California railroads in its Decision No 70771, authorized the cancellation of Class rates in Pacific Southcoast Freight Bureau Agent, Freight Tariff 255-G.

Therefore, as there was no through Commodity rate at time of movements, rate of 160 cents per 100 pounds, minimum weight 24,000 pounds, subject to Rule 24 of UFC No. 8 was assessed. This represents Class 45 rate as set forth in North Pacific Coast Freight Bureau-Pacific Southcoast Freight Bureau Tariff 1016.

Subsequently and just prior to date of movements in issue, at request of Complainant, rail carriers at their regular Freight Traffic Committee meeting of the Pacific Southcoast Freight Bureau, on January 13, 1967, under Proposal 4536, approved the rates sought, thereby granting Complainant relief from increased transportation charges under aforementioned Tariff 1016.

These reduced rates were subsequently published, effective March 8, 1967 in Item 1857.5, Page 106EE, Pacific Southcoast Freight Bureau Tariff 300, unfortunately, however, too late to accomodate shipments in issue.

Defendant is well aware that a voluntary reduction in rates does not in and of itself establish the unreasonableness of rates previously in effect.

Comparative rates on like and similar traffic is illustrated by statement attached hereto as Exhibit No. 2.

It will be noted that at time of movement there was a Commodity rate on similar traffic, viz: Vacuum Cooling Plant, dismantled, of 86 cents per 100 pounds, minimum weight 40,000 pounds from Salinas, California to El Centro, California, a distance of 572 miles, returning 30.1 mills per ton mile.

The sought rates of 85 cents per 100 pounds, minimum weight 40,000 pounds and 125 cents per 100 pounds, minimum weight 20,000 pounds returns 34.7 and 51.0 mills per ton mile for 490 miles.



It should also be noted that there was in effect a rate of 123 cents per 100 pounds, minimum weight 50,000 pounds at time of movement of shipments in issue, on a Concrete Batching Plant from Baldwin Park, California to Ogden, Utah for a distance of 1,152 miles.

In view of the foregoing, Complainant contends and Defendant agrees that reasonable rates for shipments in issue, for distance involved and service performed, should have been 85 and 125 cents per 100 pounds.

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## CERTIFICATION TO STATE REPARATION CLAIM

File No. 2-X-4855-Various....

Claimant's No. ....

~~Refund~~  
 Refund) \$ 3,115.28.....

I have examined the within application to the ~~Public Utilities~~ **PUBLIC UTILITIES**

Commission of the State of California for permission to  
 (Waive) The Conveyor Company, Division of  
 (make refund of \$3,115.28..... to American Hoist & Derrick Company.....

and find that the aggregate freight charges assessed \$ 6,116.48.....

aggregate weight 332,500.....pounds, commodity Concrete Patching Plant.....

and movement from Baldwin Park, California...to...Alameda, California.....

agree with the records of this office.

A review of the Accounting Department records for the six months period next preceding effective date of the reduced rate fails to disclose any like movement from and to points involved in the instant claim.

San Francisco, California,

January 28, 1969.



Auditor of Revenue Accounts

## EXHIBIT NUMBER 1

## STATEMENT OF BILLING

COMPLAINANT : ) THE CONVEYOR COMPANY - DIVISION OF AMERICAN HOIST  
 CONSIGNOR : ) AND DERRICK COMPANY.  
 CONSIGNEE : CALIFORNIA ROCK & GRAVEL COMPANY.  
 COMMODITY : CONCRETE BATCHING PLANT.  
 MOVEMENT : BALDWIN PARK, CALIFORNIA TO ALAMEDA, CALIFORNIA.  
 ROUTE : SOUTHERN PACIFIC COMPANY DIRECT.

(Rates Are In Cents Per 100 Pounds)

LINE	WAYBILL		CAR INITIALS AND NUMBER	WEIGHT (In Pounds)	LEGAL AND PAID			SOUGHT		REPARATION	
	DATES	NUMBER			RATE	MINIMUM WEIGHTS (In Pounds)	CHARGES	RATE	MINIMUM WEIGHTS (In Pounds)		CHARGES
	COLUMN 1	2			5	6	7	8	9		10
1	1/31/67	33218	SP 330178	71,400							
2			SP 564205	95,400							
				166,800	(1) 160	24,000R	\$2,668.80	(2) 85	(a)	\$1,417.80	\$1,251.00
3	1/31/67	33216	SP 330237	78,200				(2) 85	(a)	\$ 664.70	
4			SP 560072	19,700 As				(2) 125	(b)	\$ 250.00#	
				48,000							
				126,200	(1) 160	24,000R	\$2,019.20			\$ 914.70	\$1,104.50
5	2/ 1/67	33223	SP 142780	44,700 As				(2) 85	(a)	\$ 379.95	
6			SP 330147	48,000							
				23,100 As				(2) 125	(b)	\$ 288.75	
				41,280							
				89,280	(1) 160	24,000R	\$1,428.48			\$ 668.70	\$ 759.78
			<u>TOTALS:</u>	332,500			\$6,116.48			\$3,001.20	\$3,115.28

## TARIFF AUTHORITY FOR RATES USED HEREIN:

- (1) = Class 45, Item 58550, Uniform Freight Classification No. 8, Rate Basis 433, North Pacific Coast Freight Bureau, Pacific Southcoast Freight Bureau Freight Tariff 1016.  
 (2) = Item 1857.5, Page 106 EE, Pacific Southcoast Freight Bureau Tariff 300, effective March 8, 1967.

## EXPLANATION OF REFERENCE MARKS USED HEREIN:

- (a) = Minimum weight 40,000 pounds, not subject to Rule 24 and 29 of UFC nor Rule 215 of ES nor Item 200 of Pacific Southcoast Freight Bureau Tariff 300. Applies only on flat cars not exceeding 60 feet 8 inches in length (outside measurement) or 60 feet loading space.  
 (b) = Minimum weight 20,000 pounds, not subject to Rule 215 of ES nor Item 200 of Pacific Southcoast Freight Bureau Tariff 300.

## EXPLANATION OF ABBREVIATIONS USED HEREIN:

- R = Subject to Rule 34 of the UFC.  
 UFC = Uniform Freight Classification.  
 ES = Pacific Southcoast Freight Bureau Exception Sheet 1-5.  
 # = Protecting minimum weight of 20,000 pounds.

R. L. B.

JAN 28 1969

WAYBILLS CHECKED BY: J. Long DATE: 1-27-69

RATES CHECKED BY: \_\_\_\_\_ DATE: \_\_\_\_\_

## EXHIBIT NUMBER 2

(Rates Are In Cents Per 100 Pounds)

LINE	FROM:	TO:	COMMODITY	MILES	ROUTE	RATE	MINIMUM WEIGHTS	PER TON-PER MILE EARNINGS (Mills)	TARIFF AUTHORITY FOR RATES
	COLUMN 1	2	3	4	5	6	7	8	9
LEGAL									
1	Baldwin Park, Calif.	Alameda, Calif.	Concrete Batching Plant	490	R-1	160	24,000R	65.3	T-1
SOUGHT									
2	Baldwin Park, Calif.	Alameda, Calif.	Concrete Batching Plant	490	R-1	85	40,000	34.7	T-2
3	Baldwin Park, Calif.	Alameda, Calif.	Concrete Batching Plant	490	R-1	125	20,000	51.0	T-3
COMPARISON									
4	Salinas, Calif.	El Centro, Calif.	Vacuum Cooling Plant, Dismantled	572	R-1	86	40,000	30.1	T-4
5	Baldwin Park, Calif.	Ogden, Utah	Concrete Batching Plant	1,152	R-1	123	50,000	21.4	T-5

TARIFF AUTHORITY FOR RATES:

T-1 = See LEGAL on EXHIBIT NUMBER 1.

T-2 = See SOUGHT on EXHIBIT NUMBER 1.

T-3 = See SOUGHT on EXHIBIT NUMBER 1.

T-5 = Item 10750, Pacific Southcoast Freight Bureau Tariff 260.

T-4 = Item 6813-Series, Pacific Southcoast Freight Bureau Tariff 300.

AUTHORITY FOR DISTANCES USED HEREIN:

Southern Pacific Company Distance Table Number 420-D.

EXPLANATION OF ROUTES USED HEREIN:

R-1 = Southern Pacific Company.

Order No. STD—5967

Before the Public Utilities Commission of the State of California

Request filed by:

Pacific Southcoast Freight Bureau,  
Agent

Special Tariff Docket  
Request Numbered Same as  
Order Number Above.

In conformity with the findings and order made by the Commission in a resolution entered this day, the request, copy of which is attached hereto and by this reference made a part hereof, is granted; subject to the following conditions:

None.

The authority herein granted is limited strictly to its terms, and shall expire unless the tariff provisions authorized herein are published and filed in the San Francisco office of this Commission within ninety days after the date hereof. The item of tariff or supplement issued pursuant to this order shall bear reference to this order in substantially the following form:

"Authorized by Cal. P.U.C. Order No. STD—5967"

This order issued February 18, 1969, by the Public Utilities Commission of the State of California by the adoption of the resolution of which this order is a part.

*William W. Clark*  
Secretary of the  
Public Utilities Commission of the State of California

## PACIFIC SOUTHCOAST FREIGHT BUREAU

SID 5967

APPLICATION NO. 6297 SAN FRANCISCO, CAL. February 6, 1969  
 Files: P-300-A

To the Public Utilities Commission of the State of California, San Francisco, California. *R.C.D.*

Pacific Southcoast Freight Bureau, Agent, in the name and on behalf of all carriers parties to Pacific Southcoast Freight Bureau Tariff No. 300-A acting under authority of power of attorney or formal concurrence in Tariff 300-A, on file with the Commission from each of said carriers, hereby applies, under Section 491 of the Public Utilities Act, for an order granting permission to put into effect One (1) days after filing with the Commission the following rates (or rules or regulations):

ITEMS: 6675-B and 6685-B, establish routing provisions as outlined in EXHIBITS "A" and "B" hereof.

RESULTS: In reduction.

The proposed rates are intended to be published in Tariff 300-A and will supersede and take the place of rates on like traffic from and to the points above named which are set forth in Tariff 300-A on file with the Commission and which rates are as follows, to wit:

As provided in Exhibits "A" and "B".

This application is based upon the following special circumstances and conditions:

See Exhibit "C".

FILE NO. \_\_\_\_\_  
 FEB 13 21 AM '69

I hereby certify under penalty of perjury that the foregoing is true and correct.

PACIFIC SOUTHCOAST FREIGHT BUREAU, Agent

By

*W. O. Gentle*  
 W. O. GENTLE, Tariff Publishing Officer

# EXHIBIT "A"

## PACIFIC SOUTHCOAST FREIGHT BUREAU

717 MARKET STREET

SAN FRANCISCO, CALIFORNIA 94103

H. A. NELSON  
Chairman

W. O. GENTLE  
Tariff Publishing Officer

C. W. CROCKER  
Asst. to Chairman

Advice D-1164

February 5, 1969  
ETHYLENE DICHLORIDE  
Tariff: 300-A

**TO MEMBERS:** The following will be published on statutory notice in accordance with Rule 100.

**ITEM:** 6685-B, Sup. 23

**FROM:** Watson and Esst Watson

**TO:** Dupont

**ACTION:** In connection with the 27½ cent rate show an additional flag explained as follows:

"Applies also via Route 2501"

**RESULTS:** Reduction

**AUTHORITY:** Article XV, Section 1, Pars. (a) and (d) WRTA, A.A.  
Moser's letter of January 28, 1969 file L-Pro. 5945  
and J.H. Lyons' letter of February 3, 1969, file 3-MFL-3057-Variou.s.

H.A. NELSON

CWC/am/JLN  
List 11(80)

cc: 22-11-300

EXHIBIT "B"

PACIFIC SOUTHCOAST FREIGHT BUREAU

717 MARKET STREET

SAN FRANCISCO, CALIFORNIA 94103

M. A. NELSON  
Chairman

W. O. GENTLE  
Tariff Publishing Officer

C. W. CROCKER  
Asst. to Chairman

Advice D-1122

January 31, 1969  
CHEMICALS  
Tariff: 300-A

TO MEMBERS:

The following will be published on statutory notice without regard to Rule 100.

ITEM:

6675-B, Sup. 23

FROM:

4654 Watson

TO:

171a Dupont

ACTION:

Add an additional flag against the 27 cent rate explained as follows:

Also applies via Route ~~11-251~~ 250ln.

RESULTS:

Reduction

AUTHORITY:

Article XV, Section 1, Par. (d) WRIA, J.H. Lyons' letters of January 27 and 30, 1969 and A.A. Moser's letter of January 28, 1969 file L-Pro. 5997.

M.A. NELSON

CWC/am/JLN  
List 11(80)  
cc: 22-11-300

YELLOW



EXHIBIT "C"

Under PSFB Proposals 5945 and 5997, carriers approved rate of 27½ cents on Ethylene Dichloride, minimum weight Rule 35, but not less than 225,000 pounds, and 27 cents on Ethyl Chloride, minimum weight Rule 35, but not less than 245,000 pounds, both subject X-254, from Watson, California to Du Pont, California.

Changes were published effective April 15, 1968, in Items 6675-A and 6685-A, PSFB Tariff 300-A.

The only shipper of these commodities at Watson is American Chemical Company located on the SP, formerly Pacific Electric, with no track connection with AT&SF.

Du Pont, California is a local station on the Santa Fe. The only route presently applicable in connection with the approved rate is AT&SF direct, and consequently rates have no effective application.

These rates were established to provide rates for movement in 33,000 gallon jumbo tank cars. Since the effective date of these rates, shipments of Ethyl Chloride averaging two cars per day and Ethylene Dichloride averaging two cars per week have been made, and, as a result of no effective route, charges on the basis of rates in Items 6675 and 6685, which were established previously for shipment in standard tank cars, are being assessed; that is, 33 cents, minimum weight Rule 35 but not less than 145,000 lbs. on Ethyl Chloride, and 31 cents, minimum weight Rule 35 but not less than 200,000 pounds on Ethylene Dichloride.

In the event publication is made on statutory notice before action is accorded this application, please consider this application as a request to republish on one day's notice.

Order No. STD—5968

Before the Public Utilities Commission of the State of California

Request filed by:

C. R. Nickerson, Agent

Special Tariff Docket  
Request Numbered Same as  
Order Number Above.


In conformity with the findings and order made by the Commission in a resolution entered this day, the request, copy of which is attached hereto and by this reference made a part hereof, is granted, subject to the following conditions:

None.

The authority herein granted is limited strictly to its terms, and shall expire unless the tariff provisions authorized herein are published and filed in the San Francisco office of this Commission within ninety days after the date hereof. The item of tariff or supplement issued pursuant to this order shall bear reference to this order in substantially the following form:

"Authorized by Cal. P.U.C. Order No. STD—5968"

This order issued February 18, 1969, by the Public Utilities Commission of the State of California by the adoption of the resolution of which this order is a part.

  
Secretary of the  
Public Utilities Commission of the State of California

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA  
SPECIAL TARIFF DOCKET REQUEST

STO 5968

*R.P.D.*

San Francisco, Cal. February 5, 1969

Application No. 572

The request of Agent G. R. Nickerson, 9 First Street, San Francisco 5, California, in the name and on behalf of all carriers parties to Pacific Coast Tariff Bureau \_\_\_\_\_ Tariff No. 16 Cal. P.U.C. No. 1219 acting under authority of power of attorney or formal concurrence in the Tariff Cal. P.U.C. No. 1219 on file with the Commission from each of said carriers, respectfully shows:

1. An order is requested under Section (a) 460 and 491 of the Public Utilities Code to put in effect 15 days after publication at stations and filing with the Commission the following:

Proposed

Publication:

- 1-To establish new rate on iron or steel articles from Lockeford to Pittsburg, as fully outlined in Exhibit "A" hereof.
- 2-To establish new rates on Tin Plate or Ternis Plate, from Pittsburg, to various points in Southern California, as more fully outlined in Exhibit "A" hereof.

Proposed rates to apply for account of Speedy Transport, Incorporated.

RESULTS: In a reduction.

2. The proposed rates are intended to be published in Cal. P.U.C. No. 1219 and will supersede and take the place of rates on like traffic from and to the points above named which are set forth in Cal. P.U.C. No. 1219 on file with the Commission and which rates are as follows, to wit:  
Proposed rates will displace class rates.

3. This application is based upon the following facts and circumstances:

For complete justification in support of this request, please refer to Exhibit "A" attached to, and by reference thereto, made a part hereof.

Your petitioner will appreciate authority to establish proposed rates and other provisions upon five days' notice to the Commission and to the Public.

I hereby certify under penalty of perjury that the foregoing is true and correct.

Signature: G. R. Nickerson

Title: AGENT

Dated at San Francisco, California, this 5th

day of February, 19 69

-70-  
 AGENT O. R. NICKERSON'S SECTION 460 AND SECTION 491 APPLICATION NO.  
 572, DATED FEBRUARY 5, 1969  
PROPOSED PUBLICATION

**TARIFF:** Pacific Coast Tariff Bureau Tariff No. 16, Cal.P.U.O.No. 1 (Express) and 19(Freight), of Agent O. R. Nickerson.

**ITEM:** New Item in Section 5(Railhead Commodity Rate Section)

**COMMODITY:** Iron or Steel Articles, as described in and subject to the provisions of Column 1 in Item 1461.3 of the Tariff.

**FROM:** 3162 Lockeferd(SP)

**TO:** 1230 Pittsburg(SP)

**RATE:** 27 cents per 100 pounds, minimum weight 80,000 pounds.

**APPLICATION:** To apply only via Speedy Transport, Incorporated.

**RESULTS:** In a reduction.

RAIL RATE AND TARIFF AUTHORITY

Rail rate and provisions are the same as herein proposed and is named in Item 246 of Pacific Southcoast Freight Bureau, Agent, Tariff 272, ICC 1403 (Also filed with Cal.P.U.O.) using rate to Giant and Richmond as maximum.

**ITEM:** New Item in Section 5(Railhead Commodity Rate Section)

**COMMODITY:** Tin Plate or Terne Plate, as described in Item 1585 of the Tariff.

		FROM: 1230 Pittsburg			
		RAILHEAD ROUTE			MINIMUM WEIGHT
TO		NUMBER	RATE		IN POUNDS
4100 Los Angeles.....		1,2,4,5,9,10			
4120 Inglewood.....		1,2,3,4,5,6			
4140 El Segundo.....		1,2,3,4,5,6			
4143 Redondo Beach.....		1,2			
4150 Torrance.....		1,2,3,4,5,6			
4160 Los Angeles Harbor.....		1,2,3,4,5,6,11, 12,13			
4170 Wilmington(Anaheim Blvd.).....		1,2,4,5			
4193 Wingfoot.....		1,2,4,5			
4240 Long Beach.....		1,2,3,4,5,6,11, 12,13,14			
4241 East Long Beach.....		3,4,5,6			
4310 Whittier.....		3,4,5,6,9,10	64		40,000
4343 Buena Park.....		1,2,4,5	# 40		80,000
4360 Fullerton.....		1,2,3,4,5,6,9,10	# 35		120,000
4390 Corona.....		1,2,4,5,7,8			
4440 Pasadena.....		1,2,11,13			
4465 Arcadia.....		1,2			
4500 Glendora.....		1,2			
4520 San Bernardino.....		1,2,4,5			
4624 Charter Oak.....		3,4,5,6			
4626 San Dimas.....		1,2,4,5,7,8			
4690 Kaiser.....		1,2,4,5			
4720 Colton.....		1,2,4,5,7,8			
4780 Riverside.....		1,2,4,5,7,8			

#Does not apply via Railhead Routes 3,6,7 or 8.

(CONCLUDED ON PAGE 2 OF EXHIBIT "A")

-TO-

AGENT O. R. NICKERSON'S SECTION 460 AND SECTION 491 APPLICATION NO.  
572, DATED FEBRUARY 5, 1969

PROPOSED PUBLICATION-Concluded.

## § Explanation of Railhead Route Numbers:

- Route 1: ATSF direct.
- Route 2: SP, Pittsburg, ATSF.
- Route 3: ATSF, Los Angeles, SP.
- Route 4: ATSF, Pittsburg, SP.
- Route 5: SP direct.
- Route 6: SP, Pittsburg, ATSF, Los Angeles, SP.
- Route 7: ATSF, San Bernardino, SP.
- Route 8: SP, Pittsburg, ATSF, San Bernardino, SP.
- Route 9: ATSF, Barstow or San Bernardino, UP.
- Route 10: SP, Pittsburg, ATSF, Barstow or San Bernardino, UP.
- Route 11: ATSF, Los Angeles, San Bernardino or Barstow, UP.
- Route 12: SP, Los Angeles, UP.
- Route 13: SP, Pittsburg, ATSF, Barstow, San Bernardino or Los Angeles, UP.
- Route 14: ATSF, Pittsburg, SP, Los Angeles, UP.

APPLICATION: To apply only via Speedy Transport, Incorporated.

RESULTS: In a reduction.

RAIL RATE AND TARIFF AUTHORITY

Rail rates are the same as herein proposed and are named in Item 646 of Pacific Southcoast Freight Bureau, Agent, Tariff 272, ICC 1403 (also filed with Cal.P.U.C.).

JUSTIFICATION

As justification in support of this application for authority to establish reduced rates for account Speedy Transport, Incorporated, your petitioner desires to state that shippers of iron or steel products located at Lockeford destined to Pittsburg, has requested Speedy Transport, Inc., to publish proposed railhead rate to enable them to utilize their services. Present rates are class rates and are too high in comparison with lower railhead rates which are available to competing permitted highway carriers who do not have to establish such rates for their account, under the alternating provisions of Minimum Rate Tariff No. 2.

Shippers located at Pittsburg who manufacture tin plate and terns plate, have requested Speedy Transport, Inc., to establish proposed rates to points in southern California as herein requested, to enable them to use the services of Speedy. They state that under the present class rates applicable for account this carrier, they are unable to utilize their services when lower rates are in effect for account competing rail carriers and permitted motor carriers who are authorized to use these lower rail rates under the alternating provisions of Minimum Rate Tariff No. 2.

Section 460 relief is necessary as higher rates will exist at unnamed directly intermediate points located on highway that are not located on rail, for example; Gorman is a point directly intermediate between Pittsburg, on the one hand, and on the other, Los Angeles, but is not located on rail, consequently, higher rates will exist at this point, if and when proposed rates are published. In view of the above justification, your petitioner will appreciate authority to establish proposed rates and provisions upon five (5) days' notice to the Commission and to the Public.

Order No. STD—5969

Before the Public Utilities Commission of the State of California

Request filed by:

Western Motor Tariff Bureau, Inc.,  
Agent

Special Tariff Docket  
Request Numbered Same as  
Order Number Above,

In conformity with the findings and order made by the Commission in a resolution entered this day, the request, copy of which is attached hereto and by this reference made a part hereof, is granted, subject to the following conditions:

1. That schedules containing the rates authorized herein shall make reference to prior authorities granting the long and short haul departures and to this authority.
2. That the authority herein granted shall not supersede or be in lieu of any outstanding authority heretofore granted under Section 460 of the Public Utilities Code.
3. That applicants shall search out and avoid publishing or thereafter maintaining any joint through rate in excess of the combination of applicants' local rates for the transportation of a like kind of property between the same points. In the event any combination of applicants' published local rates is found to make a lower rate than the joint through rate published pursuant to the authority herein granted, applicants shall immediately adjust the higher through rate in accordance with Rule 5.7(h) of General Order No. 80-A.

The authority herein granted is limited strictly to its terms, and shall expire unless the tariff provisions authorized herein are published and filed in the San Francisco office of this Commission within ninety days after the date hereof. The item of tariff or supplement issued pursuant to this order shall bear reference to this order in substantially the following form:

“Authorized by Cal. P.U.C. Order No. STD—5969”

This order issued February 18, 1969 by the Public Utilities Commission of the State of California by the adoption of the resolution of which this order is a part.

  
Secretary of the  
Public Utilities Commission of the State of California

**Western Motor Tariff Bureau, Inc.**

W. J. KNOELL, Tariff Issuing Officer

NORTHERN CALIFORNIA  
1430 Franklin Street  
Oakland, California 94612  
Phone: (415) 893-9936

HAWAII  
P. O. Box 17, 211 Middle Street  
Honolulu, Hawaii 96810  
Phone: (808) 852-557

GENERAL OFFICES:  
P. O. Box 392 • 5042 Cecelia Street  
SOUTH GATE, CALIFORNIA 90280  
Phone (213) 773-8180

South Gate, Calif.  
February 6, 1969

APPLICATION NO. A-4766

TO THE  
PUBLIC UTILITIES COMMISSION  
STATE OF CALIFORNIA  
STATE BLDG., CIVIC CENTER  
SAN FRANCISCO, CALIFORNIA

*RAL*

FILE NO.  
FEB 10 9 23 AM '69

SPECIAL TARIFF DOCKET REQUEST

WESTERN MOTOR TARIFF BUREAU, INC., AGENT, by W. J. Knoell, Tariff Issuing Officer, for and on behalf of Aztec Transportation Co., Inc., So-Cal Motor Freight and Southern California Freight Forwarders

hereby applies for authority under Section Nos. 460 - 491 of the Public Utilities Act for an order granting permission to establish the following rates, rules and regulations to become effective on five (5) days notice:

To establish rates, rules, regulations and other provisions as set forth in Exhibit "A" attached hereto and made a part hereof. The proposed rates are intended to be published in Western Motor Tariff Bureau, Inc., Agent, Local, Joint and Proportional Freight and Express Tariff No. 111, Cal. P.U.C. No. 15

and will take the place of the rates of like traffic from and to said points, as set forth herein.

This application is based upon the following special circumstances and conditions:

For justification, see Exhibit "B" attached hereto and made a part hereof.

In view of the above special circumstances and conditions, your petitioner respectfully requests that the authority herein sought be granted.

I hereby certify under penalty of perjury that the foregoing is true and correct.

Signature *W. J. Knoell*  
W. J. Knoell, Tariff Issuing Officer

## EXHIBIT "A"

### PROPOSED PUBLICATION

It is proposed to publish in Section 12 of the subject tariff joint routes as shown below:

COLUMN A CARRIERS	INTERCHANGE POINTS	COLUMN B	
		① CARRIERS	② CARRIERS
AZTC	San Diego	③ SCFF, ④ SCFL	-

- ① Interchange for carriers listed in this column with carrier shown opposite thereto in Column A applies between all points on the lines of both carriers.
- ② Interchange for carriers listed in this column with carrier shown opposite thereto in Column A applies only on traffic moving between points described in Item No. 1893.
- ④ Will not apply to shipments originating at or destined to Borrego Springs.

## EXHIBIT "B"

### JUSTIFICATION

Explanation of carrier abbreviations used in Columns A and B of Exhibit "A":

AZTC - Aztec Transportation Co., Inc.

SCFL - So-Cal Motor Freight

SCFF - Southern California Freight Forwarders

Each of the above-named carriers is in its own right a certificated common carrier by virtue of one or more decisions rendered by the California Public Utilities Commission.

While the Public Utilities Code does not require authority for common carriers to establish joint rates, publication of joint rates proposed herein would, in some cases, result in violations of Section 460 of the Public Utilities Code as shown in the following example: A shipment originating at El Centro on the lines of So-Cal Motor Freight and destined to La Mesa on the lines of So-Cal Motor Freight would move from El Centro to San Diego over the lines of So-Cal Motor Freight to be interchanged for final delivery to La Mesa. In view of the fact that rates to be charged are generally minimum rates prescribed by the Commission, it can readily be seen where the rates from El Centro to La Mesa would be lower than the rates for the actual route of movement. Therefore, authority is sought to depart from Section 460 of the Public Utilities Code in order that no so-called long-short haul violations may exist. Any number of examples could have been cited.

Authority is sought under Section 491 of the Public Utilities Code to publish the proposed rates on less than statutory notice for the reasons set forth above and in order that carriers may be competitive with permitted carriers who may charge the proposed rates at will.



Order No. STD—5970

Before the Public Utilities Commission of the State of California

Request filed by:

Western Motor Tariff Bureau, Inc.,  
Agent

} Special Tariff Docket  
Request Numbered Same as  
Order Number Above.


In conformity with the findings and order made by the Commission in a resolution entered this day, the request, copy of which is attached hereto and by this reference made a part hereof, is granted, subject to the following conditions:

1. Publication authorized on not less than five days' notice.

The authority herein granted is limited strictly to its terms, and shall expire unless the tariff provisions authorized herein are published and filed in the San Francisco office of this Commission within ninety days after the date hereof. The item of tariff or supplement issued pursuant to this order shall bear reference to this order in substantially the following form:

"Authorized by Cal. P.U.C. Order No. STD—5970"

This order issued February 18, 1969, by the Public Utilities Commission of the State of California by the adoption of the resolution of which this order is a part.

  
Secretary of the  
Public Utilities Commission of the State of California

# Western Motor Tariff Bureau, Inc.

W. J. KNOELL, Tariff Issuing Officer

NORTHERN CALIFORNIA  
1430 Franklin Street  
Oakland, California 94612  
Phone: (415) 873-9934

GENERAL OFFICES  
P. O. Box 392 • 5042 Cecelia Street  
SOUTH GATE, CALIFORNIA 90280  
Phone (213) 773-8180

HAWAII  
P. O. Box 17, 911 M-37th Street  
Honolulu, Hawaii 96810  
Phone: (808) 852-957

South Gate, Calif.  
February 10, 1969

APPLICATION NO. A-4768

TO THE  
PUBLIC UTILITIES COMMISSION  
STATE OF CALIFORNIA  
STATE BLDG., CIVIC CENTER  
SAN FRANCISCO, CALIFORNIA

*WJK*

FILE NO. 208

### SPECIAL TARIFF DOCKET REQUEST

WESTERN MOTOR TARIFF BUREAU, INC., AGENT, by W. J. Knoell, Tariff Issuing Officer, for and on behalf of all carriers participating in Western Motor Tariff Bureau, Inc., Agent, Local Freight Tariff No. 17, Cal. P.U.C. No. 21

hereby applies for authority under Section Nos. 454 - 491 of the Public Utilities Act for an order granting permission to establish the following rates, rules and regulations to become effective on three (3) days notice:

To establish rates, rules, regulations and other provisions as set forth in Exhibit "A" attached hereto and made a part hereof. The proposed rates are intended to be published in Western Motor Tariff Bureau, Inc., Agent, Local Freight Tariff No. 17, Cal. P.U.C. No. 21

and will take the place of the rates of like traffic from and to said points, as set forth herein.

This application is based upon the following special circumstances and conditions:

For justification, see Exhibit "B" attached hereto and made a part hereof.

In view of the above special circumstances and conditions, your petitioner respectfully requests that the authority herein sought be granted.

I hereby certify under penalty of perjury that the foregoing is true and correct.

Signature *W. J. Knoell*  
W. J. Knoell, Tariff Issuing Officer

EXHIBIT "A"

PROPOSED PUBLICATION

It is proposed to publish the next consecutive Page 56-A to subject tariff, presumably 5th, amending that part of Item No. 2040 shown thereon by adding the following:

COLUMN A	COLUMN B	COLUMN C
Harms Brothers Plant, Vinnell Construction, located 4 miles north and east of Shingle Springs	Shingle Springs	② 1¢ per CWT
Rush Creek Dam located 14 miles north of Pollock Pines	Pollock Pines	③ 6½¢ per CWT

- ② Expiration with June 1, 1969.  
 ③ Expiration with March 1, 1970.

EXHIBIT "B"

JUSTIFICATION

Both points of destination proposed to be added to Item No. 2040 as indicated in Exhibit "A" attached hereto and made a part hereof are new destination points being constructed to service a highway project in the case of Harms Brothers Plant, and a Dam in the case of Brush Creek. Current rates as set forth in the Commission's Minimum Rate Tariff 10 in the case of Harms Brothers Plant and using Calaveras as the point of origin as an example only, would produce a rate of 13-1/4¢ per CWT on shipments in bulk, and 14-3/4¢ per CWT on shipments in sacks. Mileages would be constructed on the basis of Distance Table No. 7, Calaveras to Shingle Springs 58 miles, plus 4 actual miles off highway at 1.3 miles or an additional 5.2 miles, making the total mileage 63.2. The present rates in Tariff No. 17 are constructed by the use of Item No. 2020 which provides a combination of local rates. Mileage increments are the same as hereinabove indicated and under the combination of local rates produces 20-1/4¢ per CWT on shipments in bulk, and 23-1/4¢ on shipments in sacks. The proposed publication would produce a total of 13-3/4¢ per CWT on shipments in bulk and 15-3/4¢ per CWT on shipments in sacks.

Current rates in Minimum Rate Tariff 10 to Brush Creek Dam using Calaveras as a point of origin as an example only, are constructed by taking the mileage from Distance Table 7 from Calaveras to Pollock Pines or 77 miles, plus an additional 14 miles off highway at 1.3 per actual miles, thus producing a total of 95.2 overall miles. This produces a rate of

17-1/2¢ per CWT on shipments in bulk and 19¢ on shipments in sacks. Present rates in Tariff No. 17 are constructed in accordance with Item No. 2020 which provide that a combination of local rates should be applied. Mileage increments are the same as hereinabove mentioned and produce a total of 23-1/2¢ per CWT on shipments in bulk, and 26-1/2¢ per CWT on shipments in sacks. Under the proposal in Exhibit A, a rate of 21-1/2¢ per CWT on shipments in bulk and 23¢ per CWT would apply on shipments in sacks.

Authority is sought under Section 454 of the Public Utilities Code to publish the specific expiration dates as indicated in Exhibit A. In both instances construction projects are in areas where there would be little or no further requirement of delivery of Cement, in bulk or in sacks, as cement mixing facilities in both cases will be dismantled and removed upon completion of the projects. Contractors who will avail themselves of the rates and provisions herein proposed have indicated that projects will be completed by the expiration dates indicated; however, should for some reason beyond their control the projects will not be completed as of the expiration dates, necessary authority will be sought to continue the rates in effect for whatever period of time is required by said contractors to keep the projects in effect. Motor common carriers parties to Tariff No. 17 are of the opinion that the proposed method of publication indicating an expiration date are desirable to maintain as simple a tariff as is possible, thus not having a tariff cluttered up with numerous rates for which there will be no movement of Cement in either bulk or in packages. Rates which then go into effect after expiration dates indicated in Exhibit A are those which are set forth in the preceding paragraphs as constructed from this Bureau's Tariff No. 17. An assumption is made that there will be no change in the base rates in the intervening period.

Authority is sought under Section 491 to publish proposed rates on three days notice to permit the motor common carriers to publish as low as possible a rate and still maintain a sound transportation system. Proposed rates are in excess of those that may be charged by contract cement carriers who may charge even a lower rate at will.

Order No. STD-5971

Before the Public Utilities Commission of the State of California

Request filed by:

Western Motor Tariff Bureau, Inc.  
Agent

} Special Tariff Docket  
Request Numbered Same as  
Order Number Above.

In conformity with the findings and order made by the Commission in a resolution entered this day, the request, copy of which is attached hereto and by this reference made a part hereof, is granted, subject to the following conditions:

1. That schedules containing the rates authorized herein shall make reference to prior authorities granting the long and short haul departures and to this authority.
2. That the authority herein granted shall not supersede or be in lieu of any outstanding authority heretofore granted under Section 460 of the Public Utilities Code.

The authority herein granted is limited strictly to its terms, and shall expire unless the tariff provisions authorized herein are published and filed in the San Francisco office of this Commission within ninety days after the date hereof. The item of tariff or supplement issued pursuant to this order shall bear reference to this order in substantially the following form:

"Authorized by Cal. P.U.C. Order No. STD-5971"

This order issued February 18, 1969 by the Public Utilities Commission of the State of California by the adoption of the resolution of which this order is a part.

  
Secretary of the  
Public Utilities Commission of the State of California

# Western Motor Tariff Bureau, Inc.

STD 5971

W. J. KNOELL, Tariff Issuing Officer

## NORTHERN CALIFORNIA

1400 Franklin Street  
Oakland, California 94612  
Phone: (415) 873-9934

## HAWAII

P. O. Box 17, 911 Mission Street  
Honolulu, Hawaii 96810  
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## GENERAL OFFICES

P. O. Box 392 • 5042 Cecelia Street  
SOUTH GATE, CALIFORNIA 90280  
Phone (213) 773-8180FEB 11 2 07 PM '69  
FILE NO. RRPSouth Gate, Calif.  
February 10, 1969APPLICATION NO. A-4767

TO THE  
PUBLIC UTILITIES COMMISSION  
STATE OF CALIFORNIA  
STATE BLDG., CIVIC CENTER  
SAN FRANCISCO, CALIFORNIA

## SPECIAL TARIFF DOCKET REQUEST

WESTERN MOTOR TARIFF BUREAU, INC., AGENT, by W. J. Knoell, Tariff Issuing  
Officer, for and on behalf of M and M Transfer Company

hereby applies for authority under Section Nos. 460 - 491  
of the Public Utilities Act for an order granting permission to establish  
the following rates, rules and regulations to become effective on  
five (5) days notice:

To establish rates, rules, regulations and other provisions as set  
forth in Exhibit "A" attached hereto and made a part hereof.  
The proposed rates are intended to be published in Western Motor Tariff  
Bureau, Inc., Agent, Local and Proportional Freight Tariff No. 101,  
Cal. P.U.C. No. 4

and will take the place of the rates of like traffic from and to said  
points, as set forth herein.

This application is based upon the following special circumstances and  
conditions:

For justification, see Exhibit "B" attached hereto and made a part hereof.

In view of the above special circumstances and conditions, your petitioner  
respectfully requests that the authority herein sought be granted.

I hereby certify under penalty of perjury that the foregoing is true and  
correct.

Signature

W. J. Knoell  
W. J. Knoell, Tariff Issuing Officer

## EXHIBIT "A"

### PROPOSED PUBLICATION

It is proposed to amend Item No. 1247 contained in Section 1 of the subject tariff as shown on Exhibit A-1 attached hereto and made a part hereof.

## EXHIBIT "B"

### JUSTIFICATION

The proposed amendment is based upon alternative application provisions as contained in the Commission's Minimum Rate Tariffs and authority was taken from Pacific Southcoast Freight Bureau, Tariff No. 272, Item No. 372 (47th Revised Page 42-C. Applicant has been charging class rates in the past.

It should be pointed out to the Commission that rates in the above-named item do not provide a rate on Iron and Steel Articles as described in Columns 1 and 5 from 4890 Kaiser to 4618 Torrance. However, it does provide a rate on those commodities from 4890 Kaiser to 4686 Los Angeles Harbor. Under intermediate application provisions, rates published to 4686 Los Angeles Harbor would hold as maximum for shipments destined to 4618 Torrance.

Authority is sought under Section 460 of the Public Utilities Code due to the divergence in routing between that employed by applicant and that employed by competing rail carriers. An example of where authority is necessary under Section 460 would be a shipment originating at Index No. 4890 Kaiser and destined to Index No. 4618 Torrance. In all probability this shipment would move west via U.S. Highway 66 and California State Highway 11, passing through the intermediate point one mile east of Torrance which is not served by competing rail carriers. This would require applicant to charge class rates to this point which are higher than the rates proposed to be published. Therefore, authority is sought to depart from Section 460 of the Public Utilities Code in order that no so-called long-short haul violations exist. This is merely one example utilizing only one point of origin and one point of destination proposed to be published. Any number of examples could have been cited, utilizing all points of origin and all points of destination proposed to be published.

Authority is sought under Section 491 of the Public Utilities Code to publish the proposed changes on less than statutory notice for the reasons set forth above and in order that carrier may be competitive with permitted carriers who may charge the proposed rates at will.

RATES ON THIS PAGE ARE NOT SUBJECT TO PROVISIONS OF SUPPLEMENT ANOS. 10 OR 13.

REVISED PAGE 103-B  
CANCELS  
REVISED PAGE 103-B

Western Motor Tariff Bureau, Inc.  
AGENT

CAL. P.U.C. NO. 4

LOCAL AND PROPORTIONAL FREIGHT TARIFF NO. 101

SECTION 1 - RAILHEAD COMMODITY RATES IN CENTS PER 100 LBS.  
THE NUMBER PREFIXED TO THE NAME OF A POINT IS ITS INDEX NUMBER.  
RATES IN THIS SECTION APPLY ONLY TO EXTENT THAT ROUTING IS PROVIDED IN SECTION 6,  
EXCEPT AS OTHERWISE SHOWN IN INDIVIDUAL RATE ITEMS.

COMMODITY: IRON OR STEEL ARTICLES AS DESCRIBED IN ITEM NO. 368. ④ ITEM NO. 1247

FROM	4990 KAISER		4940 KAISER	
	COLUMN (FOR DESCRIPTION OF ARTICLES, SEE ITEM NO. 365)			
	1, 5, 6			
TO				
4500 INDUSTRIAL -----				
4506 LOS ANGELES -----	14		⑤ 16	
4536 SANTA MONICA -----				
4574 INGLEWOOD -----				
4582 HAWTHORNE -----				
⑩ 4602 GARDENA -----				17
4618 TORRANCE -----				
4622 CUERNA -----				
4724 ALHAMBRA -----				16
4902 CITY OF INDUSTRY -----				14
4914 CITY OF INDUSTRY -----				⑪ ⑥ 16

IRON OR STEEL ARTICLES AS DESCRIBED IN ITEM NO. 363. ⑦ ITEM NO. 1246

FROM	4990 KAISER		4940 KAISER	
	COLUMN (FOR DESCRIPTION OF ARTICLES, SEE ITEM NO. 363)			
	1, 2, 3, 4, 5, 6			
TO				
3588 BAKERSFIELD -----	④ 40	④ 41		⑤ 0
5342 OCEANSIDE -----				④ 26 ④ 27
5360 ENCINITAS -----				Δ ④ ⑥ 26
5360 SAN DIEGO -----				
5394 LEMON GROVE -----				Δ ④ ⑥ 38
5400 LA MESA -----				
5406 EL CAJON -----				
5416 CHULA VISTA -----				Δ ④ ⑥ 29
5424 PALM CITY -----				Δ ④ ⑥ 40
5426 SAN YSIDRO -----				

- ④ APPLIES VIA H&M. ISSUED UNDER AUTHORITY OF CAL. P.U.C. ORDER NOS. 460-1820, 460-1882, STD-1253, STD-1957, STD-2013, STD-4719 AND DECISION NOS. 58233, 73520, \*75135 AND \*75266.
- ⑤ APPLIES VIA ROUTE 484SP AND ONLY ON ARTICLES LISTED IN COLUMN 1.
- ⑥ APPLIES ONLY ON ARTICLES LISTED IN COLUMN 1.
- ⑦ EXCEPT AS NOTED APPLIES VIA SFTT. ISSUED UNDER AUTHORITY OF CAL. P.U.C. ORDER NO. 460-1760, STD-4719 AND DECISION NO. 58233, 73520, \*75135 AND \*75266.
- ⑧ WILL NOT APPLY ON BARS, SHEET; BILLETS; BLOOMS; INGOTS NOR SLABS ROUGH ROLLED.
- ⑨ APPLIES ONLY ON BARS, SHEET; BILLETS; BLOOMS; INGOTS AND SLABS ROUGH ROLLED.
- ⑩ APPLIES ONLY VIA \*\*\*.
- ⑪ APPLIES ONLY VIA ROUTE NOS. 469AT, 481AT OR 496 SP.
- ⑫ APPLIES VIA LSF, MONT. ISSUED UNDER AUTHORITY OF CAL. P.U.C. ORDER NOS. STD-166, STD-727, STD-874, STD-2571, STD-3241 AND STD-4719.
- ⑬ WILL NOT APPLY ON CLOTH WIRE; FENCING WIRE; NETTING WIRE.
- Δ SUBJECT TO THE PROVISIONS OF ITEM NO. 655.
- \*\*\* FORMER RESTRICTION ELIMINATED; OTHER PROVISIONS APPLY.
- ‡ EFFECTIVE . ISSUED ON FIVE (5) DAYS NOTICE AS AUTHORIZED BY CAL. P.U.C. ORDER NO. STD-

ISSUED:

EFFECTIVE: (EXCEPT AS SHOWN BY ‡)

CORRECTION NO.

L-F

- 103-B -

ISSUED BY W. J. KNOELL, ISSUING OFFICER  
P.O. BOX 392, SOUTH GATE, CALIFORNIA 93280



Order No. STD—5972

Before the Public Utilities Commission of the State of California

Request filed by:

Western Motor Tariff Bureau, Inc., Agent

Special Tariff Docket  
Request Numbered Same as  
Order Number Above.

In conformity with the findings and order made by the Commission in a resolution entered this day, the request, copy of which is attached hereto and by this reference made a part hereof, is granted, subject to the following conditions:


1. The proposed commodity on Pipe or Tubing shall be published as follows:

"Pipe or Tubing, brass, bronzo or copper or cupro-nickel (metal composed of copper and nickel containing more than 50 per cent copper)."

The authority herein granted is limited strictly to its terms, and shall expire unless the tariff provisions authorized herein are published and filed in the San Francisco office of this Commission within ninety days after the date hereof. The item of tariff or supplement issued pursuant to this order shall bear reference to this order in substantially the following form:

"Authorized by Cal. P.U.C. Order No. STD—5972....."

This order issued February 18, 1969, by the Public Utilities Commission of the State of California by the adoption of the resolution of which this order is a part.

  
Secretary of the  
Public Utilities Commission of the State of California

## Western Motor Tariff Bureau, Inc.

W. J. KNOELL, Tariff Issuing Officer

NORTHERN CALIFORNIA  
1430 Franklin Street  
Oakland, California 94612  
Phone: (415) 832-5934

HAWAII  
P. O. Box 17, 911 Middle Street  
Honolulu, Hawaii 96810  
Phone: (808) 852-5527

GENERAL OFFICES:  
P. O. Box 392 • 5042 Cecelia Street  
SOUTH GATE, CALIFORNIA 90280  
Phone (213) 773-8160

FEB 13 9 17 AM '69

February 11, 1969  
South Gate, California

APPLICATION NO. A-4770

TO THE  
PUBLIC UTILITIES COMMISSION  
STATE OF CALIFORNIA  
STATE BLDG., CIVIC CENTER  
SAN FRANCISCO, CALIFORNIA

## SPECIAL TARIFF DOCKET REQUEST

WESTERN MOTOR TARIFF BUREAU, INC., AGENT, by W. J. Knoell, Tariff Issuing  
Officer, for and on behalf of all carriers participating in Local, Joint  
and Proportional Freight and Express Tariff No. 109, Cal. P.U.C. No. 13

hereby applies for authority under Section Nos. 460 - 491  
of the Public Utilities Act for an order granting permission to establish  
the following rates, rules and regulations to become effective on  
five (5) days notice:

To establish rates, rules, regulations and other provisions as set  
forth in Exhibit "A" attached hereto and made a part hereof.  
The proposed rates are intended to be published in Western Motor Tariff  
Bureau, Inc., Agent, Local, Joint and Proportional Freight and Express  
Tariff No. 109, Cal. P.U.C. No. 13

and will take the place of the rates of like traffic from and to said  
points, as set forth herein.

This application is based upon the following special circumstances and  
conditions:

For justification, see Exhibit "B" attached hereto and made a part hereof.

In view of the above special circumstances and conditions, your petitioner  
respectfully requests that the authority herein sought be granted.

I hereby certify under penalty of perjury that the foregoing is true and  
correct.

Signature

*W. J. Knoell*  
W. J. Knoell, Tariff Issuing Officer

EXHIBIT "A"  
PROPOSED PUBLICATION

It is proposed to publish in Section 1 of the subject tariff a new item as shown below:

COMMODITY	FROM	TO	RATE	MIN. WT. IN LBS.
Metal or metal articles, viz: Brass, bronze or copper (including phosphorous brass, bronze or copper), viz.: Bar, rods, drawn, ex- truded or rolled, Bars, rough cast, Cakes, ingots, pigs, Plate, sheet or slabs, Pipe or tubing, brass, bronze or copper or cupro-nickel (metal com- posed of copper and nickel containing more than 50% nickel.	4674 Paramount	Groups ① 1, ② 3 ②, ④ ⑤ 3 or 4 ① 364 Stockton	59	30,000
		Groups 1, 2, 3 or 4 364 Stockton	⑥ 44	80,000

- ① Also applies via railhead route nos. ⑦ 2500, 3250, 3253 or 3262.  
 ② Also applies via railhead route nos. ⑦ 2500, 3250, 3253, 3262, 3470, 3474 or 3478.  
 ③ Also applies via SP Los Angeles, via Index No. 4638 Watts, -ATSF Port Chicago-SP.  
 ④ Also applies via Railhead Route Nos. ⑦ 2500, 3250, 3253, 3262, 3471, 3475 or 3479.  
 ⑤ Also applies via SP Los Angeles via Index No. 4638 Watts, ATSF - Pittsburg - SP.  
 ⑥ Will not apply on rods, drawn, extruded or rolled.  
 ⑦ Route applies via Index No. 4638 Watts only.

EXHIBIT "B"

JUSTIFICATION

The proposed amendment is based upon alternative application provisions as contained in the Commission's Minimum Rate Tariffs and authority was taken from Pacific Southeast Freight Bureau, Tariff No. 300-A, Item Nos. 1320 (Scales A and E), 15170, 15173, 17176 and 15179. Applicant has been charging class rates in the past.

Authority is sought under Section 460 of the Public Utilities Code due to the divergence in routing between that employed by applicant and that employed by competing rail carriers. An example of where authority is necessary under Section 460 would be a shipment originating at Index No. 4764 Paramount and destined to Index No. 364 Stockton. In all probability this shipment would move north via U. S. Highway 99, passing through an intermediate point one mile south of Stockton, which is not served by competing rail carriers. This would require applicant to charge class rates to this point which are higher than the rates proposed to be published. Therefore, authority is sought to depart from Section 460 of the Public Utilities Code in order that no so-called long-short haul violations exist. This is merely one example utilizing only one point of origin and one point of destination proposed to be published. Any number of examples could have been cited, utilizing all points of origin and all points of destination proposed to be published.

Authority is sought under Section 491 of the Public Utilities Code to publish the proposed changes on less than statutory notice for the reasons set forth above and in order that carrier may be competitive with permitted carriers who may charge the proposed rates at will.

Order No. STD-5973

Before the Public Utilities Commission of the State of California

Request filed by:

Western Motor Tariff Bureau, Inc.  
Agent

} Special Tariff Docket  
Request Numbered Same as  
Order Number Above.

In conformity with the findings and order made by the Commission in a resolution entered this day, the request, copy of which is attached hereto and by this reference made a part hereof, is granted, subject to the following conditions:

1. That schedules containing the rates authorized herein shall make reference to prior authorities granting the long and short haul departures and to this authority.
2. That the authority herein granted shall not supersede or be in lieu of any outstanding authority heretofore granted under Section 460 of the Public Utilities Code.

The authority herein granted is limited strictly to its terms, and shall expire unless the tariff provisions authorized herein are published and filed in the San Francisco office of this Commission within ninety days after the date hereof. The item of tariff or supplement issued pursuant to this order shall bear reference to this order in substantially the following form:

"Authorized by Cal. P.U.C. Order No. STD-5973

This order issued February 18, 1969, by the Public Utilities Commission of the State of California by the adoption of the resolution of which this order is a part.

  
Secretary of the  
Public Utilities Commission of the State of California

## Western Motor Tariff Bureau, Inc.

W. J. KNOELL, Tariff Issuing Officer

NORTHERN CALIFORNIA  
1430 Franklin Street  
Oakland, California 94612  
Phone: (415) 893-5936

## HAWAII

P. O. Box 17, 911 Middle Street  
Honolulu, Hawaii 96810  
Phone: (808) 852-557

GENERAL OFFICES  
P. O. Box 392 • 5042 Cecelia Street  
SOUTH GATE, CALIFORNIA 90280  
Phone (213) 773-8180

FEB 13 9 16 AM '69

South Gate, California

February 11, 1969

APPLICATION NO. A-4771

TO THE  
PUBLIC UTILITIES COMMISSION  
STATE OF CALIFORNIA  
STATE BLDG., CIVIC CENTER  
SAN FRANCISCO, CALIFORNIA

## SPECIAL TARIFF DOCKET REQUEST

WESTERN MOTOR TARIFF BUREAU, INC., AGENT, by W. J. Knoell, Tariff Issuing  
Officer, for and on behalf of Willig Freight Lines

hereby applies for authority under Section Nos. 460 - 491  
of the Public Utilities Act for an order granting permission to establish  
the following rates, rules and regulations to become effective on  
five (5) days notice:

To establish rates, rules, regulations and other provisions as set  
forth in Exhibit "A" attached hereto and made a part hereof.  
The proposed rates are intended to be published in Western Motor Tariff  
Bureau, Inc., Agent, Local, Joint and Proportional Freight and Express  
Tariff No. 109, Cal. P.U.C. No. 13

and will take the place of the rates of like traffic from and to said  
points, as set forth herein.

This application is based upon the following special circumstances and  
conditions:

For justification, see Exhibit "B" attached hereto and made a part hereof.

In view of the above special circumstances and conditions, your petitioner  
respectfully requests that the authority herein sought be granted.

I hereby certify under penalty of perjury that the foregoing is true and  
correct.

Signature

*W. J. Knoell*  
W. J. Knoell, Tariff Issuing Officer



REVISED PAGE 78-CC  
 CANCELS  
 REVISED PAGE 78-CC

Western Motor Tariff Bureau, Inc.  
 AGENT

CAL. P.U.C. NO. 13

LOCAL, JOINT AND PROPORTIONAL FREIGHT AND EXPRESS TARIFF NO. 109

SECTION 1-COMMODITY RATES-IN CENTS PER 100 LBS. - EXCEPT AS MAY OTHERWISE BE PROVIDED (CONTINUED)  
 SEE INDEX OF POINTS FROM AND TO WHICH RATES APPLY FOR POINTS DESIGNATED BY GROUP NOS.  
 THE NUMBER PREFIXED TO A STATION NAME IS THE INDEX NUMBER.  
 FOR GEOGRAPHICAL DESCRIPTION OF POINTS IN GROUPS SEE PAGE NOS. 31 AND 31-A.  
 RATES APPLY ONLY TO THE EXTENT THAT ROUTING IS PROVIDED IN SECTION 5, EXCEPT AS OTHERWISE SPECIFICALLY PROVIDED.

COMMODITY.	RATES APPLY FROM AND TO OR BETWEEN POINTS AS INDICATED IN EACH ITEM		RATE	MIN. WT. IN LBS.	ITEM NO.
	FROM	TO			
CHEMICALS, VIZ.: SODIUM (SODA), CAUSTIC, (SODIUM HYDROXIDE) IN PACKAGES, EXCEPT AS NOTED.		⑦⑮ 4306 LOS ANGELES	{ 53	40,000	③ 1109
	②⑮ GROUPS 1, 2 AND 3	⑦⑮ 4686 LOS ANGELES HARBOR	{ ②④ 54	50,000	
	① 166 PITTSBURG	⑦⑮ 4692 LONG BEACH	{ ⑦ 48	60,000	
		5166 LOS NIETOS	{ ⑧ 44	60,000	
		{ ② 37	80,000		
CHEMICALS, VIZ.: SODIUM (SODA), SILICATE OF, DRY; SODIUM (SODA), SILICATE OF, OTHER THAN DRY (SILICATE SOLUTION), INCLUDING MECHANICAL MIXTURES OF SILICATE OF SODA AND CLAY. IN PACKAGES.			⑤⑮ 50	30,000	②⑥ 1109.5
	GROUPS 1, 2 AND 3	GROUPS 5 AND 10	⑮ 48	50,000	
			33	80,000	
	GROUPS 5, 6, 7, 8 OR 9	GROUPS 1, 2 AND 3	⑤⑭ 50	30,000	
		⑭ 48	50,000		
		⑭ 33	80,000		
CHEMICALS, VIZ.: SODIUM (SODA), PHOSPHATE OF, NONBN, ⑨ SODIUM (SODA), SILICATE OF, DRY, ⑨ SODIUM (SODA), SILICATE OF, OTHER THAN DRY, ⑨ (SILICATE SOLUTION), INCLUDING MECHANICAL MIXTURES OF SILICATE OF SODA AND CLAY. SODIUM (SODA), VIZ.: DISODIUM PHOSPHATE, HYPOSULPHITE OF, MONOSODIUM, PHOSPHATE SULPHITE OF, TETRA-SODIUM PYROPHOSPHATE, TRI-SODIUM PHOSPHATE. IN PACKAGES OR IN BULK. TRI-SODIUM PHOSPHATE, CHLORINATED, DRY IN BAGS.					⑫⑬ 1109.7
	4506 LOS ANGELES 4506A SOUTH GATE	1 SAN FRANCISCO 3872 SOUTH SAN FRANCISCO	⑪ 50	50,000	

- ① APPLIES ONLY VIA AFL, LODI, PIE, RPL, SFTT, SHIP, STER, TIME, WFL, EXCEPT AS NOTED.
- ② EXCEPT AS NOTED APPLIES ONLY VIA SFS, ▲ PIE.
- ③ ISSUED UNDER AUTHORITY OF CAL. P.U.C. ORDER NOS. STD-379, STD-687, STD-722, STD-800, STD-1421, STD-4503, STD-5223, STD-5477, \*STD- , DECISION NO. 61440, ▲73520, ▲73582, ▲75135, ▲75266.
- ④ APPLIES ON SHIPMENTS TRANSPORTED IN BULK IN TANK TRUCK OR TANK TRAILER EQUIPMENT.
- ⑤ WHEN PALLETIZED SHIPMENTS ARE LOADED AND UNLOADED BY POWER LOADING DEVICE, THE WEIGHT OF THE PALLETS, (ELEVATING PALLETS OR PLATFORMS OR LIFT TRUCK SKIDS) SHALL NOT BE USED TO DETERMINE THE WEIGHT OF THE SHIPMENTS NOR THE CHARGE THEREON.
- ⑥ ISSUED UNDER AUTHORITY OF CAL. P.U.C. ORDER NOS. STD-722, STD-800, STD-5203 AND CAL. P.U.C. DECISION NOS. ▲ 73520, ▲ 73582, ▲ 75135, ▲ 75266.
- ⑦ APPLIES ONLY VIA LODI, EXCEPT AS NOTED.
- ⑧ ALSO APPLIES VIA ROUTES ⑩ 3253 AND 3262, ⑩ WILL NOT APPLY VIA LODI.
- ⑨ IN ALL INSTANCES WHEN SHIPMENTS ARE TRANSPORTED IN PNEUMATIC TYPE BULK EQUIPMENT, SHIPMENTS SHALL BE SUBJECT TO AN UNLOADING CHARGE OF 4 CENTS PER 100 POUNDS.
- ⑩ ISSUED UNDER AUTHORITY OF CAL. P.U.C. ORDER NO. STD-4664, AND CAL. P.U.C. DECISION NOS. ▲ 73520, ▲ 73582, ▲ 75135, ▲ 75266.
- ⑪ APPLIES ONLY VIA KARL, LODI. ⑫ APPLIES ONLY VIA SFS. ⑬ ALSO APPLIES VIA AFL, SFTT.
- ⑭ ALSO APPLIES VIA SFTT, SHIP, \*\* WFL.

‡ EFFECTIVE ISSUED ON FIVE (5) DAYS NOTICE AS AUTHORIZED BY CAL. P.U.C. ORDER NO. STD-

ISSUED: EFFECTIVE: (EXCEPT AS SHOWN BY ‡)

CORRECTION NO. KB - 78-CC - ISSUED BY W. J. KNOELL, ISSUING OFFICER P.O. BOX 392, SOUTH GATE, CALIFORNIA 90280

EXHIBIT "A"

PROPOSED PUBLICATION

It is proposed to amend Item No. 1109.5 contained in Section 1 of the subject tariff as shown on Exhibit A-1 attached hereto and made a part hereof.

EXHIBIT "B"

JUSTIFICATION

The proposed amendment is based upon alternative application provisions as contained in the Commission's Minimum Rate Tariffs and authority was taken from Pacific Southcoast Freight Bureau, Tariff No. 300-A, Item Nos. 1060 (Scale R), 7204-A, 7207-A, 7210-A, 7213-A and 7216-A, all contained in Supplement No. 40. Applicant has been charging class rates in the past.

Authority is sought under Section 460 of the Public Utilities Code due to the divergence in routing between that employed by applicant and that employed by competing rail carriers. An example of where authority is necessary under Section 460 would be a shipment originating at Index No. 244 San Leandro and destined to Index No. 4506 Los Angeles. In all probability this shipment would move south via U. S. Highways 50 and 99, passing through the intermediate point of Lebec, which is not served by competing rail carriers. This would require applicant to charge class rates to this point which are higher than the rates proposed to be published. Therefore, authority is sought to depart from Section 460 of the Public Utilities Code in order that no so-called long-short haul violations exist. This is merely one example utilizing only one point of origin and one point of destination proposed to be published. Any number of examples could have been cited, utilizing all points of origin and all points of destination proposed to be published.

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