

Resolution No. STD- 453 /

TRANSPORTATION DIVISION  
TARIFF & LICENSE BRANCH  
Tariff Section

**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:

<u>Request and Order No.</u>	<u>Request Filed By:</u>
STD 6058	Western Motor Tariff Bureau, Inc., Agent
STD 6059	Western Motor Tariff Bureau, Inc., Agent
STD 6061	Pacific Southcoast Freight Bureau, Agent
STD 6062	Pacific Southcoast Freight Bureau, Agent
STD 6063	Pacific Southcoast Freight Bureau, 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 San Francisco, California this 2nd day of May, 1969.

*William Lyons, Jr.*  
\_\_\_\_\_  
President

*August*  
\_\_\_\_\_

*Neil P. Monsey*  
\_\_\_\_\_  
*[Signature]*  
\_\_\_\_\_

Commissioners

Order No. STD— 6058

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,

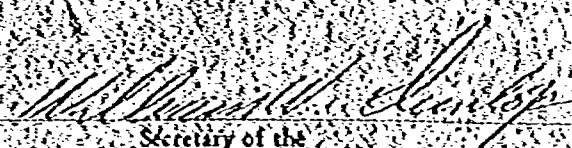
In conformity with the findings and order made by the Commission in a resolution entered this day, the request, copy of which is attached hereto and by this reference made a part hereof, is granted, subject to the following conditions:

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— 6058

This order issued May 2, 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

STD 6058  
STD 6058

# Western Motor Tariff Bureau, Inc.

W. J. KNOELL, Tariff Issuing Officer

NORTHERN CALIFORNIA  
1400 Franklin Street  
Oakland, California 94612  
Phone: (415) 873-5935

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 90210  
Phone (213) 773-8160

APR 21 6 55 AM '69  
WJK

South Gate, California  
April 21, 1969

APPLICATION NO. A-4814

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 Haslett Company and Kern Valley Trucking,  
A Corporation

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 amend Item Nos. 382 and 2542 contained in the Rules Section and Section 2 respectively, of the subject tariff as shown on Exhibits A-1, A-2 and A-3 attached hereto and made a part hereof.

EXHIBIT "B"

JUSTIFICATION

The proposed amendment is based upon alternative application provisions as contained in the Commissions Minimum Rate Tariffs and authority was taken from Pacific Southcoast Freight Bureau, Tariff No. 194-U, insofar as Exhibits A-1 and A-2 are concerned, and PSFB Tariff No. 294-E, Item No. 2670-C, contained in Supplement No. 73, insofar as Exhibit A-3 is concerned. 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. 364 Stockton and destined to Index No. 4506 Los Angeles. In all probability this shipment would move south via U. S. Highway 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.

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 carriers may be competitive with permitted carriers who may charge the proposed rates at will.

REVISED PAGE 67-3  
 CANCELS  
 REVISED PAGE 67-3

Western Motor Tariff Bureau, Inc.  
 AGENT

CAL. P.U.C. NO. 13

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

## RULES AND REGULATIONS - CONTINUED

## RULES - CONTINUED

ITEM  
NO.

STOPPING IN TRANSIT FOR LOADING OR UNLOADING  
 (APPLIES ONLY IN CONNECTION WITH RATES IN SECTIONS 1 AND 2)

SUBJECT TO THE CONDITIONS NAMED BELOW, SHIPMENTS MOVING UNDER RATES NAMED IN THIS TARIFF MAY BE STOPPED IN TRANSIT FOR PARTIAL UNLOADING OR TO COMPLETE LOADING, (A) OR BOTH:

1. EXCEPT AS OTHERWISE PROVIDED IN ITEM 405, THE TRANSIT STATION MUST BE DIRECTLY INTERMEDIATE BETWEEN ORIGINAL POINT OF SHIPMENT AND FINAL DESTINATION OVER A SINGLE RAIL ROUTE OR PORTION THEREOF AS PUBLISHED IN ITEM NO. 25.
2. EXCEPT AS PROVIDED IN PARAGRAPH 1 OF THIS ITEM, A TRANSIT STATION WHICH IS NOT INTERMEDIATE VIA ROUTE OF MOVEMENT WILL BE CONSIDERED INTERMEDIATE BETWEEN ORIGINAL POINT OF SHIPMENT AND FINAL DESTINATION, PROVIDED SUCH TRANSIT STATION IS INTERMEDIATE VIA ANY RAIL ROUTE OR PORTION THEREOF AS PUBLISHED IN ITEM NO. 25.
3. STRAIGHT OR MIXED TRUCKLOADS:

(A) EXCEPT AS OTHERWISE PROVIDED IN INDIVIDUAL RATE ITEMS, STOPPING IN TRANSIT TO PARTLY UNLOAD, AS AUTHORIZED IN THIS ITEM, WILL ALSO BE PERMITTED ON MIXED TRUCKLOAD SHIPMENTS, PROVIDED ONLY SUCH COMMODITIES AS ARE PERMITTED TO STOP IN TRANSIT TO PARTLY UNLOAD WHEN MOVING IN STRAIGHT TRUCKLOADS ARE REMOVED FROM THE CARRIERS EQUIPMENT AT THE STOP-OFF TRUCKLOADS:

NOTE: A MIXED TRUCKLOAD SHIPMENT MAY BE STOPPED IN TRANSIT TO PARTLY UNLOAD UP TO AND INCLUDING THE MAXIMUM NUMBER OF SUCH STOPS AUTHORIZED FOR ANY SINGLE COMMODITY IN THE SHIPMENT; BUT IN NO CASE IS ANY ONE COMMODITY ENTITLED TO A GREATER NUMBER OF STOPS IN TRANSIT FOR PARTIAL UNLOADING WHEN IN A MIXED TRUCKLOAD SHIPMENT THAN IS AUTHORIZED FOR THE SAME COMMODITY WHEN MOVING IN STRAIGHT TRUCKLOADS.

(B) IF ARTICLES ON WHICH PARTIAL UNLOADING IS NOT AUTHORIZED IN THIS TARIFF (COMMONLY KNOWN AS CONTRABAND) ARE REMOVED FROM TRUCKLOAD SHIPMENTS AT STOP POINTS, LOWEST OF THE FOLLOWING BASIS WILL APPLY:

1. THE RATE FROM ORIGIN TO BILLED DESTINATION APPLICABLE ON THE ENTIRE SHIPMENT, PLUS THE RATE (SUBJECT TO LCL MINIMUM CHARGE WHEN LCL RATE APPLIED) FROM BILLED DESTINATION TO STOP POINT APPLICABLE ON THE CONTRABAND ARTICLES REMOVED FROM THE CARRIERS EQUIPMENT AT SUCH STOP POINT.
2. THE RATE FROM ORIGIN TO BILLED DESTINATION APPLICABLE ON ARTICLES IN THE SHIPMENT EXCLUSIVE OF THE CONTRABAND REMOVED AT THE STOP POINT, PLUS THE RATE (SUBJECT TO LCL MINIMUM CHARGE WHEN LCL RATE APPLIED), FROM ORIGIN TO STOP POINT APPLICABLE ON SUCH CONTRABAND.
3. THE RATES APPLICABLE TO AND FROM THE STOP POINT AS THOUGH THE ENTIRE SHIPMENT WERE TERMINATED AT THE STOP POINT AND RESHIPPED TO BILLED DESTINATION.
4. THE RATES APPLICABLE TO AND FROM THE BILLED DESTINATION AS THOUGH THE ENTIRE SHIPMENT WERE TERMINATED AT THE BILLED DESTINATION AND RESHIPPED TO THE STOP POINT.

(C) EXCEPT AS OTHERWISE PROVIDED IN INDIVIDUAL RATE ITEMS, STOPPING IN TRANSIT TO COMPLETE LOADING AS AUTHORIZED IN THIS ITEM, WILL ALSO BE PERMITTED ON MIXED TRUCKLOAD SHIPMENTS, PROVIDED ONLY SUCH COMMODITIES AS ARE PERMITTED STOP-IN-TRANSIT TO COMPLETE LOAD WHEN MOVING IN STRAIGHT TRUCKLOADS ARE LOADED INTO THE CARRIERS EQUIPMENT AT THE STOP-OFF POINT.

NOTE: A MIXED TRUCKLOAD SHIPMENT MAY BE STOPPED IN TRANSIT TO COMPLETE LOADING UP TO AND INCLUDING THE MAXIMUM NUMBER OF SUCH STOPS AUTHORIZED FOR ANY SINGLE COMMODITY IN THE SHIPMENT; BUT IN NO CASE IS ANY ONE COMMODITY ENTITLED TO A GREATER NUMBER OF STOPS IN TRANSIT TO COMPLETE LOADING WHEN IN A MIXED TRUCKLOAD SHIPMENT THAN IS AUTHORIZED FOR THE SAME COMMODITY WHEN MOVING IN STRAIGHT TRUCKLOADS.

(ITEM CONCLUDED ON PAGE 67-C)

- ① EXCEPT AS NOTED APPLIES ONLY VIA AFL,CCN,CF,▲ CRES,DLI,▲ DLX,PIE,RPL,SHIP,STER,IC,TIME,WFL, WGI,▲ YFSI.
- ② ISSUED UNDER AUTHORITY OF CAL. P.U.C. ORDER NOS. STD-1473, STD-2224, STD-2511 AND STD-3554  
 ▲ AND DECISION NOS. 70174, 73520, 73582, 75135, 75266.
- ③ APPLIES ONLY VIA ▲ CRES,PIE,RPL,WGI.
- ④ WILL NOT APPLY VIA AFL,STER.
- ⑤ ALSO APPLIES VIA ▲▲ HMC,▲▲ KVT,▲ LEW, WHEN SPECIFIC REFERENCE IS MADE HERETO.

ISSUED:

EFFECTIVE:

CORRECTION NO.

18-P

- 67-3 -

ISSUED BY W. J. KNOELL, ISSUING OFFICER  
 P.O. BOX 392, SOUTH GATE, CALIFORNIA 90280

REVISED PAGE 67-C  
CANCELS  
REVISED PAGE 67-C

Western Motor Tariff Bureau, Inc.  
AGENT

CAL. P.U.C. NO. 13

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

RULES AND REGULATIONS - CONTINUED

RULES - CONTINUED

ITEM NO.

STOPPING IN TRANSIT FOR LOADING OR UNLOADING  
(APPLIES ONLY IN CONNECTION WITH RATES IN SECTIONS 1 AND 2)

SUBJECT TO THE CONDITIONS NAMED BELOW, SHIPMENTS MOVING UNDER RATES NAMED IN THIS TARIFF MAY BE STOPPED IN TRANSIT FOR PARTIAL UNLOADING OR TO COMPLETE LOADING, ④ OR BOTH:

- 3-A. IN COMPUTING NUMBER OF STOPS OR PLACEMENTS AT ORIGIN, TRANSIT POINT, OR DESTINATION, ALSO CHARGES FOR SUCH STOPS FOR PLACEMENTS, WINGFOOT ON THE SP AND LOS ANGELES ON THE SP WILL BE CONSIDERED AS THE SAME STATION.
4. NO MORE THAN ONE STOP IN TRANSIT FOR PARTIAL UNLOADING OR TO COMPLETE LOADING OR BOTH WILL BE ALLOWED ON ANY ONE SHIPMENT (SEE EXCEPTION 1).
5. A CHARGE OF ▲ \$24.72 PER STOP WILL BE ASSESSED IN ADDITION TO ALL OTHER CHARGES APPLICABLE TO THE SHIPMENT.
6. STOP-OFF PRIVILEGES SHALL NOT INCLUDE THE MAKING OF A SECOND DELIVERY AT STOP-OFF POINT.
7. STOP-OFF PRIVILEGES SHALL INCLUDE THE MAKING OF TWO PLACEMENTS AT DIFFERENT LOCATIONS WITHIN THE LIMITS OF THE DESTINATION STATIONS SUBJECT TO THE ADDITIONAL CHARGE OF PARAGRAPH 5 FOR ONE STOP. WHERE TWO PLACEMENTS ARE MADE WITHIN THE DESTINATION STATION, THE SECOND DELIVERY WILL NOT BE CONSIDERED A STOP-IN-TRANSIT. THE MINIMUM LINE HAUL RATE SHALL BE ▲ 37 CENTS PER 100 POUNDS AND THE MINIMUM REVENUE PER TWO UNITS OF CARRIER'S EQUIPMENT SHALL BE ▲ \$243.10.
8. ON SHIPMENTS IN EXCESS OF THE QUANTITY THAT CAN BE LOADED ON TWO UNITS OF CARRIER'S EQUIPMENT, THE STOP-OFF CHARGE WILL BE ASSESSED AGAINST EACH TWO UNITS OF CARRIER'S EQUIPMENT STOPPED IN TRANSIT.
9. FREIGHT CHARGES WILL BE BASED ON THE RATE:
  - (A) FROM ORIGIN TO DESTINATION, OR
  - (B) ORIGIN TO STOP-OFF POINT, OR
  - (C) FROM STOP-OFF POINT TO DESTINATION,
 WHICHEVER PRODUCES THE HIGHEST TOTAL CHARGE IN EFFECT ON DATE SHIPMENT LEAVES ORIGINAL POINT OF SHIPMENT.
10. ONE STOP TO COMPLETE LOADING WILL BE PERMITTED WITHIN THE PICKUP AND DELIVERY ZONE LIMITS OF ORIGIN STATION, SUBJECT TO THE ADDITIONAL CHARGE IN PARAGRAPH 5 FOR ONE STOP. THE STOP MADE UNDER THIS PARAGRAPH WILL BE CONSIDERED ONE STOP-IN-TRANSIT IN COMPUTING THE NUMBER OF STOPS ALLOWED UNDER PARAGRAPH 4 ABOVE. THE MINIMUM LINE-HAUL RATE SHALL BE ▲ 37 CENTS PER 100 POUNDS AND THE MINIMUM REVENUE PER TWO UNITS OF CARRIER'S EQUIPMENT SHALL BE ▲ \$243.10.
11. WHEN SHIPMENTS ARE STOPPED IN TRANSIT TO PARTLY UNLOAD, FREIGHT CHARGES WILL BE BASED ON THE TOTAL WEIGHT OF THE TRUCK BEFORE ANY PORTION OF THE CONTENTS OF THE TRUCK IS REMOVED, SUBJECT TO ESTABLISHED TRUCKLOAD MINIMUM WEIGHT.
12. BILLS OF LADING MUST SHOW THE STOP-OFF POINTS AND THE PARTIES WHO ARE TO PARTLY UNLOAD. NO NOTATION IS TO BE MADE ON BILLS OF LADING AS TO THE PORTION OF SHIPMENT TO BE UNLOADED AT STOP-OFF POINT, EXCEPT WHEN SHOWN FOR INFORMATION ONLY.
13. PLACEMENT OF TRUCK FOR PARTIAL UNLOADING IN ACCORDANCE WITH BILLING INSTRUCTIONS AND RELEASED WITHOUT ANY MATERIAL BEING REMOVED THEREFROM WILL BE COUNTED AS A STOP UNDER THIS RULE AND SUBJECT TO THE CHARGE FOR SUCH STOP-OFF.

①②③  
382  
(CON-  
CLU-  
DED)

- ⑤ EXCEPTION 1: (A) THREE STOPS IN TRANSIT FOR PARTIAL UNLOADING WILL BE ALLOWED ON THE COMMODITIES NAMED IN ITEM NOS. 352.5 AND 382.7, SUBJECT TO THE APPLICABLE PROVISIONS, TERMS AND CONDITIONS SET FORTH IN THOSE ITEMS.
- ⑥ (B) TWO STOPS IN TRANSIT FOR PARTIAL UNLOADING WILL BE ALLOWED ON COMMODITIES DESCRIBED IN ITEM 1140 OF THIS TARIFF SUBJECT TO THE APPLICABLE PROVISIONS, TERMS AND CONDITIONS SET FORTH THEREIN, ONLY WHEN MOVING UNDER THE RATES IN ITEM 1160 PREFIXED WITH CIRCLE 9 REFERENCE.

- ① APPLIES ONLY VIA AFL, CCM, CF, CRES, DLI, PIE, RPL, SHIP, STER, TC, TIME, WFL, WGI, ▲ YES1, EXCEPT AS NOTED.
- ② ISSUED UNDER AUTHORITY OF CAL. P.U.C. ORDER NOS. 460-2241, STD-1473, STD-2224, STD-2511, STD-3452, STD-3554 AND STD-4076 AND DECISION NOS. 70174, 73520, 73582, ▲75135, ▲75266.
- ③ APPLIES ONLY VIA CRES, PIE, RPL, WGI.
- ④ WILL NOT APPLY VIA AFL, STER.
- ⑤ WILL NOT APPLY VIA STER.
- ⑥ ALSO APPLIES VIA †† HMC, †† KVT, ▲ LEEV, WHEN SPECIFIC REFERENCE IS MADE HERETO.
- † EFFECTIVE

ISSUED:

EFFECTIVE:

(EXCEPT AS SHOWN BY †)

CORRECTION NO.

FB-P

- 67-C -

ISSUED BY W. J. KNOELL, ISSUING OFFICER  
P.O. BOX 392, SOUTH GATE, CALIFORNIA 90283

2218 REVISED PAGE 170  
 CANCELS  
 2151 REVISED PAGE 170

Western Motor Tariff Bureau, Inc.  
 AGENT

CAL. P.U.C. NO. 13

LOCAL, JOINT AND PROPORTIONAL FREIGHT AND EXCESS TARIFF NO. 103

SECTION 2 - 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. 32 TO 34 INCL.

RATES APPLY ONLY TO THE EXTENT THAT ROUTING IS PROVIDED IN SECTION 6, EXCEPT AS OTHERWISE SPECIFICALLY PROVIDED.

COMMODITY	RATES APPLY FROM AND TO OR BETWEEN POINTS AS INDICATED IN EACH ITEM		SCALE	⑰ RATE	MIN. WT. IN LBS.	ITEM NO.
	BETWEEN	AND				
PAINT, PAINT MATERIALS AND OTHER ARTICLES DESCRIBED IN ITEM NO. 2538.	GROUP NOS. 1P, 2P OR 3P ④ 364 STOCKTON ⑤ 964 SACRAMENTO	GROUP NOS.	A,C,E	⑭ ⑰ 64	30,000	
		5P, ⑬ 6P, ⑱ 16 SP	B	⑭ ⑰ 65		
		OR ⑱ 16 ⑳ 9P	D,F	⑭ ⑰ 66		
		⑬ ⑳ 5224 ANAHEIM	A,B	⑮ ⑰ ⑭ ⑰ 49		
		⑤ 5274 ORANGE	C,E, ⑱ F	⑮ ⑰ ⑭ ⑰ 50		
		⑤ 5278 SANTA ANA	D	⑮ ⑰ ⑭ ⑰ 51		
	FROM	TO				
	⑤ GROUPS ⑩ 1P, 2P OR 3P	5350 SAN DIEGO	A,B	99	30,000	⑰ ⑳
	⑩ 364 STOCKTON	AND OTHER STATIONS IN GROUP 20P	C	100		
	964 SACRAMENTO		D,E	101		
		F	102			
FROM	TO		RATE			
1 SAN FRANCISCO	4506 LOS ANGELES	⑪ ⑫ ⑬ 43	60,000			
2 OAKLAND	4566 LOS ANGELES HARBOR					
16 RICHMOND	⑳ ⑮ 4992 RIVERSIDE					
262 SAN JOSE	⑮ 5220 FULLERTON					
AND OTHER STATIONS IN GROUP NOS. 1P, 2P OR 3P	AND OTHER STATIONS IN GROUP NOS. 5P, 6P,					
⑬ 364 STOCKTON	⑱ 6P OR ⑱ ⑳ 9P					
⑬ 964 SACRAMENTO	⑳ 5224 ANAHEIM					

① RATE ALSO APPLIES BETWEEN RAILHEAD LOCATIONS SERVED BY ATSF IN GROUP 1P, ALSO 364 STOCKTON AND RAILHEAD LOCATIONS SERVED BY SP AT STATIONS OTHER THAN GLENDALE.

② APPLIES ONLY VIA AF, AFL, CERT, CME, CRES, ICX, PIE, PMTC, PMTT, RPL, SHIP, STER, TIME, WFL, WGI, EXCEPT AS NOTED.

③ INK, PRINTING, MAY BE SHIPPED IN MIXED SHIPMENTS IN CONNECTION WITH THESE RATES, SUBJECT TO A RATE OF 68 CENTS PER 100 LBS. AND THE WEIGHT OF THE INK MAY BE USED TO MAKE UP THE MINIMUM WEIGHT. ④ WILL NOT APPLY VIA CERT, S-99.

⑤ ISSUED UNDER AUTHORITY OF CAL. P.U.C. ORDER NOS. STD-73, STD-256, STD-760, STD-683, STD-1467, STD-2336, STD-2556, STD-3004, STD-3260, STD-3538, STD-3716, STD-4333, STD-4542, STD-4796, STD-4816, STD-5291, STD-5447, STD-5820, STD-5803, STD-450-1721, 460-1691, 460-2014, 460-2090, 460-2138, 460-2169, 460-2245, DECISION NO. 65281, 73520, 73582, 75102, 75135 AND 75266.

⑥ RATES ALSO APPLY VIA CB WHEN POINT OF ORIGIN IS INDEX NO. 5224 ANAHEIM, 5274 ORANGE, OR 5278 SANTA ANA.

⑦ EXCEPT AS NOTED APPLIES ONLY VIA AF, AFL, CME, CRES, ICX, OB, PIE, PMTC, PMTT, RPL, SCFF, SCFL, SFS, SHIP, STER, TIME, WFL, WGI. ⑧ WILL NOT APPLY VIA CME, HXC, ICX, KVT, S-99, SFS.

⑨ APPLIES ONLY VIA CCM, CRES, PIE, SHIP, WFL.

⑩ ALSO APPLIES VIA AF, AFL, RPL, STER, TIME, WGI. ⑪ WILL NOT APPLY VIA CB.

⑫ EXCEPT AS NOTED APPLIES ONLY VIA CME, CRES, LODI, PMTC, PMTT, SFS, SHIP, WFL.

⑬ WILL NOT APPLY VIA CRES. ⑭ ALSO APPLIES VIA S-99, SFS. ⑮ WILL NOT APPLY VIA SFS, SHIP.

⑯ WILL NOT APPLY VIA S-99.

⑰ WHEN VIA S-99, EXCEPT AS OTHERWISE PROVIDED APPLIES ONLY VIA SP DIRECT.

⑱ WILL NOT APPLY VIA SFS.

⑲ RATES IN ITEM ARE APPLICABLE VIA SP OR SP AND CONNECTION ROUTINGS ONLY.

⑳ WILL NOT APPLY VIA HXC, KVT. ㉑ ALSO APPLIES JOINTLY VIA HXC, KVT.

㉒ SUBJECT TO ITEM NO. 382 WHEN VIA HXC, KVT.

† EFFECTIVE

ISSUED:

EFFECTIVE:

(EXCEPT AS SHOWN BY †)

CORRECTION NO.

NR

- 170 -

ISSUED BY W. J. KNOELL, ISSUING OFFICER  
 P.O. BOX 392, SOUTH GATE, CALIFORNIA 90280



Order No. STD-6059

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 description for float glass shall be published as follows:

"Float, not further finished than tempered, cut to size, edges beveled or ground, or holes cut or drilled, in boxes".

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-6059"

This order issued May 2, 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. Smith*  
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) 873-9936

HAWAII  
P. O. Box 17, 811 Middle Street  
Honolulu, Hawaii 96810  
Phone (808) 852-652

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

South Gate, California  
April 21, 1969

APPLICATION NO. A-4815

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 Di Salvo Trucking Co.

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, California Common Carrier Motor Freight Local and  
Joint Tariff No. 11, Cal. P.U.C. No. 5, Interstate Freight Carriers  
Conference, Inc., Agent, series.

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, Tariff Issuing Officer

EXHIBIT "A"

PROPOSED PUBLICATION

It is proposed to publish in Section 4 of the subject tariff a new item as shown below.

Section 4 - Truckload Commodity Rates - in cents per 100 pounds (except as otherwise noted) - continued (See Item No. 3000 for special rules applying in connection with rates on this page)

COMMODITY

Glass, not bent, fraxed, leaded nor silvered (See Notes 1 and 2), viz.:  
 Float, not further finished than tempered, cut to size, edges beveled or ground, or holes cut or drilled, in boxes, or in packages provided in Item 45980 of UPO's ICC 4.

Laminated, Plate, Polished, Wired or Polished Wire, noibn, not further finished than tempered, cut to size, edges beveled or ground, or holes cut or drilled.

Rolled, plain, colored, opalescent or opaque, chipped or figured, acid dipped, ground, sandblasted, metallized or tempered, wired or not wired, not flashed nor polished, or Sheet Prism, not flashed nor polished.

Window, other than plate, plain, colored, chipped, decorated, etched, ground or sandblasted, not further finished than tempered, cut to size, edges beveled or ground, or holes cut or drilled.

NOTE 1: (a) Rates will also apply on shipments of glass named in this item when packaged by securing the glass to shipper-owned metal pallets with sides.

(b) No charge will be made for the transportation of the metal pallets with sides, provided shipper specifies the weight of the metal pallets with sides on shipping order and bill of lading.

NOTE 2: Rates apply only on glass, as described, which has maximum dimensions not exceeding 15 feet in length or 9 feet in breadth.

FROM	TO	RATE	MIN. WT. IN LBS.
3082 Fresno	Groups 1 to 4 incl.	32	50,000
	364 Stockton	27	
	984 Sacramento	32	
	1526 North Sacramento	32	
	3906 Mountain View	32	
	4190 Santa Maria	① 52	
	4306 Santa Barbara	48	
	4480 North Hollywood	38	
	4526 Hollywood	38	
	Groups 5 to 10 incl.	38	
	4914 City of Industry	② 48	
	5380 San Diego	③④ 59	
	5414 National City	③④ 59	

① The provisions of Item No. 680 will not apply.

② Applies only via the following railhead routes: (a) ATSF Los Angeles, or San Bernardino, or Barstow thence UP, (b) SP Los Angeles thence UP.

③ Also applies via the following railhead route: SP El Centro-SDAE-Division-TYP-San Ysidro-SDAE.

④ Applies from and to points named 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 Southcoast Freight Bureau, Tariff No. 300-A, Item No. 12025-B, contained in Supplement No. 23 and Ex Parte No. 259-A. Applicant has been charging class rates in the past.

It should be pointed out to the Commission that rates are not published in the above referenced item to National City. However, National City is within the pickup and delivery limits of San Diego on both the Atchison, Topeka and Santa Fe Railway Company and the San Diego & Arizona Eastern Railway Company as per Pacific Southcoast Freight Bureau, Tariff No. 247-K, Item Nos. 22530 and 22540.

It should also be pointed out to the Commission that under alternative application provisions of the Commission's Minimum Rate Tariff No. 2, applicant wishes to publish rates higher than those applicable via competing rail carriers at Index No. 4306 Santa Barbara, 5380 San Diego and 5414 National City.

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. 3082 Fresno and destined to Index No. 4506 Los Angeles. In all probability this shipment would move south via U. S. Highway 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.

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— 6061

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.

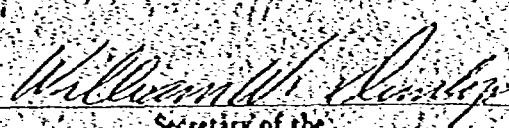
In conformity with the findings and order made by the Commission in a resolution entered this day, the request, copy of which is attached hereto and by this reference made a part hereof, is granted, subject to the following conditions:

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— 6061 . . . . ."

This order issued May 2, 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

# PACIFIC SOUTHCOAST FREIGHT BUREAU

717 MARKET STREET

SAN FRANCISCO, CALIFORNIA 94103

W. O. GENTLE  
Tariff Publishing Officer

M. A. NELSON  
Chairman

C. W. CROCKER  
Asst. to Chairman

April 28, 1969

File: D-Appl. 6344

*Ral*

Public Utilities Commission  
of the State of California  
State Bldg., Civic Center  
San Francisco, Calif.

FILE NO. \_\_\_\_\_  
APR 28 11 41 AM '69  
PUBLIC UTILITIES COMMISSION  
STATE OF CALIF.

Geneltement

This has reference to PSFB Application 6344, Tariff 48-V, seeking authority to amend Item 560 as set forth in application.

Will you please further amend this application by de-  
leting from paragraph three of Exhibit B the following:

"There are thousands of standard ice bunker refrigerator cars available for substitute service, and"

Yours very truly,

*W. O. Gentle*  
W. O. Gentle

alm

PACIFIC SOUTHCOAST FREIGHT BUREAU

*R. S. D.* 6061

APPLICATION NO. 6344 SAN FRANCISCO, CAL. April 23, 1969  
 Files: G-Pro, 7390

To the Public Utilities Commission of the State of California, San Francisco, California.

Pacific Southcoast Freight Bureau, Agent, in the name and on behalf of all carriers parties to Pacific Southcoast Freight Bureau Tariff No. 48-V acting under authority of power of attorney or formal concurrence in Tariff 48-V, on file with the Commission from each of said carriers, hereby applies, under Section 454 of the Public Utilities Act, for an order granting permission to put into effect Thirty (30) days after filing with the Commission the following rates (or rules or regulations):

TARIFF: PSFB 48-V  
 ITEM: 560 (See Exhibit "A")  
 ACTION: Add directly following PFE wherever it appears in Item:  
 (except cars in series 450001 - 458100).  
 RESULTS: Increase.

The proposed rates are intended to be published in Tariff 48-V 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 48-V on file with the Commission and which rates are as follows, to wit:

See Exhibit "A".

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

See Exhibit "B".

APR 24 9 56 AM '69

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

PACIFIC SOUTHCOAST FREIGHT BUREAU, Agent

*W. O. Gentle*

By W. O. GENTLE, Tariff Publishing Officer

RULES AND OTHER GOVERNING PROVISIONS

SPECIAL RULES AND REGULATIONS UNLIMITED

Item	SUBJECT	APPLICATION
500	Rates Based on a Per Cent of a Given Rate	See Section 4 of PSFB Exception Sheet U.S. ICC 1559, for table of rates applicable to commodities taking a per cent of a given rate in cents per 100 lbs.
+550	Rates within Arizona, California or New Mexico	<p><b>Applies only on Arizona, California or New Mexico Intrastate Traffic</b></p> <p>Wherever a class rate and a commodity rate are named between specified stations, the lower of such rates is the lawful rate unless some combination of class rates or of commodity rates or of class and commodity rates makes a lower through rate.</p>
500	Shipments in Refrigerator Cars	<p>1. When suitable loading facilities are available, box or crate material as described in Item 1000 may be transported in PFE or SFRD refrigerator cars and when such refrigerator cars are available at the loading station, carriers may furnish and transport refrigerator cars as shown in paragraphs (a) and (b) below:</p> <p>(a) On shipments on which the minimum weight does not vary with the size of the car --</p> <p>(1) Not more than three (3) PFE or SFRD refrigerator cars will be furnished in lieu of each box car ordered subject to the carload minimum weight which would have applied if the shipment had been loaded in a box car.</p> <p>(b) On shipments on which the minimum weight varies with the size of the car --</p> <p>(1) Two (2) PFE or SFRD refrigerator cars will be furnished in lieu of one (1) box car ordered of a length 40 feet 7 inches or less, subject to the carload minimum weight which would have applied if the shipment had been loaded in box car of the size ordered.</p> <p>(2) Three (3) PFE or SFRD refrigerator cars will be furnished in lieu of one (1) box car ordered of a length over 40 feet 7 inches, but not over 50 feet 6 inches, subject to the carload minimum weight which would have applied if the shipment had been loaded in a box car of the size ordered.</p> <p>2. When refrigerator cars are furnished and used in lieu of box car ordered, in no case shall the aggregate minimum weight for the refrigerator cars so furnished and used be less than the tariff minimum weight for the box car ordered.</p> <p>3. The shipment must be made from one station, by one shipper, in one calendar day running from midnight to midnight, on one shipping order or bill of lading, to one consignee and destination. This does not prohibit showing the point or points at which shipments are to be stopped in transit for partial loading or unloading when such partial loading or unloading is specifically authorized by the carriers' tariffs applicable to such shipments. Diversion or re-assignment will be permitted only to destinations in this Tariff.</p> <p>4. Agent will show on bill of lading and waybill dimensions or weight carrying capacity of car ordered and date of order; also number, initials and dimensions or weight carrying capacity of car or cars furnished.</p> <p>5. When two or three refrigerator cars are furnished in lieu of one box car ordered, no different service will be performed in placing the two (or three) refrigerator cars for loading or unloading than would be performed in placing the one box car ordered, except that when trackage disabilities existing at place of loading or unloading make it necessary, the two (or three) refrigerator cars may be placed at different but adjacent locations or at same location at different times.</p>
570	Shipments in Refrigerator Cars	<p><b>Applies only on ATSF, except 7170 Madrone to 7670 Raton, N. M., or P&amp;SF</b></p> <p>When, for carrier's convenience, combined ventilator and refrigerator cars are placed for loading fuel wood, and cars are loaded compactly to full space or visible capacity, and notation to that effect is made on waybill, actual weight or measurement will apply, regardless of minimum carload weight or measurement.</p>
500	Not Further Finished than in the Rough or in the White (Pro. 9137)	<p>Except as otherwise specifically provided, rates named in this Tariff apply only on commodities not further finished than in the rough or in the white (see Notes 1 and 2).</p> <p><b>Note 1</b>--The term "in the rough" applies to commodities that have been sawed, planed or bent, but not further processed.</p> <p><b>Note 2</b>--The term "in the white" applies to commodities that have been further processed than provided in Note 1 hereof, i. e.: Commodities may be lacerated, painted, shellacked, stained, varnished or waxed.</p>

For Explanation of (other) Reference Marks, see concluding page(s) of this Tariff.



EXHIBIT "B"

Item 560 to PSFB Tariff 48-V authorizes substitution of PFE refrigerator cars in lieu of boxcars ordered for loading shipments of Box or Crate Material, subject to carload minimum weight which would have applied if the shipment had been loaded in a boxcar.

In order to prevent use of carriers' 50 foot (inside length) PFE mechanical cushion underframe cars in substitution under this rule, carriers approved PSFB Proposal 7390 to specifically except PFE cars in series 450001-458100, same as presently done in transcontinental tariffs, such as Items 720 and 725 series, TCFB Tariff 1-Q; also, Item 370-A of PSFB Tariff 80-K will become effective May 27, 1969, on interstate traffic.

There are thousands of standard ice bunker refrigerator cars available for substitute service, and it is not intended that this high cost 50 foot (inside length) PFE mechanical cushion underframe specialized equipment be loaded with box or crate material which would delay return of these cars and possibly damage them as well. PFE cars in series 450001-458100 are in great demand for loading perishables and also other specialized dead freight commodities which require movement in large size mechanical cushion underframe equipment.

Order No. STD— 6062

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.

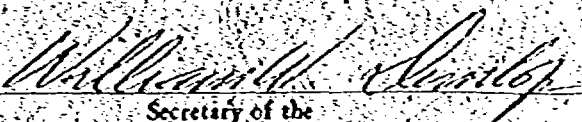
In conformity with the findings and order made by the Commission in a resolution entered this day, the request, copy of which is attached hereto and by this reference made a part hereof, is granted, subject to the following conditions:

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— 6062"

This order issued May 2, 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

APPLICATION NO. 6346 SAN FRANCISCO, CAL. April 24, 1969  
 File: P-300-A

To the Public Utilities Commission of the State of California, San Francisco, California. *RAL*

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 454 of the Public Utilities Act, for an order granting permission to put into effect Thirty (30) days after filing with the Commission the following rates (or rules or regulations):

**Action:** Reinstate rates in Item 15360, (See Exhibit "A")  
 which expired March 10, 1969. Rates to expire  
 with June 30, 1970, unless sooner cancelled,  
 changed or extended.

**Results:** In reduction on publication and increase on  
 expiration.

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 above

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

See Exhibit "B"

REC'D  
 PUBLIC UTILITIES COMM.  
 STATE OF CALIF.  
 APR 28 8 50 AM '69  
 FILE NO. \_\_\_\_\_

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"

## Tariff 300-A

**SECTION 2—MISCELLANEOUS COMMODITY RATES—IN CENTS PER 100 LBS.**  
 See "Index of Stations From and To Which Rates Apply" for stations designated by Groups.  
 The number prefixed to a station name is its Index.  
 For Key to Routes, see Section 6.

Item	COMMODITY	FROM	TO	RATE
② 15360	Metals or Metal Articles, viz.: Zinc Slab. Min wt 100,000 lbs., not subject to Rule 24 of UFC nor Rule 215 of FS, nor Item 200 of this tariff. ① Applies only via Routes 3253, 3262 or 3469. ② Applies only via Route 3469.	4956 Mira Loma.....	Groups 1 to 3, 7, 8..... 170 Antioch.....	④401
			50 Selby..... Group 14.....	④401

## Sup. 68 to Tariff 300-A

**SECTION 2—MISCELLANEOUS COMMODITY RATES—IN CENTS PER 100 LBS.**  
 See "Index of Stations From and To Which Rates Apply" for stations designated by Groups.  
 The number prefixed to a station name is its Index.  
 For Key to Routes, see Section 6.

Item	COMMODITY	FROM	TO	RATE
③S 11775-A	Machinery or Machines or Parts and Other Articles, viz.: Metal Working Machinery or Parts thereof. Pipe Mill Machinery or Parts thereof. Applies only in closed cars not exceeding 50 feet 7 inches in length (inside measurement) or in open cars not exceeding 53 feet 6 inches in length (inside measurement). Min wt 100,000 lbs., not subject to Rule 24 of UFC nor Rule 215 of FS nor Item 200 of this tariff.	1001 Rocktram.....	1 San Francisco..... 2 Oakland.....	④17
			15 Richmond.....	④16
15370-A	Rates expired with March 10, 1969.			

# EXHIBIT "B"

## Justification for Section 454 Application to GPUO

On March 10, 1969 temporary carload rates on zinc slabs, from Mira Loma, Calif. to Selby and San Francisco, Calif., Item 15360, PSFB 300-A were allowed expire. These rates were allowed to expire as a result of information supplied the carriers indicating the government would not release further quantities of zinc.

Subsequent to the action taken which allowed these rates to expire, carriers were informed of the possible release of ten carloads of zinc from the government facility at Mira Loma, Calif.

The resulting rate which would now apply to San Francisco is found in Item 15170, PSFB 300-A taking scale E basis of rates. This rate is 57½¢ cwt. @ a minimum weight of 30,000 lbs.; to Selby there is no commodity rate published in PSFB 300-A, the only rate applicable is a class rate of 100¢ cwt. @ a minimum weight of 40,000 lbs. These resultant rates made effective by the cancellation of the temporary rates are too high to make it economically feasible to ship using these rates.

Therefore, on behalf of American Smelting and Refining we hereby petition the commission to allow the temporary rates which were formerly found in Item 15360, PSFB 300-A be reinstated with expiration date of one year after the effective date.

Order No. STD— 6063

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.

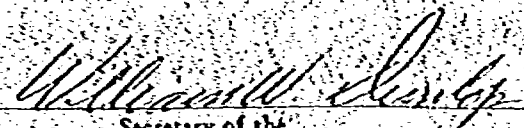
In conformity with the findings and order made by the Commission in a resolution entered this day, the request, copy of which is attached hereto and by this reference made a part hereof, is granted, subject to the following conditions:

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— 6063

This order issued May 2, 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

PACIFIC SOUTHCOAST FREIGHT BUREAU

STD 6063

APPLICATION NO. 6347 SAN FRANCISCO, CAL. April 25, 1969  
 File: D-Bu. 274

To the Public Utilities Commission of the State of California, San Francisco, California.

*RCD*

Pacific Southcoast Freight Bureau, Agent, in the name and on behalf of all carriers parties to Pacific Southcoast Freight Bureau Tariff No. 274 acting under authority of power of attorney or formal concurrence in Tariff 274, on file with the Commission from each of said carriers, hereby applies, under Section 454 of the Public Utilities Act, for an order granting permission to put into effect Thirty (30) days after filing with the Commission the following rates (or rules or regulations):

To amend Item 421, 10th Revised Page 45BB by publishing rates from Santa Clara to Los Angeles, Wilmington (Anaheim Blvd.) and Buena Park, Cal. as outlined in Exhibit "A" hereof.

The proposed rates are intended to be published in Tariff 274 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 274 on file with the Commission and which rates are as follows, to wit:

Present rate from and to points involved is the 27 cent rate flagged with a small "f" reference mark.

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

For justification see Exhibit "B" hereof.

FILE NO. \_\_\_\_\_  
 APR 29 9 05 AM '69  
 PUBLIC UTILITIES COMM.  
 STATE OF CALIF.

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"

ITEM: 421, Pg. 45BB  
FROM: 3912 Santa Clara, Cal.  
TO: 4506 Los Angeles, Cal.  
4684 Wilmington (on SP)  
5216 Buena Park  
RATES: (X) in cents per 100 lbs.  
(121)27 (In lieu of present "f" 27 cent rate)  
a(E) (141)25  
ROUTE: Via ISP  
RESULTS: Reduction  
REFERENCES: a-Subject to Item 236  
(E)-Expires January 31, 1970  
(121) Min wt 120,000 lbs., except when cars are loaded to full space capacity actual weight applies but not less than 110,000 lbs., not subject to Rule 24 of UFC nor Rule 215 of ES nor Item 240 of this Tariff, and applicable only in cars not exceeding 50 feet 7 inches in length (inside measurement) and not subject to the provisions of PSFB Tariff 194-U, ICC 1840 or 264-J ICC 1811.  
(141) Min wt 140,000 lbs., except when cars are loaded to full space or weight carrying capacity actual weight but not less than 115,000 lbs. applies not subject to Rule 24 of UFC nor Rule 215 of ES nor Item 240 of this Tariff.  
(X) Not subject to Increase in Rates and Charges as provided in Item X-256



EXHIBIT "B"

Under PSFB Proposal 7179, rail carriers published reduced carload rates on pulpboard in various items such as Item 260, 263, 268 etc. and between various points in California subject to a minimum weight of 140,000 lbs. except when cars are loaded to full space or weight carrying capacity actual weight will apply but not less than 115,000 pounds, such publication becomes effective April 30, 1969.

Publication of the new temporary rates at min wt 140,000 lbs with savings clause 115,000 lbs. subject to expiration date of January 31, 1970 which was authorized by Cal. PUC order No. STD-6009 was necessary to enable California producers to remain on a competitive basis with producers in the Pacific Northwest. The rates approved and published from the Pacific Northwest to destinations in California, including San Francisco Bay Area and Los Angeles area, were also published as temporary to expire January 31, 1970.

It was overlooked at the time publication was made from San Francisco to include intermediate point of Santa Clara, therefore to keep shippers in the Santa Clara area on a competitive level with shippers in the San Francisco area, carriers desire to publish rates as outlined in Exhibit "A" hereof and for reasons set forth herein.