

Resolution No. STD- 457-A

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:

Request and
Order No.

STD-6096

Request Filed By:

Pacific Southcoast Freight Bureau, Agent

Resolution No. STD-457-A
(Concluded)

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.

William J. Sproul, Jr.
President

Walter

W. J. Sproul, Jr.

W. J. Sproul, Jr.

Commissioners

Order No. STD— 6096

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— 6096”

This order issued June 13, 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 D. Dowdy
Secretary of the
Public Utilities Commission of the State of California

PACIFIC SOUTHCOAST FREIGHT BUREAU.

STD 6096

APPLICATION NO. 6364 SAN FRANCISCO, CAL. June 3, 1969
 File:

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

RHP

Pacific Southcoast Freight Bureau, Agent, in the name and on behalf of all carriers parties to Pacific Southcoast Freight Bureau Tariff No. 88-X acting under authority of power of attorney or formal concurrence in Tariff 88-X, on file with the Commission from each of said carriers, hereby applies, under Section 454/491 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):

ACTION: See Exhibit "A".

The proposed rates are intended to be published in Tariff 88-X 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 _____ on file with the Commission and which rates are as follows, to wit:

Present rate is combination rate of 18 cents cwt. Subject to X-259. Split minimum weight viz.: car capacity to Hesperia, Cal. and 50,000 lbs. beyond.

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

See Exhibit "B".

FILE NO. _____
 JUN 3 11 02 AM '69
 PUBLIC UTILITIES COMMISSION
 STATE OF CALIFORNIA

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: PSFB 88-2

Item: New in Section 1.

Commodity: Cement Clinker

From: 5690 Victorville, Cal.

To: 5687 Cushenbury, Cal.

Rate: (a) $7\frac{1}{2}$ ¢ cwt., subject to X-259.

Min Wt: Marked capacity of car used, except when cars are loaded to full space capacity, actual weight will apply, but in no case less than 150,000 lbs.

Route: Tariff route

(a) To expire with December 5, 1969 unless sooner cancelled, changed or extended.

EXHIBIT "B"

Currently, Kaiser Cement and Gypsum Corporation, located at Cushenbury, California, is supplying Portland Cement to public projects such as state highways, waterways and normal commercial users. They have recently experienced a critical shortage of raw materials that are used in the manufacture of cement. One of these materials is cement clinker and they have found it extremely difficult to acquire this product from other sources.

The Southwestern Portland Cement Company, located at Victorville, has a sufficient supply on hand and they have sold a certain amount to the Kaiser Cement Company at Cushenbury. Emergency shipments from Southwestern Portland Cement Company at Victorville to Kaiser Cement at Cushenbury are being made in privately-owned trucks. These trucks are being loaded to the legal gross weight limit of 76,800 lbs. These trucks are then forwarded over the shortest available route, which is via the Apple Valley Road, which involved a 27-mile run. The legal weight limit of these trucks, however, is too much for the road to handle and damage is being done to this highway. The only other route available is over the freeway via Hesperia, California; however, this route is circuitous and would result in wasteful transportation.

This is an emergency situation which is not expected to last beyond six months; consequently, the approved record shows a six-month expiration date.

Mr. William J. Kneell of Western Motor Tariff Bureau offers no objection to proposed publication.