

Decision No. 30388

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Establishment
of maximum or minimum, or maximum
and minimum rates, rules and regula-
tions of all Radial Highway Common
Carriers and Highway Contract Car-
riers operating motor vehicles over
the public highways of the State of
California, pursuant to Chapter 223,
Statutes of 1935, for the transpor-
tation for compensation or hire of
any and all commodities and acces-
sorial services incident to such
transportation.

Case No. 4088

Part "W"
Part "W"

ORIGINAL

In the Matter of the Investigation
and Establishment of rates, charges,
classifications, rules, regulations,
contracts and practices, or any there-
of, of Common Carriers of property.

Case No. 4145

Part "W"
Part "G"

BY THE COMMISSION:

THIRD SUPPLEMENTAL ORDER

A further hearing in these proceedings was had before Examiner Howard G. Freas at San Francisco on February 16, 1938, at which time evidence relating to split pick-up and split delivery was introduced.

Two witnesses testified in support of a petition filed by Triangle Transfer Co., Huntington Stage Line, George Harm Truck Line, Frasher Truck Line, Valley Motor Lines, Inc. and Valley Express Co. for authority to modify the split delivery rule¹ in the transportation of shipments over specified routes of the applicant carriers within a radius of approximately 75 miles from Fresno. One of these witnesses testified on behalf of a number of Fresno wholesale

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The split pick-up and split delivery rules referred to herein are Rules Nos. 80 and 90 respectively of Section No. 1 of Appendix "A" to Decision No. 30370 of November 29, 1937, as amended, in these proceedings.

firms; the other on behalf of applicant common carriers. Both witnesses urged that for these particular carriers and this particular territory alone, the required minimum weight for split delivery service should be reduced from 10,000 pounds to 4,000 pounds, and that the established additional charge for the service should be eliminated. They stated that local conditions made it practical for line-haul trucks to perform pick-up service in Fresno; they did not show that, if this condition does exist, it is peculiar to that city. Both witnesses stated that the traffic involved would be lost to proprietary trucks if the modification sought were not granted. Neither witness suggested revision of the rule for other carriers or other territory, but one of them stated that he believed the established rates to be just and fair for general application.

While there is reason to believe that some of the grocery traffic involved may be lost to plant facility operations, little if any evidence of probative value was offered by the petitioning carriers to show that the conditions surrounding its transportation justifies any modification of the outstanding rate order, let alone the particular change suggested. The Commission has repeatedly held that changes in established minimum rates should be approved only upon a clear and convincing showing. The petitioning carriers have shown little beyond a mere desire to continue handling the traffic. The matter of whether the proposed change would result in rates and revenue sufficient to pay even the direct cost of performing the service was largely left to conjecture. During the course of the hearings prior to the issuance of Decision No. 30370, supra, a witness for the petitioning carriers suggested rates (Revised Exhibit VG-3) which closely approximate the minimum rates thereafter established by the Commission. The rates then suggested were represented as being necessary to return the cost of performing the service.

Furthermore, while the same witness proposed that the minimum weight requirement in connection with split delivery be fixed at 4,000 pounds, he suggested an added charge for split delivery of 5 cents per 100 pounds. It may well be that some modification of the established split delivery rule may prove to be justified, but upon the record here made the proposal must be denied.

A witness for Durkee Famous Foods, Inc. asked that an exception to the established split delivery rule be made to accommodate the circumstances under which his company ships from Berkeley to San Francisco. He explained that although his company ships a substantial quantity of merchandise daily from Berkeley to various consignees in San Francisco, it is impracticable to tender the daily tonnage as a single shipment. He urged that one of three alternative suggestions for modification of the rule be adopted. However, although each of the proposals contemplated fundamental deviations from the established rates, charges or regulations, no cost evidence was introduced to justify their adoption.

A witness for Golden State Company, Ltd. asked that the routing restrictions of the rules governing split pick-up and split delivery service be modified to permit such service at points not located on the shortest constructive highway route. He stated that the established restrictions are unpractical and discriminatory, and deprive the shipper of one of the inherent advantages of motor truck transportation. Appropriate modifications will be made.

In addition, several petitions for rehearing, reconsideration and modification in connection with Decision No. 30370, supra, have been filed since January 17, 1938, the date of the second sup-

plemental order in these proceedings.² Petitions filed on or prior to that date have heretofore been disposed of.

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They include:

1. The petition of the Oakland Chamber of Commerce requesting that the order be amended to provide that from points of origin or to points of destination more than 30 constructive highway miles distant from Oakland, rates to or from Alameda, Berkeley, Emeryville, Oakland, Piedmont and San Leandro on the one hand and other points in California (except San Francisco) on the other hand shall be the rates to or from Oakland.

2. The petitions of San Francisco Chamber of Commerce and Draymen's Association of San Francisco seeking a modification of the order so as to provide that San Francisco and East Bay cities be treated as one point so far as the application of rates established in Decision No. 30370 is concerned.

3. The petition of Sacramento Chamber of Commerce requesting that the Commission establish a pick-up and delivery zone for Sacramento to include the city limits of Sacramento and the area contiguous thereto within one mile of the Sacramento city limits.

4. The petition of California State Brewers Institute seeking a 4th class rating on beverages, malt, viz.: ale, beer, beer tonic, porter and stout.

5. The petition of Western Sugar Refinery, Spreckles Sugar Company, California and Hawaiian Sugar Refining Corporation, Ltd., and Holly Sugar Corporation requesting that sugar in lots of not less than 7,500 pounds be exempted from the application of the rates established in Decision No. 30370.

6. The petitions of The Atchison, Topeka and Santa Fe Railway Company, Northwestern Pacific Railroad Company, Western Pacific Railroad Company, Southern Pacific Company, Pacific Electric Railway Company and Pacific Motor Transport Company seeking modification of Decision No. 30370 so as to permit the publication of rates by the railroads and Pacific Motor Transport Company in the following manner:

- (a) By publishing the rates between agency stations only.
- (b) Where a branch line terminates at a non-agency point, by setting up the terminal of the branch line as a rate basis point.
- (c) By permitting the railroad common carriers to publish a provision that rates to or from stations not specifically named in the tariff and located between two stations, from and to which rates are named, will be the higher of the rates to the stations named, between which the unnamed point is located.
- (d) To permit the Southern Pacific Company when publishing joint rail-motor truck rates to name agency points only, except in cases where the terminal of the railroad branch lines are non-agency points, in which event such non-agency point would be specifically published.
- (e) By providing that the publication of the arrangement herein sought is without prejudice to the addition of non-agency stations as rate bases points when it is known such stations may handle substantial traffic.

The Commission has carefully considered each of the petitions referred to, and each and every allegation therein contained, and is of the opinion that said Decision No. 30370, as amended, should be further amended to the extent set forth in the order herein, and that in all other respects the petitions should be denied.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that paragraph (m) of Rule No. 20, Section No. 1 of Appendix "A" to Decision No. 30370 dated November 29, 1937, as amended, in the above entitled proceedings, be and it is hereby amended to read as follows:

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- (f) From, to and between points north of Chico, Corning and Keddle, the rates set forth in Appendix "A" attached to the order herein.
- (g) From and to all named cities and towns to apply from and to all origins and destinations within the most extensive pick-up and delivery limits as defined in the tariffs of any of the common carriers serving such communities.

7. The petition of The River Lines (The California Transportation Company and Sacramento & San Joaquin River Lines, Inc.) requesting that paragraph (m) of Rule No. 20 of Appendix "A" to Decision No. 30370, as amended, be modified to read:

- (1) Commodities transported under carload rates by common carriers by railroad.
- (2) Commodities transported under carload rates by inland water carriers to the extent that such rates are higher than the carload commodity rates of common carriers by railroad between the same points.
- (3) Commodities transported under carload rates by inland water carriers between points not served by common carriers by railroad.

(Note) The term "carload rates" as used in this paragraph means the rates upon shipments under minimum weights of 20,000 pounds or higher, except where lower minimum weights are provided in the Western Classification or Current Exceptions Sheet.

"(m) Carload rates of common carriers by railroad, or of common carriers by vessel operating upon the inland waters. (For the purpose of this paragraph, carload rates of common carriers by vessel shall be understood to be rates subject to a minimum weight of 20,000 pounds or more, or subject to a lesser minimum weight if such lesser weight is also the minimum weight for a carload rating on the same commodity in the Current Classification or Current Exception Sheet.)"

IT IS HEREBY FURTHER ORDERED that the following paragraph be and it is hereby added to Rule No. 20, Section No. 1 of Appendix "A" to said Decision No. 30370, as amended:

"(s) Sugar, in shipments weighing 7,500 pounds or more."

IT IS HEREBY FURTHER ORDERED that paragraph (c) of Rule No. 40, Section No. 1 of Appendix "A" to said Decision No. 30370, as amended, be and it is hereby amended to read as follows:

"(c) Mileages to be used in connection with distance rates named herein shall be the shortest resulting mileage via any public highway route computed in accordance with the method provided in Decision No. 30000 of August 9, 1937, as amended, in Case No. 4088, Part "N", subject to the following exceptions:

1. Distances from or to points located within any incorporated city, other than cities wholly or partially within a pick-up and delivery zone provided in Rule No. 45, shall be computed from or to the point within the incorporated city limits designated by a triangle and circle as shown on the map appended to Decision No. 30000, as amended.

2. Distances from or to points located within a pick-up and delivery zone provided in Rule No. 45 shall be computed from or to the point within such zone designated by a triangle and circle as shown on the map appended to Decision No. 30000, as amended; except that distances from or to points located within a zone for which a Mileage Point is designated in said Rule No. 45 shall be computed from or to such Mileage Point.

3. Distances from or to points not located within a pick-up and delivery zone provided in Rule No. 45, but located within a city which is partially within such a zone, shall be computed from or to the point within the incorporated city limits designated by a triangle and circle as shown on the map appended to Decision No. 30000, as amended, except that distances from or to points located within the city limits of Los Angeles but located outside of the Los Angeles pick-up and delivery

zone shall be computed from or to point of origin or point of destination, as the case may be, in accordance with said Decision No. 30000, as amended.

4. From points of origin or to points of destination more than 70 miles distant from the Oakland pick-up and delivery zone (computed in accordance with the method hereinabove provided), distances to or from points located within the City of San Francisco or located within the Oakland pick-up and delivery zone shall be the average of the distances to or from San Francisco and the Oakland pick-up and delivery zone (computed in accordance with the methods hereinabove provided). In the event the distance computed from and to San Francisco and the Oakland pick-up and delivery zone in accordance with this paragraph is less than the distance computed from and to an intermediate point via the shortest constructive route, such lesser mileage shall apply from and to such intermediate point."

IT IS HEREBY FURTHER ORDERED that the following rule be and it is hereby added to Section No. 1 of Appendix "A" to said Decision No. 30370, as amended:

"Rule No. 45 - Pick-Up and Delivery Zones

Pick-up and Delivery Zones provided in this rule include both sides of streets, boulevards, roads, avenues or highways named. See Rule No. 40(c) for application of mileages to Pick-up and Delivery Zones in these and other incorporated cities.

(a) BAKERSFIELD: City limits, including the following territory: Beginning at Cottonwood Road and Brundage Lane, northerly on Cottonwood Road to California Avenue, easterly on California Avenue to Barlow Street, thence northerly on Barlow Street to Center Street, easterly on Center Street to Oswell Street, northerly on Oswell Street to the northeast corner of Section 22, westerly along the south line of Section 22 to Mt. Vernon Avenue, northerly on Mt. Vernon Avenue to extension of Columbus Street, westerly on extension of Columbus Street to River Boulevard, northerly on River Boulevard to Acacia Avenue, westerly on Acacia Avenue to Thelma Avenue, southerly on Thelma Avenue to Bernard Street, westerly on Bernard Street to Union Avenue, northerly on Union Avenue to 34th Street, westerly on 34th Street to two blocks east of Chester Avenue, thence northerly to 44th Street, westerly on 44th Street to Chester Avenue, thence northerly across Kern River Bridge to Ramona Avenue, easterly on Ramona Avenue to the southeast corner of Midway Square, northerly on Ferguson Avenue, westerly on Ferguson Avenue to Chester Avenue, northerly on Chester Avenue to Southern Pacific Tracks, southerly on Chester Avenue to Wilson Avenue, westerly on Wilson Avenue to Oildale Drive, southerly on Oildale Drive to Roberts Lane, easterly on Roberts Lane to

Chester Avenue, southerly on Chester Avenue and across Kern River Bridge to 34th Street, thence westerly along City Boundary Line to western City Limits, southerly along City Limits to 26th and Oak Street, southerly on Oak Street to Bellevue Road, easterly on Bellevue Road to "E" Street, southerly on "E" Street to Terrace Way to "E" Street South, thence southerly on "E" Street South to Terrace Way, easterly on Terrace Way to Eastern City Limits, northerly along Eastern City Limits to Brundage Lane to starting point.

(b) BEVERLY HILLS: City limits, also area outside of Beverly Hills city limits as follows: Beginning at city line east of intersection of Sunset Boulevard and Sierra, east on Sunset Boulevard to Doheny Drive, south on Doheny Drive to Beverly Boulevard, east on Beverly Boulevard to Fairfax Avenue, south on Fairfax Avenue to Pico Boulevard, west on Pico Boulevard to Camden Drive, northwesterly on Camden Drive to the city line, east and north on city line to starting point.

(c) CLAREMONT: City limits, also Construction Camp of J. F. Shae Company.

(d) COLTON: City limits, and including plant of California Portland Cement Company, located outside of city limits.

(e) CULVER CITY: City limits, also area outside of Culver City city limits as follows: Beginning at city line at intersection of Washington Boulevard and Center Street, southwesterly on Washington Boulevard to Sawtell Boulevard, northerly on Sawtell Boulevard to National Boulevard, easterly on National Boulevard to Exposition Boulevard, continuing easterly on Exposition Boulevard to National Boulevard, continuing easterly on National Boulevard to Venice Boulevard to Hutchison Avenue, southerly on Hutchison Avenue to intersection at Washington Boulevard and Caroline Avenue, continuing on Caroline Avenue to city line at Exposition Boulevard, westerly on city line to starting point. Also Club House of California Country Club and office of Palms, Calif.

(f) DUNSMUIR: City limits, also plants of Diamond Match Co., Standard Oil Co., California-Oregon Light & Power Co., Lloyd Stevenson, Chas. Pendleton, outside of the city limits, and points adjacent to the highway at Shasta Retreat.

(g) EL SEGUNDO: City limits, also Standard Oil Co., General Chemical Co., General Tile Corp. and Barrett & Co.

(h) FRESNO: City limits, also area outside of Fresno city limits, as follows: Beginning at intersection of Dakota and Marks Avenues, easterly on Dakota Avenue to North Fresno Avenue, southerly on North Fresno Avenue to Clinton Avenue, easterly on Clinton Avenue to First Avenue, southerly on First Avenue to McKinley Avenue, easterly on McKinley Avenue to Willow Avenue, southerly on Willow Avenue to Butler Avenue, westerly on Butler Avenue to Chesnut Avenue, southerly on Chesnut Avenue to Annadale Avenue, westerly on Annadale Avenue to Marks Avenue, northerly on Marks Avenue to starting point. Also plants of Producers Cotton Oil Company and Farms Cotton Gin on Golden State Highway.

(i) GLENDALE: City limits, also plants of Gladding McBean & Co. and Smart and Final Co.

(j) HEMET: City limits, also plants of California Walnut Growers Association and Hemet Packing Company located outside of city limits.

(k) KING CITY: City limits, also the following firms, located outside of city limits: Forden Farms, Leo A. Meyers Store, L. W. Menzies, 2 Boy Wrecking Yard, Mount Implement Company, King City Gardens, Nestles Milk Products Co.; also west on Main Street to and including I.O.O.F. Cemetery.

(l) LOS ANGELES: Mileage Point, First and Main Streets, Territory bounded as follows: Commencing at the intersection of North Broadway and Mission Road, thence westerly on North Broadway to Daly Street, northerly on Daly Street to Pasadena Avenue, northerly on Pasadena Avenue to North Figueroa Street, southwesterly on North Figueroa Street to Avenue 26, northwesterly on Avenue 26 to San Fernando Road, northwesterly on San Fernando Road to Elm Street, northeasterly on Elm Street to Isabel Street, southwesterly on Elm Street to San Fernando Road, northwesterly on San Fernando Road to Fletcher Drive, northeasterly on Fletcher Drive to Avenue 32, southwesterly on Fletcher Drive to San Fernando Road, northwesterly on San Fernando Road to Tyburn Street, southeasterly on San Fernando Road to Fletcher Drive, southwesterly on Fletcher Drive to Glendale Boulevard, northwesterly on Glendale Boulevard to Rowena Avenue, westerly on Rowena Avenue to Hyperion Avenue, southerly on Hyperion Avenue to Fountain Avenue, westerly on Fountain Avenue to Sunset Boulevard, northwesterly on Sunset Boulevard to Hollywood Boulevard, westerly on Hollywood Boulevard to La Brea Avenue, southerly on La Brea Avenue to Wilshire Boulevard, easterly on Wilshire Boulevard to Crenshaw Boulevard, southerly on Crenshaw Boulevard to Slauson Avenue, easterly on Slauson Avenue to Van Ness Avenue, southerly on Van Ness Avenue to Manchester Avenue, easterly on Manchester Avenue and Firestone Boulevard to Alameda Street, southerly on Alameda Street to Century Boulevard, easterly on Century Boulevard to Santa Fe Avenue, northerly on Santa Fe Avenue to Tweedy Boulevard, westerly on Tweedy Boulevard to Alameda Street, northerly on Alameda Street to Firestone Boulevard,

easterly on Firestone Boulevard to the Los Angeles River, northerly along the west bank of the Los Angeles River to Randolph Street, easterly on Randolph Street to Garfield Avenue, northeasterly on Garfield Avenue to Anaheim-Telegraph Road, northwesterly on Anaheim-Telegraph Road to Ferguson Drive, easterly on Ferguson Drive to Gearhart Street, northerly on Gearhart Street to 9th Street, westerly on 9th Street to Indiana Street, northerly on Indiana Street to Ramona Boulevard, northerly and easterly on Ramona Boulevard to Miller Avenue, northerly on Miller Avenue to Valley Boulevard (Alhambra Avenue), westerly on Valley Boulevard to Mission Road, northeasterly on Mission Road to point of beginning.

(m) MANTECA: City limits, also Spreckels Sugar Plant.

(n) MODESTO: City limits, also going south on 99-Highway, 7th Street Highway and Crows Landing Highway from city limits to Hatch Road, Waterford Road from city limits to Santa Cruz Avenue, Virginia Avenue from city limits to Roseburg Avenue, McHenry Avenue from city limits to Orangeburg Avenue, Paradise Road from city limits to Vernon Avenue, also territory within the area bounded - northerly on 99-Highway from city limits to Woodland Avenue, including Modesto Irrigation District plant, thence easterly on Coldwell Avenue to Tully Avenue, thence southerly on Tully Avenue to intersection of 99-Highway.

(o) OAKLAND: Mileage Point, 14th and Broadway, Oakland. Including all of the City of Emeryville, also those parts of Albany, Alameda, Berkeley, Oakland and Piedmont bounded by the following; Beginning at San Francisco Bay and Alameda-Contra Costa County Line easterly to Curtis Street, thence southerly on Curtis Street to Solano Avenue, thence easterly on Solano Avenue to Tulare Avenue, thence southerly on Tulare Avenue to Sonoma Avenue, thence westerly on Sonoma Avenue to Ventura Avenue, thence southerly on Ventura Avenue to Posen Avenue, thence westerly on Posen Avenue to Ordway Street, thence southerly on Ordway Street to Hopkins Street, thence northeasterly on Hopkins Street to Grove Street, thence south on Grove Street to Rose Street, thence east on Rose Street to Oxford Street, thence south on Oxford Street to Hearst Avenue, thence east on Hearst Avenue to the Berkeley-Oakland City Boundary Line, thence south along Berkeley-Oakland City Boundary Line to Dwight Way, thence west on Dwight Way to College Avenue, thence south on College Avenue to Broadway, thence southwesterly on Broadway to Ridgeway Avenue, thence easterly on Ridgeway Avenue to Piedmont Avenue, thence east on Linda Avenue to Grand Avenue, thence south on Grand Avenue to Lakeshore Boulevard, thence south on Lakeshore Boulevard to Foothill Boulevard, thence easterly on Foothill Boulevard to the Oakland-San Leandro Boundary Line, thence south on Oakland-San Leandro Boundary Line to Railroad Avenue, thence northwesterly on Railroad Avenue to 50th Avenue, thence southerly on 50th Avenue to San Leandro Bay, thence along the shore line of San Leandro Bay to the Oakland Estuary, thence westerly along the Oakland-Estuary to High

Street, southerly on High Street to San Jose Avenue, westerly on San Jose Avenue to Park Street, northerly on Park Street to Encinal Avenue, westerly on Encinal Avenue to Central Avenue, westerly on Central Avenue to Webster Street, northerly on Webster Street to the Oakland Estuary, thence westerly along the Oakland Estuary to San Francisco Bay, thence northerly along San Francisco Bay shore line to San Francisco Bay and Alameda-Contra Costa County Line.

(p) PITTSBURG: City limits, also plants of Bunderson & Lauritzen, California Bean Growers Assn., California Spray Chemical Corporation, Columbia Steel Company, Delta Material Co., Diamond Bldg. Material Co., Great Western Electro-Chemical Company, Johns-Manville, Inc., Mineral Increment Co., The Pioneer Dairy, Pioneer Rubber Mills, Redwood Manufacturers Co., Shell Chemical Company, Standard Oil Co., Stockton Fire Brick Co. and Union Oil Company.

(q) REDWOOD CITY: City limits, also plants of the Union Oil Co. of Calif., Pacific Portland Cement Co. and Peninsular Paving Co., located outside of city limits.

(r) RIVERSIDE: City limits, also along Mission Boulevard from Riverside city limits to Pacific Avenue, outside the city limits.

(s) SACRAMENTO: City limits, also within radius of one mile of city limits of Sacramento.

(t) SALINAS: City limits, also following area outside of Salinas city limits: northerly on Highway 101 to and including Salinas American Legion Airport, southerly on Highway 101 to and including plants of E. E. Spiegle, Gilmore Oil Co., Seaside Oil Co. and K. W. McDonald Fertilizer Co., northwesterly on Salinas-Castroville Highway to and including Catholic Cemetery, southeasterly on Alisal Road and Williams Road to the junction of Williams Road and Gabilan Street and including the area bounded by Alisal Road, Williams Road, Gabilan Street and Madeira Avenue and easterly on Natividad Road to and including Monterey County Hospital and Juvenile Detention Home.

(u) SAN JUAN: City limits, also Ferry Morse Seed Co.

(v) SAN LUIS OBISPO: City limits, also the following located outside of city limits: Associated Oil Co., California Polytechnic School, Gilmore Oil Co., Motel Inn, Richfield Oil Co., Rio Grande Oil Co., Shell Oil Co., Standard Oil Co. and Union Oil Co.

(w) SAN DIEGO: Mileage Point, Plaza.

Points located within exterior boundaries of incorporated city.

(x) STOCKTON: City limits, also plants of California Cedar Products Co., Gulf Red Cedar Co., Stockton Box Co., General Petroleum Corporation, Gilmore Oil Co., Ltd., Central States Oil Co., Flotill Products, Inc., Massey-Harris Co., Stowell Implement Company, located outside of city limits, R. G. Le Tourneau, Dodge Bros. Truck Plant, Mor-Pak Preserving Corporation, Harris Manufacturing Co., M. Davidson, The Engineering & Foundry Co., Morning Milk Co. and Stockton Food Products, Inc.

(y) TRACY: City limits, also plant of Denver Alfalfa Milling Co., located outside city limits.

(z) VALLEJO: City limits, also Mare Island."

IT IS HEREBY FURTHER ORDERED that paragraph (3) of Rule No. 80, Section No. 1 of Appendix "A" to said Decision No. 30370, as amended, be and it is hereby eliminated, and that paragraph (5) of said Rule No. 80 be and it is hereby amended to read as follows:

"(5) The charge for the composite shipment shall be the charge applicable for transportation of a single shipment of the same kind and quantity of property for the distance from the first point of origin to point of destination, using the shortest constructive highway route via the several points of origin, plus an additional charge of 25 cents for each pick-up more than one."

IT IS HEREBY FURTHER ORDERED that paragraph (3) of Rule No. 90, Section No. 1 of Appendix "A" to said Decision No. 30370, as amended, be and it is hereby eliminated, and that paragraph (5) of said Rule No. 90 be and it is hereby amended to read as follows:

"(5) The charge for the composite shipment shall be the charge applicable for transportation of a single shipment of the same kind and quantity of property for the distance from point of origin to last point of destination, using shortest constructive highway route via the several points of destination, plus an additional charge of 85 cents for each delivery more than one."

IT IS HEREBY FURTHER ORDERED that all railroad corporations, as defined in the Public Utilities Act, and Pacific Motor Transport Company, an express Corporation, be and they are hereby authorized to depart from the requirements of said Decision No. 30370, as amended, to the extent necessary to establish rates, rules

and regulations upon the following bases:

1. From, to or between non-agency stations for which rates are not specifically provided otherwise than by rule, the rates applicable from, to or between the higher rated of the stations for which rates are specifically provided between which such non-agency stations are located.

2. From, to and between points situated north of Chico, Corning and Keddle, the rates set forth in Appendix "A" hereof, using rail mileage.

IT IS HEREBY FURTHER ORDERED that in all other respects the petitions hereinabove referred to be and they are and each of them is hereby denied.

In all other respects said Decision No. 30370, as amended, shall remain in full force and effect.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 3rd day of March, 1938.

Leon C. Whaley
Frank P. Whaley
Ray B. Whaley

Commissioners.

APPENDIX "A"

Class Rates In Cents Per 100 Pounds

MILES		ANY QUANTITY				MINIMUM WEIGHT 5,000 Pounds				MINIMUM WEIGHT 10,000 Pounds			
Over	But not over	1	2	3	4	1	2	3	4	1	2	3	4
0	5	40	36	32	28	30	26	22	18	20	16	12	8
5	10	42	36	34	29	32	28	24	19	22	18	14	9
10	15	43	39	34	30	33	29	24	20	23	19	14	10
15	20	45	41	36	32	35	31	26	22	25	21	16	12
20	25	46	41	37	32	36	31	27	22	26	21	17	12
25	30	48	43	38	34	38	33	28	24	28	23	18	14
30	35	49	44	39	34	39	34	29	24	29	24	19	14
35	40	51	46	41	36	41	36	31	26	31	26	21	16
40	45	53	48	42	37	43	38	32	27	33	28	22	17
45	50	55	50	44	39	45	40	34	29	35	30	24	19
50	60	57	51	46	40	47	41	36	30	37	31	26	20
60	70	59	53	47	41	49	43	37	31	39	33	27	21
70	80	61	55	49	43	51	45	39	33	41	35	29	23
80	90	63	57	50	44	53	47	40	34	43	37	30	24
90	100	65	59	52	46	55	49	42	36	45	39	32	26
100	110	67	60	54	47	57	50	44	37	47	40	34	27
110	120	69	62	55	48	59	52	45	38	49	42	35	28
120	130	71	64	57	50	61	54	47	40	51	44	37	30
130	140	74	67	59	51	64	57	49	41	54	47	39	31
140	150	76	69	61	53	66	59	51	43	56	49	41	33
150	160	78	70	62	54	68	60	52	44	58	50	42	34
160	170	81	73	65	56	71	63	55	46	61	53	45	36
170	180	84	76	67	58	74	66	57	48	64	56	47	38
180	190	87	78	69	60	77	68	59	50	67	58	49	40
190	200	89	80	70	61	79	70	60	51	69	60	50	41
200	210	91	82	72	63	81	72	62	53	71	62	52	43
210	220	95	85	75	65	85	75	65	55	75	65	55	45
220	230	96	86	76	66	86	76	66	56	76	66	56	46
230	240	98	88	78	68	88	78	68	58	78	68	58	48
240	250	101	91	80	70	91	81	70	60	81	71	60	50
250	260	102	91	81	70	92	81	71	60	82	71	61	50
260	270	106	95	84	73	96	85	74	63	86	75	64	53
270	280	108	97	86	75	98	87	76	65	88	77	66	55
280	290	110	99	88	76	100	89	78	66	90	79	68	56
290	300	113	102	90	78	103	92	80	68	93	82	70	58
300	310	115	103	91	79	105	93	81	69	95	83	71	59
310	320	117	105	93	81	107	95	83	71	97	85	73	61
320	325	119	107	95	82	109	97	85	72	99	87	75	62
325	330	119	107	95	82	109	97	85	72	99	87	75	62
330	340	121	109	96	84	111	99	86	74	101	89	76	64
340	350	124	111	99	86	114	101	89	76	104	91	79	66
350	360	127	114	101	88	117	104	91	78	107	94	81	68
360	370	129	116	103	89	119	106	93	79	109	96	83	69
370	375	131	117	104	90	121	107	94	80	111	97	84	70
375	380	131	117	104	90	121	107	94	80	111	97	84	70
380	390	134	120	106	92	124	110	96	82	114	100	86	72
390	400	134	121	107	93	124	111	97	83	114	101	87	73

APPENDIX "A" (Concluded)

Class Rates In Cents Per 100 Pounds

Over	MILES But not over	ANY QUANTITY				MINIMUM WEIGHT 5,000 Pounds				MINIMUM WEIGHT 10,000 Pounds			
		1	2	3	4	1	2	3	4	1	2	3	4
400	410	137	123	109	95	127	113	99	85	117	103	89	75
410	420	140	126	111	97	130	116	101	87	120	106	91	77
420	425	142	128	113	98	132	118	103	88	122	108	93	78
425	430	142	128	113	98	132	118	103	88	122	108	93	78
430	440	145	130	115	100	135	120	105	90	125	110	95	80
440	450	147	132	116	101	137	122	106	91	127	112	96	81
450	460	148	133	118	103	138	123	108	93	128	113	98	83
460	470	151	136	120	105	141	126	110	95	131	116	100	85
470	475	154	138	122	106	144	128	112	96	134	118	102	86
475	480	154	138	122	106	144	128	112	96	134	118	102	86
480	490	155	139	123	108	145	129	113	98	135	119	103	88
490	500	157	141	125	109	147	131	115	99	137	121	105	89
500	510	160	143	127	111	150	133	117	101	140	123	107	91
510	520	161	145	128	112	151	135	118	102	141	125	108	92
520	525	164	147	130	114	154	137	120	104	144	127	110	94
525	530	164	147	130	114	154	137	120	104	144	127	110	94
530	540	167	150	133	115	157	140	123	105	147	130	113	95
540	550	169	151	134	117	159	141	124	107	149	131	114	97
550	560	171	154	136	119	161	143	126	109	151	133	116	99
560	570	174	156	138	120	164	146	128	110	154	136	118	100
570	575	176	158	139	121	166	148	129	111	156	138	119	101
575	580	176	158	139	121	166	148	129	111	156	138	119	101
580	590	179	160	142	123	169	150	132	113	159	140	122	103
590	600	180	161	143	124	170	151	133	114	160	141	123	104
600	620	194	174	154	134	184	164	144	124	174	154	134	114
620	640	199	178	158	137	189	168	148	127	179	158	138	117
640	660	203	182	161	140	193	172	151	130	183	162	141	120
660	680	207	186	164	143	197	176	154	133	187	166	144	123
680	700	212	190	168	146	202	180	158	136	192	170	148	126
700	720	216	194	171	149	206	184	161	139	196	174	151	129
720	740	220	198	175	152	210	188	165	142	200	178	155	132
740	760	225	202	178	155	215	192	168	145	205	182	158	135
760	780	229	205	182	158	219	195	172	148	209	185	162	138
780	800	232	208	184	160	222	198	174	150	212	188	164	140