

orig.

Decision No. 39004

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation by the Commission upon its own motion into the rates, rules, regulations, charges, allowances, and practices of all common carriers, as defined in the Public Utilities Act of the State of California, highway carriers, as defined in Chapter 223, Statutes of 1935, of the State of California, as amended, and city carriers, as defined in Chapter 312, Statutes of 1935, of the State of California, as amended, relating to the transportation of property for hire within the State of California.

ORIGINAL

Case No. 4808

ANDERSON AND CRAEMER, Commissioners:

Appearances

(A list of appearances is contained in Appendix "B" hereof).

OPINION

Case No. 4808 is an investigation by the Commission upon its own motion into the rates, rules, regulations, charges, allowances and practices of all for-hire carriers of property for the purpose of determining (1) whether or not said rates, rules, regulations, charges, allowances and practices, or any of them, are unlawful or otherwise improper; and (2) the factors and other circumstances and conditions which determine the actual rates, charges and allowances, or any of them, charged, collected or received.

This opinion deals with the evidence received at the initial series of hearings had in this proceeding at San Francisco on April 10 and 11 and at Los Angeles on April 15, 16 and 17, 1946. The hearings dealt principally with rates on the so-called general

commodities covered by Highway Carriers' Tariff No. 2 (Appendix "A" to Decision No. 31606, as amended, in Case No. 4246).¹

Members of the Commission's staff introduced exhibits reflecting the financial and rate information supplied to the Commission in questionnaires prepared for that purpose by 48 highway common and permitted carriers transporting principally Highway Carriers' Tariff No. 2 traffic.² The record shows that of all such carriers, the 48 studied handle more than half of the total volume of traffic. The carriers' over-all operating ratio, before taxes, as depicted by the questionnaire returns, under the rates they actually charged, was found to be 96.65 in 1944 and 100.89 in 1945. By quarters commencing with the last quarter of 1944 and ending with the last quarter of 1945, the indicated operating ratios were 100.62, 98.24, 98.38, 101.67 and 106.68, respectively. Because the rates actually assessed by the individual carriers on traffic subject to Highway Carriers' Tariff No. 2 usually differed from the specific minimum rates named therein, the Commission's rate witness adjusted the carriers' actual gross revenues to the basis of the minimum rates. The adjustment of the carriers' revenues on that portion of their traffic subject to Highway Carriers' Tariff No. 2 resulted in an operating ratio in 1945 of 106.26. The rate witness testified that

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Decision No. 31606 of December 27, 1938, as amended, in Case No. 4246, established minimum rates of statewide application for the transportation of property generally, by common carriers, radial highway common carriers and highway contract carriers.

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The questionnaires were mailed to carriers believed to be transporting, in the main, commodities covered by Highway Carriers' Tariff No. 2. Not all of the carriers to whom questionnaires were sent responded. Questionnaires of 57 of those who did were discarded because they were either incomplete or contradictory or because they disclosed that the traffic the carriers handled in 1945 was, predominately, other than traffic subject to Highway Carriers' Tariff No. 2.

a rate increase of 5.6 per cent would be necessary to offset this indicated loss. Upon considering the carriers individually, an increase of 12 per cent in the minimum rates on Highway Carriers' Tariff No. 2 traffic was shown to be required to permit all but 7 of them to show a net operating profit. An increase of 15 per cent would leave but 6 of the carriers showing a net operating loss. It was also shown that an increase of 12 per cent, in the minimum rates applicable to traffic covered by the aforementioned tariff, would produce an over-all operating ratio of 96.72 and a rate of return of 8.54, both after provision for income taxes.³ Under a 15 per cent increase in such minimum rates the operating ratio became 95.03 and the rate of return 13.35 per cent. The witnesses made it clear that their testimony was based upon the information contained in the questionnaires.

A witness for The Motor Truck Association of Southern California declared that the indicated rates of return must be considered to be overstated because the carriers were unable to purchase sufficient new equipment during the war period and, hence, were operating a substantial amount of equipment upon which full depreciation had already been taken.

The Truck Owners Association of California, The Motor Truck Association of Southern California, and a number of individual carriers operating within southern California testified regarding the financial position and operating experience of highway carriers transporting general commodities. The carriers

³ For the purpose of computing income taxes the 1946 tax schedules for corporations were used.

who are named in the margin were among those whose operations were⁴ considered in the group of 48 carriers hereinbefore discussed. Based on their questionnaires, Pacific Freight Lines and Pacific Freight Lines Express would, in 1945, have experienced an operating ratio of 112.16 had they been observing the minimum rates. On the same basis the operating ratio of Signal Trucking Service would have been 129.59 and of Paxton Truck Company, 116.15. The remaining carriers who testified were Western Truck Lines, Limited, Asbury Transportation Company, Southern California Freight Lines and Southern California Freight Forwarders.⁵ Western Truck Lines, Limited is engaged in the transportation of general commodities in California, Arizona and Nevada. Its vice-president introduced figures showing that despite substantial and continuing gross revenue increases since 1942, its ton-mile costs increased by 42.3 per cent since that time. He stated that Western's operating ratio in 1943 was 99.3 per cent and that in 1944 and 1945 the operating ratio was

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They are Pacific Freight Lines, Pacific Freight Lines Express, Signal Trucking Service and Paxton Truck Company. Pacific Freight Lines is a highway common carrier; Pacific Freight Lines Express is an express corporation operating over the lines of various highway common carriers including Pacific Freight Lines. Signal is a common carrier of general property between Los Angeles and Los Angeles Harbor and a permitted carrier of such property within southern California. Revenues from Signal's permitted operations comprise about 99 per cent of the total. Paxton is principally a permitted carrier of iron and steel articles and oil well equipment and supplies.

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The record shows that Western and Asbury were not included among the 48 carriers whose operations were studied because their traffic was principally other than Highway Carriers' Tariff No. 2 traffic. Southern was not included because the figures shown in the questionnaires did not agree with those shown in the Annual Reports to the Commission. This was attributed to the fact that the questionnaire figures did not reflect end of year adjustments.

100.8. The vice-president and general manager for Asbury Transportation Company, a common carrier of oil well supplies and a permitted carrier of bulk petroleum products, testified that its operations were currently being conducted at a loss. He pointed out that his over-all operating costs increased 60.1 per cent since 1940. The principal officer for Southern California Freight Lines and Southern California Freight Forwarders testified that although they enjoyed rates 8 per cent higher than the minimum rates throughout 1945 their operating ratio in that year was almost 99 before income taxes.⁶ He stated that the operating ratio for the last six months of 1945 was 107.

Carriers' witnesses testified that wages paid all classes of employees have increased greatly in the last several years. In this regard the record shows that during the period 1938 through 1945 drivers' wages increased between 22.9 and 48 per cent depending on the types of equipment and operation involved; and that in the same period freight handlers' wages increased 30.7 per cent.⁷ Costs

6 Southern California Freight Lines is a highway common carrier. Southern California Freight Forwarders is an express corporation and freight forwarder whose principal underlying carrier is Southern California Freight Lines. The management and ownership of the two companies are substantially identical. The operating experience testified to reflects their consolidated performance.

7 The record also shows that mechanics' wages increased 51.5 per cent since 1939; that truck servicing employees' wages increased between 25 and 30 per cent since 1941; that wages paid clerical help increased approximately 12 per cent and that supervisory employees' wages also increased because of the policy of the truck operators to maintain their wages at a level no lower than that of the employees under their supervision.

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other than wages were likewise said to have risen substantially.

In addition to costs which can be readily measured, substantial increases in truck operating costs were also said to have been experienced because of greater traffic congestion; inefficient labor and high labor turnover; return of business to a 40-hour 5-day work week, with a decline in the equipment use factor; and restrictions placed on the movement of oversize shipments.

However, carriers' witnesses expressed the opinion that the present volume of tonnage would not decline, that the efficiency of employees should improve, and that their claim experience should grow better. Witnesses further testified that when carriers are able to secure new equipment in appreciable quantities, their maintenance costs will be reduced considerably.

A consulting engineer introduced a study in which he endeavored to bring up to date cost data which he introduced in Case No. 4246 in 1937. The study developed comparative truck costs in cents per 100 pounds for hauling shipments in four different weight groups distances of 10, 50, 100 and 400 miles. The amount of the increases range from a low of 17.2 per cent to a high of 26.9 per cent. Carrier performance figures, where used in the 1946 study, were secured from five carriers in some cases and from 3 carriers in others. The same equipment load and use factor was used in both studies. The engineer admitted that at present both the load and use factor are somewhat higher than experienced in 1937.

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They stated that since 1941 prices on new equipment have increased 57 to 66.2 per cent and on automotive parts between 28 to 78 per cent. Diesel fuel prices rose 18 per cent on March 20, 1946. Overall equipment maintenance costs were said to have increased approximately 80 per cent since 1942.

He contended, however, that within a short time the load factor would again be substantially similar to that obtaining in 1937 and that as soon as more trucks were made available the use factor would likewise drop to that which obtained at the time of the earlier study.

The carriers attributed their unhealthy financial position to the rapid increase in their over-all operating expenses without a commensurate increase in their revenues. This upward trend in operating costs, they insisted, would continue for some time because of recent wage increases in other industries, the result of which, they said, had not as yet been reflected in the prices of the finished articles. They testified that they have explored every possible opportunity of reducing their operating costs, and that they know of nothing more which they could do to improve the efficiency of their operations.

The carrier associations took the position that a minimum increase of 20 per cent was absolutely essential if the carriers were to offset increased operating costs and make some provision for the future. An increase of 20 per cent, they pointed out, would, on the basis of the figures developed for the 48 carriers, produce an operating ratio of approximately 92.7, after taxes.

In this respect, the trucking associations argued that profits should be measured by the gross revenue earning ability of the carriers rather than by the investment necessary to produce such earnings. Rates should be sufficient, they said, to permit carriers to obtain a proper operating ratio. Increases based on an operating ratio of 95, after taxes, they said, would be dissipated

within four months. An operating ratio no higher than 93, after taxes, was claimed to be essential if the carriers are to achieve financial stability. An operating ratio of 90, after taxes, it was claimed would not be unfair for the trucking industry generally.

In addition to the sought increases in minimum rates, the carriers requested elimination or curtailment of split delivery rules and certain adjustments in the minimum rate scale to cover items of cost allegedly given inadequate attention at the time minimum rates were established or to cure asserted maladjustments in the scales themselves. Their testimony in this regard will not be discussed because changes of this kind can only be made on a full record. Such a record does not obtain here.

Numerous shippers and the Office of Price Administration participated in cross-examination of the witnesses but did not offer testimony. The California cement producers requested that cement be exempt from any increase which might be effected as a result of the Commission's order herein.

As has hereinbefore been stated, the instant hearings had for their purpose the determination of the propriety of the existing minimum rate structure for the transportation, principally, of commodities covered by Highway Carriers' Tariff No. 2. With exception of the horizontal increases of 6 or 3 per cent, dependent upon the commodities transported, granted in 1942 this rate structure, with but few unimportant exceptions, is that originally prescribed by the Commission in Decision No. 31606, of 1938. The record is entirely inadequate to support increases as great as requested by the carriers. However, it is convincing that operating costs have increased to the point where some relief is necessary as an interim measure. On this record we conclude that an increase of 12 per cent in existing minimum rates is justified. It should be noted, however, that this does not represent a 12 per cent increase in transportation costs to shippers. On a substantial portion of the traffic presently transported by highway common carriers

the going rates are now up to 10 per cent above the previously established minimum rates. Similarly the rates observed by permitted highway carriers are in the aggregate substantially in excess of the minimum rates. In connection with the 48 carriers shown on Exhibit No. 2 herein the rates here prescribed amount to an over-all increase of 7.6 per cent. The increase herein authorized should continue until such time as a more comprehensive record can be made, the Commission's intention being to proceed as expeditiously as possible to develop comprehensive cost and rate studies. We find no basis for singling out cement as a commodity which should be exempt from such a rate increase. To the extent that the carriers haul cement, the increased costs attendant in their over-all operations apply thereto.

By Decision No. 31606, supra, the Commission required that the less-carload rates of rail carriers and, with the exception of dock-to-dock rates, of water carriers as well, be adjusted to a level no lower than that prescribed therein for trucks. In this proceeding the Class I rail carriers have stated that it is their intention to petition this Commission for an over-all rate increase approximating 20 per cent including the intrastate less-carload rates here involved.⁹ In the instant proceeding, therefore, the Commission should find that rail and vessel common carrier less-carload rates should be increased to the minimum rate level.

We recommend the following form of order.

O R D E R

Based upon the evidence of record and upon the conclusions and findings set forth in the preceding opinion,

IT IS HEREBY ORDERED that Decision No. 31606, as amended,

⁹ Such a request has since been submitted. It has been given Application No. 27446. On less-carload intrastate rates the proposed increase is 25 per cent.

in Case No. 4246, be and it is hereby further amended by substituting in Highway Carriers' Tariff No. 2 (Appendix "D" to said Decision No. 31606, as amended) Third Revised Page 49-B Cancels Second Revised Page 49-A and Supplement No. 4 cancels Supplements Nos. 1, 2 and 3, which page and supplement are attached hereto and by this reference made Appendix "A" hereof.

IT IS HEREBY FURTHER ORDERED that tariff publications required to be made by common carriers as a result of the amendments to Highway Carriers' Tariff No. 2 provided by the preceding ordering paragraph shall be made effective on not less than one (1) day's notice to the Commission and to the public.

IT IS HEREBY FURTHER ORDERED that, with the exception of carload rates and less-carload dock-to-dock rates of common carriers by vessel and of carload rates of common carriers by railroad, all common carriers subject to the Public Utilities Act be and they are, and each of them is, hereby authorized to establish on not less than one (1) day's notice to the Commission and to the public, and not earlier than June 10, 1946, increases of not exceeding 12 per cent in rates on commodities for which rates have not been established by the Commission in outstanding minimum rate orders, subject to the provisions of Supplement No. 4 of Appendix "A" hereof; the following to be observed in the disposition of fractions:

When present rates or charges are 5 cents or less:

Fractions of less than $1/8$ or .125 of a cent omit.
 Fractions of $1/8$ or .125 of a cent or greater but less than $3/8$ or .375 of a cent will be stated at $1/4$ or .25 of a cent.
 Fractions of $3/8$ or .375 of a cent or greater but less than $5/8$ or .625 of a cent will be stated at $1/2$ or .50 of a cent.
 Fractions of $5/8$ or .625 of a cent or greater but less than $7/8$ or .875 of a cent will be stated at $3/4$ or .75 of a cent.
 Fractions of $7/8$ or .875 of a cent or greater increase to the next whole cent.

When present rates or charges are 10 cents or less but greater than 5 cents:

Fractions of less than 1/4 or .25 of a cent omit.
Fractions of 1/4 or .25 of a cent or greater but less than 3/4 or .75 of a cent will be stated at 1/2 or .50 of a cent.
Fractions of 3/4 or .75 of a cent or greater, increase to next whole cent.

When present rates or charges are over 10 cents:

Fractions of less than 1/2 or .50 of a cent omit.
Fractions of 1/2 or .50 of a cent or greater, increase to next whole cent.

IT IS HEREBY FURTHER ORDERED that in publishing the increases herein granted, said common carriers be and they are, and each of them is, hereby authorized to depart from the provisions of Tariff Circular No. 2, General Order No. 80 and Section 24(a) of the Public Utilities Act, to the extent necessary to carry out the effect of the order herein.

IT IS HEREBY FURTHER ORDERED that in all other respects Decision No. 31606, as amended, shall remain in full force and effect.

This order shall become effective twenty (20) days from the date hereof.

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 21st day of May, 1946.

CERTIFIED AS A TRUE COPY

Secretary, Railroad Commission of the State of California

[Handwritten signatures of Commissioners]
Commissioners

APPENDIX "A"

of

DECISION NO. 39004

Consisting of

SUPPLEMENT NO. 4

and

THIRD REVISED PAGE 49-B

to

HIGHWAY CARRIERS' TARIFF NO. 2

Is Attached

SPECIAL SUPPLEMENT CONTAINING INCREASED RATES AND CHARGES

Supplement No. 4
(Cancels Supplements
Nos. 1, 2 and 3)

SUPPLEMENT NO. 4

(Supplement No. 4 contains all changes
from the original tariff that are
effective on the date hereof)

To

HIGHWAY CARRIERS' TARIFF -

No. 2

Naming

MINIMUM RATES, RULES AND REGULATIONS

For The

Transportation of Property Over The
Public Highways Within The
State of California

By

RADIAL HIGHWAY COMMON CARRIERS

And

HIGHWAY CONTRACT CARRIERS

EFFECTIVE JUNE 10, 1946.

Issued by The
RAILROAD COMMISSION OF THE STATE OF CALIFORNIA
State Building, Civic Center,
San Francisco, California.

Item No. 1 - Application, General

(a) Unless otherwise specified in individual items, on individual pages or in this supplement, the increases provided herein shall be applied to all rates and charges in the tariff.

(b) Increases provided in this supplement will not apply to deductions shown in Item No. 110 series.

Item No. 2 - Application of Tables I and II

(a) Except as otherwise provided in paragraph (b) hereof, find the rate or charge as shown in tariff under Column "A" of Table I or Table II, as the case may be, and the increased rate or charge to be applied will be found opposite thereto in Column "B". When the rate or charge is stated in dollars or dollars and cents, first find the equivalent thereof in cents in Column "A" and apply the rate or charge opposite thereto in Column "B".

(b) The rates specifically shown in the tariff shall be increased under the provisions of this supplement before computing rates which are based on multiples or percentages of rates or ratings or before applying deductions named in Item No. 110 series.

(c) Subject to Item No. 1, the increases shown in Table I will be applied to all rates and charges except as provided in paragraph (d) hereof.

(d) The increases shown in Table II will be applied to:

(1) Class rates on articles specified in Note 1 herein when applied in connection with rates subject to minimum weights of 20,000 pounds or when applied in connection with carload ratings.

(2) Rates subject to minimum weights of 18,000 pounds or greater (higher) named in Items Nos. 605, 651, 654, 657, 658, 728 and 730 series.

NOTE 1:

Agricultural Products not otherwise specified, except the following:

Algarobilla; Beans, castor, cocoa, honey (St. Johns bread) nux vomica (ground or whole), Tahiti, tonka and vanilla; Chufas, cocoanuts, fresh; Coffee; Copra; Fibre, vegetable; Florist stock; Fruit, dried or evaporated; Fruit juices; Grasses not otherwise specified; Herbs not otherwise specified; Ivory nuts (vegetable ivory); Licorice root; Mushrooms, dried; Mushroom spawn; Mustard, ground; Nursery stock; Nut meats; Peanut grits; Peel, fruit; Pepper (spice); Pulp, fruit; Sage; Sago; Seeds (including bird seed); Spices; Tea or tea dust.	
Animal Fat, inedible	Meal, vegetable-oil
Animal Tails, dry	Meat Refuse
Bentonite	Meats, fresh, or fresh salted
Bladders	Meats, cured, dried, dry salted, pickled or smoked (not including canned meats or canned sausage)
Blood, dried, not otherwise specified	Mill Products (cereal) not otherwise specified, not specially prepared for human consumption
Broom Corn	Packing House (meat) Products, edible not otherwise specified (not including canned meats)
Butterine	Pomace
Buttermilk, condensed or dried	Pyrites, coal
Cake, vegetable-oil	Pyrites, iron
Calf Rennets (Calves' Stomachs)	Rock, bituminous asphalt
Clay	Rock, borate
Corn Husks (corn shucks)	Rock, ganister
Dolomite	Rock, phosphate, crude (ground or not ground but not further treated)
Earth Noibn	Sand (other than glass or moulding)
Feed, animal or poultry, viz.:	Shale
Blood flour	Sinews
Blood meal	Slag, furnace (other than open hearth basic slag)
Fish scrap	Stone, broken, crushed or ground
Meat scraps	Stone, fluding
Tankage	Straw
Feldspar	Tallow, animal, inedible
Fleshings	Tobacco, leaf unmanufactured
Fodder	Vegetables, dry
Glue Stock	Vegetable Shortening
Gravel	Weasands
Grease, animal, inedible, not otherwise specified	Wool, Noibn
Hay	
Hides, Pelts or Skins, dry or green (Cattle, Goat, Hog, Horse or Sheep)	
Hoofs and Horns, Animal	
Kaolin	
Lard Compounds	
Lard Substitutes	
Limestone, crushed or pulverized	

Noibn means not otherwise indexed by name in the Western Classification.

Item No. 3 - Combination Rates

When the through rate is made by combining separately stated rates, each of such rates shall be increased before combining.

Item No. 4 - Computation of Increases in Rates and Charges Higher than Shown in Table I or Table II

(a) Where the tariff rate or charge designated in paragraph (c) of Item No. 2 herein is higher than shown in Column "A" of Table I, such rate or charge will be increased 18.72 per cent.

(b) Where the tariff rate designated in paragraph (d) of Item No. 2 herein is higher than shown in Column "A" of Table II, such rate will be increased 15.36 per cent.

(c) In computing increased rates and charges as provided above, fractions of less than one-half cent will be dropped and fractions of one-half cent or greater will be increased to the next whole cent.

TABLE I

(For Application See Item No. 2(c) Hereof)

COL. A		COL. B	COL. A		COL. B	COL. A		COL. B	COL. A		COL. B
Over	Not Over		Over	Not Over		Over	Not Over		Over	Not Over	
0	1	1-1/4	21	22	26	55	56	66	88 1/2	89 1/2	106
1	1-1/4	1 1/2	22	23	27	56	56 1/2	67	89 1/2	90 1/2	107
1-1/4	1-1/2	1-3/4	23	24	28	56 1/2	57 1/2	68	90 1/2	91	108
1-1/2	1-3/4	2	24	24 1/2	29	57 1/2	58 1/2	69	91	92	109
1-3/4	2	2-1/4	24 1/2	25 1/2	30	58 1/2	59	70	92	93	110
2	2-1/4	2-3/4	25 1/2	26 1/2	31	59	60	71	93	93 1/2	111
2-1/4	2-1/2	3	26 1/2	27	32	60	61	72	93 1/2	94 1/2	112
2-1/2	2-3/4	3-1/4	27	28	33	61	61 1/2	73	94 1/2	95 1/2	113
2-3/4	3	3-1/2	28	29	34	61 1/2	62 1/2	74	95 1/2	96	114
3	3-1/4	3-3/4	29	29 1/2	35	62 1/2	63 1/2	75	96	97	115
3-1/4	3-1/2	4-1/4	29 1/2	30 1/2	36	63 1/2	64	76	97	98	116
3-1/2	3-3/4	4-1/2	30 1/2	31 1/2	37	64	65	77	98	98 1/2	117
3-3/4	4	4-3/4	31 1/2	32	38	65	66	78	98 1/2	99 1/2	118
4	4-1/4	5	32	33	39	66	66 1/2	79	99 1/2	100 1/2	119
4-1/4	4-1/2	5-1/4	33	34	40	66 1/2	67 1/2	80	100 1/2	101	120
4-1/2	4-3/4	5-3/4	34	34 1/2	41	67 1/2	68 1/2	81	101	102	121
4-3/4	5	6	34 1/2	35 1/2	42	68 1/2	69	82	102	103	122
5	5-1/2	6-1/2	35 1/2	36 1/2	43	69	70	83	103	104	123
5-1/2	6	7	36 1/2	37	44	70	71	84	104	104 1/2	124
6	6-1/2	7-1/2	37	38	45	71	72	85	104 1/2	105 1/2	125
6-1/2	7	8-1/2	38	39	46	72	72 1/2	86	105 1/2	106 1/2	126
7	7 1/2	9	39	40	47	72 1/2	73 1/2	87	106 1/2	107	127
7 1/2	8	9 1/2	40	40 1/2	48	73 1/2	74 1/2	88	107	108	128
8	8-1/2	10	40 1/2	41 1/2	49	74 1/2	75	89	108	109	129
8-1/2	9	10-1/2	41 1/2	42 1/2	50	75	76	90	109	109 1/2	130
9	9-1/2	11-1/2	42 1/2	43	51	76	77	91	109 1/2	110 1/2	131
9 1/2	10-1/2	12	43	44	52	77	77 1/2	92	110 1/2	111 1/2	132
10-1/2	11	13	44	45	53	77 1/2	78 1/2	93	111 1/2	112	133
11	12	14	45	45 1/2	54	78 1/2	79 1/2	94	112	113	134
12	13	15	45 1/2	46 1/2	55	79 1/2	80	95	113	114	135
13	13-1/2	16	46 1/2	47 1/2	56	80	81	96	114	114 1/2	136
13-1/2	14-1/2	17	47 1/2	48	57	81	82	97	114 1/2	115 1/2	137
14-1/2	15-1/2	18	48	49	58	82	82 1/2	98	115 1/2	116 1/2	138
15-1/2	16	19	49	50	59	82 1/2	83 1/2	99	116 1/2	117 1/2	139
16	17	20	50	50 1/2	60	83 1/2	84 1/2	100	117 1/2	118	140
17	18	21	50 1/2	51 1/2	61	84 1/2	85	101	118	119	141
18	18 1/2	22	51 1/2	52 1/2	62	85	86	102	119	120	142
18-1/2	19-1/2	23	52 1/2	53	63	86	87	103	120	120 1/2	143
19-1/2	20-1/2	24	53	54	64	87	88	104	120 1/2	121 1/2	144
20-1/2	21	25	54	55	65	88	88 1/2	105	121 1/2	122 1/2	145

TABLE I (Concluded)

COL. A		COL. B	COL. A		COL. B	COL. A		COL. B	COL. A		COL. B
Over	Not Over		Over	Not Over		Over	Not Over		Over	Not Over	
122½	123	146	155	156	185	188	189	224	221	221½	263
123	124	147	156	157	186	189	189½	225	221½	222½	264
124	125	148	157	157½	187	189½	190½	226	222½	223½	265
125	125½	149	157½	158½	188	190½	191½	227	223½	224	266
125½	126½	150	158½	159½	189	191½	192	228	224	225	267
126½	127½	151	159½	160	190	192	193	229	225	226	268
127½	128	152	160	161	191	193	194	230	226	227	269
128	129	153	161	162	192	194	194½	231	227	227½	270
129	130	154	162	162½	193	194½	195½	232	227½	228½	271
130	130½	155	162½	163½	194	195½	196½	233	228½	229½	272
130½	131½	156	163½	164½	195	196½	197½	234	229½	230	273
131½	132½	157	164½	165½	196	197½	198	235	230	231	274
132½	133½	158	165½	166	197	198	199	236	231	232	275
133½	134	159	166	167	198	199	200	237	232	232½	276
134	135	160	167	168	199	200	200½	238	232½	233½	277
135	136	161	168	168½	200	200½	201½	239	233½	234½	278
136	136½	162	168½	169½	201	201½	202½	240	234½	235	279
136½	137½	163	169½	170½	202	202½	203	241	235	236	280
137½	138½	164	170½	171	203	203	204	242	236	237	281
138½	139	165	171	172	204	204	205	243	237	237½	282
139	140	166	172	173	205	205	205½	244	237½	238½	283
140	141	167	173	173½	206	205½	206½	245	238½	239½	284
141	141½	168	173½	174½	207	206½	207½	246	239½	240	285
141½	142½	169	174½	175½	208	207½	208	247	240	241	286
142½	143½	170	175½	176	209	208	209	248	241	242	287
143½	144	171	176	177	210	209	210	249	242	243	288
144	145	172	177	178	211	210	211	250	243	243½	289
145	146	173	178	178½	212	211	211½	251	243½	244½	290
146	146½	174	178½	179½	213	211½	212½	252	244½	245½	291
146½	147½	175	179½	180½	214	212½	213½	253	245½	246	292
147½	148½	176	180½	181½	215	213½	214	254	246	247	293
148½	149½	177	181½	182	216	214	215	255	247	248	294
149½	150	178	182	183	217	215	216	256	248	248½	295
150	151	179	183	184	218	216	216½	257	248½	249½	296
151	152	180	184	184½	219	216½	217½	258	249½	250½	297
152	152½	181	184½	185½	220	217½	218½	259			
152½	153½	182	185½	186½	221	218½	219	260			
153½	154½	183	186½	187	222	219	220	261			
154½	155	184	187	188	223	220	221	262			

TABLE II

(For Application See Item No. 2(d) Hereof)

COL. A		COL. B	COL. A		COL. B	COL. A		COL. B	COL. A		COL. B
Over	Not Over		Over	Not Over		Over	Not Over		Over	Not Over	
0	1	1-1/4	21	22	25	55½	56½	65	90½	91	105
1	1-1/4	1-1/2	22	22½	26	56½	57½	66	91	92	106
1-1/4	1-1/2	1-3/4	22½	23½	27	57½	58½	67	92	93	107
1-1/2	1-3/4	2	23½	24½	28	58½	59	68	93	94	108
1-3/4	2	2-1/4	24½	25½	29	59	60	69	94	94½	109
2	2-1/4	2-1/2	25½	26	30	60	61	70	94½	95½	110
2-1/4	2-1/2	3	26	27	31	61	61½	71	95½	96½	111
2-1/2	2-3/4	3-1/4	27	28	32	61½	62½	72	96½	97½	112
2-3/4	3	3-1/2	28	29	33	62½	63½	73	97½	98	113
3	3-1/4	3-3/4	29	29½	34	63½	64½	74	98	99	114
3-1/4	3-1/2	4	29½	30½	35	64½	65	75	99	100	115
3-1/2	3-3/4	4-1/4	30½	31½	36	65	66	76	100	100½	116
3-3/4	4	4-1/2	31½	32½	37	66	67	77	100½	101½	117
4	4-1/4	5	32½	33	38	67	68	78	101½	102½	118
4-1/4	4-1/2	5-1/4	33	34	39	68	68½	79	102½	103½	119
4-1/2	4-3/4	5-1/2	34	35	40	68½	69½	80	103½	104	120
4-3/4	5	5-3/4	35	35½	41	69½	70½	81	104	105	121
5	5-1/4	6	35½	36½	42	70½	71½	82	105	106	122
5-1/4	5-1/2	6-1/2	36½	37½	43	71½	72	83	106	107	123
5-1/2	6	7	37½	38½	44	72	73	84	107	107½	124
6	6-1/2	7-1/2	38½	39	45	73	74	85	107½	108½	125
6-1/2	7	8	39	40	46	74	74½	86	108½	109½	126
7	7-1/2	8-1/2	40	41	47	74½	75½	87	109½	110½	127
7-1/2	8	9	41	42	48	75½	76½	88	110½	111	128
8	8-1/2	10	42	42½	49	76½	77½	89	111	112	129
8½	9	10-1/2	42½	43½	50	77½	78	90	112	113	130
9	9-1/2	11	43½	44½	51	78	79	91	113	113½	131
9½	10½	12	44½	45½	52	79	80	92	113½	114½	132
10½	11½	13	45½	46	53	80	81	93	114½	115½	133
11½	12½	14	46	47	54	81	81½	94	115½	116½	134
12½	13	15	47	48	55	81½	82½	95	116½	117	135
13	14	16	48	48½	56	82½	83½	96	117	118	136
14	15	17	48½	49½	57	83½	84½	97	118	119	137
15	16	18	49½	50½	58	84½	85	98	119	120	138
16	16½	19	50½	51½	59	85	86	99	120	120½	139
16½	17½	20	51½	52	60	86	87	100	120½	121½	140
17½	18½	21	52	53	61	87	87½	101	121½	122½	141
18½	19½	22	53	54	62	87½	88½	102	122½	123½	142
19½	20	23	54	55	63	88½	89½	103	123½	124	143
20	21	24	55	55½	64	89½	90½	104	124	125	144

TABLE II (Concluded)

COL. A		COL. B	COL. A		COL. B	COL. A		COL. B	COL. A		COL. B
Over	Not Over		Over	Not Over		Over	Not Over		Over	Not Over	
125	126	145	156	157	181	187½	188½	217	218½	219½	253
126	126½	146	157	158	182	188½	189	218	219½	220½	254
126½	127½	147	158	159	183	189	190	219	220½	221	255
127½	128½	148	159	159½	184	190	191	220	221	222	256
128½	129½	149	159½	160½	185	191	192	221	222	223	257
129½	130	150	160½	161½	186	192	192½	222	223	224	258
130	131	151	161½	162½	187	192½	193½	223	224	224½	259
131	132	152	162½	163	188	193½	194½	224	224½	225½	260
132	133	153	163	164	189	194½	195	225	225½	226½	261
133	133½	154	164	165	190	195	196	226	226½	227½	262
133½	134½	155	165	166	191	196	197	227	227½	228	263
134½	135½	156	166	166½	192	197	198	228	228	229	264
135½	136½	157	166½	167½	193	198	198½	229	229	230	265
136½	137	158	167½	168½	194	198½	199½	230	230	231	266
137	138	159	168½	169	195	199½	200½	231	231	231½	267
138	139	160	169	170	196	200½	201½	232	231½	232½	268
139	139½	161	170	171	197	201½	202	233	232½	233½	269
139½	140½	162	171	172	198	202	203	234	233½	234	270
140½	141½	163	172	172½	199	203	204	235	234	235	271
141½	142½	164	172½	173½	200	204	205	236	235	236	272
142½	143	165	173½	174½	201	205	205½	237	236	237	273
143	144	166	174½	175½	202	205½	206½	238	237	237½	274
144	145	167	175½	176	203	206½	207½	239	237½	238½	275
145	146	168	176	177	204	207½	208	240	238½	239½	276
146	146½	169	177	178	205	208	209	241	239½	240½	277
146½	147½	170	178	179	206	209	210	242	240½	241	278
147½	148½	171	179	179½	207	210	211	243	241	242	279
148½	149½	172	179½	180½	208	211	211½	244	242	243	280
149½	150	173	180½	181½	209	211½	212½	245	243	244	281
150	151	174	181½	182	210	212½	213½	246	244	244½	282
151	152	175	182	183	211	213½	214½	247	244½	245½	283
152	152½	176	183	184	212	214½	215	248	245½	246½	284
152½	153½	177	184	185	213	215	216	249	246½	247	285
153½	154½	178	185	185½	214	216	217	250	247	248	286
154½	155½	179	185½	186½	215	217	218	251	248	249	287
155½	156	180	186½	187½	216	218	218½	252	249	250	288

THE END

RATES NAMED ON THIS PAGE ARE NOT SUBJECT TO INCREASED RATES AND CHARGES CONTAINED IN SUPPLEMENT NO. 4 OF THIS TARIFF, OR AMENDMENTS THEREOF.

Third Revised Page....49-B

Cancel

Second Revised Page...49-B

HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In Cents per 100 Pounds			
	CEMENT, PORTLAND (BUILDING)				
	Rates named in this item apply for the transportation of shipments:				
	(a) From Colton, Crestmore, Glendale, Long Beach, Los Angeles (Subject to Note), Monolith, Oro Grande or Victorville, to points in California generally south of the following boundary, viz.:				
	Beginning at the shoreline of the Pacific Ocean due south of Gaviota, thence northeasterly along a straight line to the point at which the boundaries of Santa Barbara, Ventura and Kern Counties intersect, easterly along the northerly boundary of Ventura and Los Angeles Counties to a point due south of the community of Tehachapi, due north to Tehachapi, northeasterly along a straight line from Tehachapi to the point at which Highway U.S. 395 intersects the northerly boundary of Kern County, thence easterly along the northerly boundary of Kern and San Bernardino Counties to the California-Nevada line; and				
	(b) From Alameda, Stockton and from cement mills located in or adjacent to Cowell, Davenport, Kentucky House, Merced, Monolith, Permanente, Redwood City or San Juan to points in California generally north of the following boundary, viz.:				
	Beginning at the shoreline of the Pacific Ocean due south of Gaviota, thence northeasterly along a straight line to the point at which the boundaries of Santa Barbara, Ventura and Kern Counties intersect, easterly along the northerly boundaries of Ventura and Los Angeles Counties to a point due south of the community of Tehachapi, thence northeasterly along a straight line to the point at which Highway U.S. 395 intersects the northerly boundary of Kern County, thence easterly along the northerly boundary of Kern and San Bernardino Counties to the California-Nevada line.				
	Provisions of Items Nos. 160, 170, 220, 230 series and Exception 2 of Item No. 100 series will not apply in connection with rates named in this item.				
	NOTE.-Application of rates from Los Angeles is restricted to shipments originating in Los Angeles Zone 1 as defined in Item No. 30 series of Appendix "A" of Decision No. 31605, as amended, or as may be amended, in Case No. 4088, Part "N", Case No. 4145 and Case No. 4246.				
	MILES	RATES	MILES	RATES	
	Over	But not Over	Over	But not Over	
		Minimum Weight 38,000 Pounds		Minimum Weight 38,000 Pounds	
	0	3	160	170	
	3	5	170	180	
	5	10	180	190	
	10	15	190	200	
	15	20	200	220	
	20	25	220	240	
	25	30	240	260	
	30	35	260	280	
	35	40	280	300	
	40	45	300	325	
		2-1/4		16	
		2-1/2		17	
		2-3/4		18	
		3		19	
		3-1/2		20	
		4		22	
		4-1/2		24	
		4-3/4		26	
		5		27	
		5-1/2		30	

635-C
Cancel
635-B

45	50	6	325	350	32
50	60	6-1/2	350	375	34
60	70	8	375	400	36
70	80	8-1/2	400	425	39
80	90	9-1/2	425	450	41
90	100	10	450	475	43
100	110	11	475	500	45
110	120	12	500	525	48
120	130	13	525	550	50
130	140	13-1/2	550	575	52
140	150	14-1/2	575	600	54
150	160	15			

◆ Increase, Decision No. 39004

EFFECTIVE JUNE 10, 1946

Issued by The Railroad Commission of the State of California,
 San Francisco, California.

Correction No. 280

APPENDIX "B"

List of Appearances

Roy B. Thompson and Edward M. Berol, for The Truck Owners Association of California.
J. J. Deuel and Edison Abel, for California Farm Bureau Federation.
Earl S. Williams, for California Growers and Shippers Protective League.
Harold M. Hays and W. H. Kessler, for Intercity Transport Lines, Pioneer Express Company and Eureka-Garberville Truck Line.
Edward Stern, for Railway Express Agency, Inc.
Wallace K. Downey, for Pacific Freight Lines and Pacific Freight Lines Express.
George Hurst and Starr Thomas, for The Atchison, Topeka and Santa Fe Railway Co. and Santa Fe Transportation Co.
J. L. Amos, Jr. and John E. Hennessy, for The Western Pacific Railroad Company, Sacramento Northern Railway Co. and Tidewater Southern Railway Company.
James E. Harris and W. G. Stone, for Sacramento Chamber of Commerce.
Walter A. Rohde, for San Francisco Chamber of Commerce.
Eugene A. Reed, for Oakland Chamber of Commerce.
F. P. Kensinger, for M. J. B. Co. and Western Can Co.
Joseph T. Enright, for Monolith Portland Cement Co.
John W. Crowe, for Clark Bros. Motor Transport System.
Reginald L. Vaughan, Varnum Paul and John G. Lyons, for Coast Line Truck Service, Inc. and Pacific Motor Tariff Bureau.
R. F. Walker, for Spreckels Sugar Company and Western Sugar Refining Co.
A. H. May and E. E. Bolz, for Western Union Telegraph Co.
Jas. L. Roney, for S & W Find Foods, Inc.
Wm. G. Higgins, for Santa Cruz Portland Cement Co.
N. E. Keller, for Pacific Portland Cement Co.
Fred Merkelbach, for Albers Bros. Milling Co.
Lowe P. Siddons, for Holly Sugar Corp.
John E. McCurdy, for John Breunor Co.
L. L. Schwarz & R. W. DuVal, for Pacific Gas & Electric Co.
G. J. Olsen, for Dunham Carrigan & Hayden Co.
Theodore J. Label, for Baker Hamilton Co.
Thomas R. Speakman, for Owens-Illinois Glass Co.
Ray James, for James Transfer & Storage, James Van Lines, and San Jose Moving & Storage.
Milton O'Donnell, for Johnson & Johnson.
L. R. Keith, C. J. Riedy, for Cannery League of California and California Packing Corporation.
W. M. Casselman, for Colgate-Palmolive Peet Company.
J. E. Myers, for Durkee's Famous Foods.
J. B. Costello and N. R. Moon, for General Mills, Inc. Sperry Division.
J. H. Anderson, Allen P. Matthew and J. H. Trautman, for The River Lines.
J. E. Lyons, for Southern Pacific Lines, and Pacific Motor Trucking Company.
D. G. Ward and C. E. Donaldson, for Shell Oil Co., Inc.
Jas. D. Mahoney, for San Francisco Warehouse Co.

Robert Hutcherson and J. M. Connors, for Tide Water Associated Oil Co.

Harold Frasher, for Valley Express Co. and Valley Motor Lines.

E. G. Williams, for Grocery Distributors Association of Northern California.

A. W. Brown, for Paraffine Company, Inc. and Plant Rubber and Asbestos Works.

E. L. Hiatt, for Union Oil Co.

J. A. O'Connell and R. F. Ahern, for Dried Fruit Association and Rosenberg Bros. Co.

Cliff Brooks, for Delivery Service Co.

J. E. Simpson, for Wholesale Fruit and Produce Dealers Association of San Francisco.

Donn W. Wilson, for Fibreboard Products, Inc.

E. J. Wasson, for Central Highway Service Bureau.

W. R. Donovan and J. G. Breslin, for California & Hawaiian Sugar Refining Corporation.

R. C. Ellis and J. C. Coughlin, for California Motor Express, Ltd. and California Motor Transport Co. Ltd.

G. E. Tombaugh, for Armour & Co.

F. W. Kerrigan and R. L. Whitehead, for Kraft Foods Co.

A. W. Way, for Way's Redwood Empire Freight Line.

Aaron H. Glickman, for Johnson Truck Lines, Security Truck Lines, M & W Truck Lines, Pescadero Farms Association Drayage, and Santa Cruz Motor Express, Ltd.

L. P. Matthews, for Poultry Producers of Central California.

George S. Beach, for Libby, McNeill & Libby.

F. J. Rebhan, for American Crystal Sugar Co.

M. Vandervoort, for Palo Alto Transfer & Storage Co.

R. H. Fortune, for U. S. Dept. of Agriculture.

M. J. London, for Calaveras Cement Company.

Malcolm Meyer, for Certainteed Products Corp. and Richmond Chamber of Commerce.

M. G. Hitchcock, for Hitchcock Transportation Co.

Lawrence Strelitz, for Parton Van & Storage Co., doing business as Mayflower Warehouse,

O. H. Butler, for United Rexall Drug Co. and Owl Drug Co.

C. J. Van Duker and Chas. C. Miller, for Monterey Bay Draymen's Assn.

A. D. Carleton and H. L. Guadison, for Standard Oil Co. of California.

M. F. Vineyard, for El Dorado Motor Transportation Co.

Russell Bevans, for San Francisco Draymen's Association and San Francisco Movers' Inc.

Frank Terramorse, for Kentner Truck Lines.

Elmer Ahl, in propria persona.

Phil Jacobsen, for Western Truck Lines.

Gibson, Dunn & Crutcher, by Woodward M. Taylor, for Wilmington Transportation Company.

O'Melveny, Tuller & Myers, by Lauren M. Wright, for Riverside Cement Company and Ventura County Railway Co.

C. O. Burgin and Benj. Chapman, for Office of Price Administration.

Wm. Guthrie, for California Portland Cement Co.

C. H. Boyer, for Southwestern Portland Cement Company.

H. J. Bischoff, for Southern California Freight Lines and
 Southern California Freight Forwarders.
 Charles C. Stratton, for California Milk Transport Company and
 Western Milk Transport.
 Tom Meyer, for Morris Draying Company.
 Thomas Dench, for Carmichael Traffic Corp.
 Joseph Thomas, for Insurance Commissioner, State of California.
 Arlo D. Poe, for Motor Truck Association of Southern California.
 H. G. Goodfellow, for Harry Helfrich, American Fruit
 Growers, and for T. R. Phillips, Western Growers
 Association.
 Waldo Gillette, for Monolith Cement Company.
 F. H. Powers, for Sears & Roebuck Co.
 W. H. Murphy, for Belyea Truck Company.
 W. O. Narry, for Richfield Oil Corporation.
 L. A. Bey, for Los Angeles Traffic Managers' Conference,
 William Volker & Co., and Western Shade Cloth of
 California, Inc.
 F. F. Miller, for California Milling Corp.
 J. A. Grimes, for Kraft Foods Co.
 O. C. Butler, for Pacific Transportation and Warehouse Co.
 A. J. Eyraud, for Asbury Transportation Co.
 P. E. Foote, for Butane Transport Co.
 H. B. Johnson, Jr., for Citizens Warehouse.
 Frank Culy, for Culy Transportation Co.
 C. A. Hood, for Union Transfer & Storage Co.
 T. J. Glardon, for Arrow Transfer.
 A. D. Paxton, for Paxton Truck Company.
 E. A. Maher, for Automotive Council of Orange County.
 H. E. Schiffner, for Lacey Trucking Co.
 Willard Barr, for Truck and Warehouse Association of San
 Diego and Imperial County.
 Leon R. Meeks, for Meeks Transportation Co.
 E. O. Blackman, for California Dump Truck Owners Association.
 Lloyd R. Guerra, for Western Truck Lines, Ltd.
 Frank E. Scott, for R. J. Thompson Truck Company.
 H. Halverson, for Star Truck & Warehouse Co.
 P. J. Arturo, for Swift & Co.
 A. H. Valentine, for Interstate Bakeries Corp.
 L. H. Zimmerman, for Zimmerman Bros. Transfer & Storage Co.
 H. M. Hendrix, for Coast Line Service, Inc., and Produce Express.
 A. R. Reader, for Reader Truck Lines.
 John E. Hunt, for Rays Purchasing Agency and Goodman Delivery
 Service.
 Waldon Carnal.
 R. T. Christmas, for Crown City & Los Angeles Express.
 Herbert Rusk, for B. F. Riner dba Riner Motor Express and
 R. J. Stadler dba S & M Transfer & Storage.
 Wm. C. Klebenow, for V. P. Hunt Company.
 O. T. Helpling, for Chamber of Commerce of San Diego.
 R. D. Sangster, for Chamber of Commerce of Los Angeles.