

**ORIGINAL**Decision No. 40151

BEFORE THE PUBLIC UTILITIES 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.

Case No. 4808

SUPPLEMENTAL OPINION AND ORDER

Prior to March 31, 1947, the established minimum per-shipment charges for transportation for not more than 150 constructive miles ranged from 47 cents for shipments weighing 25 pounds or less to 89 cents for shipments weighing over 100 pounds. For greater distances, per-shipment charges based on a minimum weight of 100 pounds at applicable rates between the points involved, but not less than the charges established for 150-mile hauls, were required to be observed as minima. Decision No. 39945 of February 4, 1947, prescribed, among other rate adjustments, the 100-pound basis of minimum per-shipment charges for all distances. It also required that the carriers charge \$1 per shipment in those cases where the 100-pound basis would otherwise produce lower charges.

Subsequent to the issuance of Decision No. 39945 various common carriers sought authority to observe lower per-shipment charges than those established by that decision. Certain of these petitioners limited their requests to transportation for 150 miles

and less; the remainder are engaged principally in handling such short-haul traffic. The time for compliance with the revised minimum charge requirements by common carriers has been extended to April 15, 1947. Two radial highway carriers have been granted similar relief. From the carrier petitions and evidence adduced at public hearings had thereon, it appears that the increased minimum per-shipment charges should be suspended, in so far as transportation for 150 miles and less is concerned, and a further investigation of charges for this transportation undertaken.

In the circumstances, the minimum per-shipment charges prevailing prior to March 31, 1947, for the above described transportation will be reinstated pending further study. Common carriers will be authorized to publish and file, on less than statutory notice, such interim adjustments as they may deem warranted by this action and by circumstances and conditions surrounding their operations, so long as the adjusted charges are not below the reinstated minimum level. A public hearing will be scheduled to afford all interested parties full opportunity to be heard in connection with further consideration of the matters involved.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that Decision No. 31606, as amended, in Case No. 4246, be and it is hereby further amended by substituting in Highway Carriers' Tariff No. 2 (Appendix "D" to said decision, as amended), to become effective April 15, 1947, Fifth Revised Page 20 cancels Fourth Revised Page 20, which page is attached hereto and by this reference made a part hereof.

IT IS HEREBY FURTHER ORDERED that tariff publications of common carriers subject to the Public Utilities Act resulting from the amendment herein of the aforesaid tariff may be made effective on not less than one (1) day's notice to the Commission and to the public.

In all other respects Decisions Nos. 31606 and 39945, as amended, shall remain in full force and effect.

The effective date of this order shall be April 15, 1947.

Dated at San Francisco, California, this 9<sup>th</sup> day of April, 1947.

*Harold T. Hub*  
*Justin J. Gassner*  
*W. A. Farrell*  
*R. J. Morrison*  
*Francis H. Foster*  
 Commissioners

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																												
* 150-D Cancels 150-C	<p style="text-align: center;"><b>MINIMUM CHARGE</b></p> <p>The minimum charge per shipment shall be as follows:</p> <p>(a) In the event the constructive distance from point of origin to point of destination does not exceed 150 miles:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: left;">Weight of Shipment</th> <th style="text-align: right;">Minimum Charge in Cents (Subject to Notes 1 and 2)</th> </tr> </thead> <tbody> <tr> <td>25 pounds or less - - - - -</td> <td style="text-align: right;">47</td> </tr> <tr> <td>Over 25 pounds but not over 50 pounds - -</td> <td style="text-align: right;">59</td> </tr> <tr> <td>Over 50 pounds but not over 75 pounds - -</td> <td style="text-align: right;">71</td> </tr> <tr> <td>Over 75 pounds but not over 100 pounds -</td> <td style="text-align: right;">83</td> </tr> <tr> <td>Over 100 pounds - - - - -</td> <td style="text-align: right;">89</td> </tr> </tbody> </table> <p>NOTE 1. - In no event shall the minimum charge on shipments having point of origin or point of destination on steamship wharves or docks within the Los Angeles Harbor Pick-up and Delivery Zone, as described in Item No. 260 series, be less than \$1.19.</p> <p>NOTE 2. - For shipments transported beyond public highways to or from oil or gas well sites the minimum charge shall be \$1.19.</p> <p>(b) In the event the constructive distance from point of origin to point of destination exceeds 150 miles:</p> <p>(1) If classified 1st class or lower, for 100 pounds at the class or commodity rate applicable thereto; or</p> <p>(2) If classified higher than 1st class, for 100 pounds at the 1st class rate; or</p> <p>(3) If shipment contains different articles, and no article is rated higher than 1st class, for 100 pounds at the class or commodity rate applicable to the article taking highest rate; or if any of the articles is rated higher than 1st class, for 100 pounds at the 1st class rate; but</p> <p>(4) In no event shall the minimum charge be less than \$1.00.</p>	Weight of Shipment	Minimum Charge in Cents (Subject to Notes 1 and 2)	25 pounds or less - - - - -	47	Over 25 pounds but not over 50 pounds - -	59	Over 50 pounds but not over 75 pounds - -	71	Over 75 pounds but not over 100 pounds -	83	Over 100 pounds - - - - -	89																
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160-B Cancels 160-A 3/31/47	<p style="text-align: center;"><b>SPLIT PICKUP</b></p> <p>The charge for transportation of a split pickup shipment (as defined in Item No. 11 series) shall be the pickup and delivery charge (as defined in Item No. 10 series) applicable under rates in Section No. 2 or Section No. 3, or any combination of said rates, for transportation of a single shipment of like kind and quantity of property from point of origin of any component part to point of destination via the points of origin of all other component parts, plus the following additional charges:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: left;">Weight of Component Part (In Pounds)</th> <th style="text-align: left;">Additional Charge For Each Component Part Picked Up (In Cents)</th> </tr> <tr> <th style="text-align: left;">Over</th> <th style="text-align: left;">But Not Over</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>100</td> <td style="text-align: right;">34</td> </tr> <tr> <td>100</td> <td>500</td> <td style="text-align: right;">47</td> </tr> <tr> <td>500</td> <td>1,000</td> <td style="text-align: right;">66</td> </tr> <tr> <td>1,000</td> <td>2,000</td> <td style="text-align: right;">100</td> </tr> <tr> <td>2,000</td> <td>4,000</td> <td style="text-align: right;">133</td> </tr> <tr> <td>4,000</td> <td>10,000</td> <td style="text-align: right;">166</td> </tr> <tr> <td>10,000</td> <td>20,000</td> <td style="text-align: right;">199</td> </tr> <tr> <td>20,000</td> <td>-</td> <td style="text-align: right;">265</td> </tr> </tbody> </table> <p>The provisions of this item shall not apply:</p> <p>(1) if split delivery service is to be accorded;</p>	Weight of Component Part (In Pounds)	Additional Charge For Each Component Part Picked Up (In Cents)	Over	But Not Over	0	100	34	100	500	47	500	1,000	66	1,000	2,000	100	2,000	4,000	133	4,000	10,000	166	10,000	20,000	199	20,000	-	265
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(2) unless at the time of or prior to the first pickup a single bill of lading or other shipping document shall have been issued for the composite shipment and the carrier shall have been furnished with written instructions showing the name of each consignor, the points of origin and the kind of property in each component part.

In the event a lower aggregate charge results from treating one or more component parts as a separate shipment said charge may be applied.

↓ Reduction )  
\*Change ) Decision No. 40151

EFFECTIVE APRIL 15, 1947

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

Correction No. 316