

Decision No. 40557

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation )  
 into the rates, rules, regulations, )  
 charges, allowances and practices )  
 of all common carriers, highway ) Case No. 4808  
 carriers and city carriers relating )  
 to the transportation of property. )

ORIGINAL

Appearances

Arlo D. Poe and Marvin Handler, for Motor Truck Association of Southern California and The Truck Owners Association of California, petitioners.

H. J. Bischoff, E. L. H. Bissinger, Geo. T. Hurst, James M. Souby, Jr., Ellis T. Longnecker, Joe Araiza, E. J. Hunter, Frank O. Culy, Willard Barr, D. J. Glardon, Herbert A. Rusk, Wm. Meinhold, John Desch, Clair MacLeod, John E. Hennessy, John L. Amos, Jr., W. S. Johnson, H. M. Hays, W. H. Kessler, and Joseph Robinson, for various respondent carriers.

L. M. Wright, Melvin M. Meyers, W. G. O'Barr, A. L. Russell, Joseph T. Enright, C. R. Boyer, J. B. Lonergan, W. E. Paul, W. O. Karry, R. T. Hunt, A. H. Valentine, Robert Hutcherson, J. M. Connors, Walter A. Wise, John F. Kirkman, F. W. Turcotte, L. G. Wilson, T. G. Dench, D. C. Lewis, Lester A. Bey, Walter A. Rohde, S. A. Moore, A. D. Carlson, H. L. Gunnison, W. G. Higgins, W. H. Adams, C. J. Olson, and J. F. Milford, for various shippers and organizations, as their interests may appear.

O P I N I O N

The instant phase of this proceeding involves minimum rates for the transportation of so-called general commodities by for-hire carriers. It was entered upon following the filing of a petition by Truck Owners Association of California and The Motor Truck Association of Southern California and was publicly heard at Los Angeles and San Francisco by Examiner Freas.

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The Truck Owners Association of California is comprised of about 450 highway carriers; The Motor Truck Association of Southern California of about 250. These carriers are said to handle most of the traffic moving under the minimum rates here in issue.

Highway Carriers' Tariff No. 2 (Appendix "D" to Decision No. 31606, as amended) contains the minimum rates established for the transportation of general commodities by radial highway common and highway contract carriers. Common carriers are required to observe rates no lower in volume or effect than those named in that tariff. These rates first became effective in 1939. They have been increased on several occasions, the last time on March 31, 1947.<sup>2</sup> This action was found necessary because of wage increases and newly established labor contract rules, as well as increased equipment, fuel, material and supply costs. The evidence upon which the last increase was based was submitted at hearings held in August and December, 1946.

Petitioners allege that operating costs have increased substantially since January 1, 1947, and represent that further increases in their rates and charges are imperative if adequate service is to be maintained.

According to a consulting engineer retained by petitioners, the principal factor in this upward trend in operating costs has been an award recently made by the National Trucking Commission, U. S. Department of Labor, to which rates of pay for truck drivers, freight handlers and helpers, loaders, checkers, maintenance men other than mechanics, and office employees were submitted for arbitration.<sup>3</sup> This award became effective on June 1, 1947. With respect to long line drivers it is state-wide; in so far as it involves short line and local drivers and other classes of employees it applies only in

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The original rates were established by Decision No. 31606 of December 27, 1938. During and since the war they have been subjected to a number of increases by the following decisions:

- Decision No. 35271 of April, 1942.
- Decision No. 39004, effective June 10, 1946.
- Decision No. 39945, effective March 31, 1947.

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Mechanics wages were not included; their contract expires August 1, 1947.

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southern California.

The engineer introduced in evidence an exhibit showing revenue and expense figures of 45 common and permitted carriers, for the month of April, 1947, together with the percentage of revenue increase required to compensate for higher labor costs. The carriers included were said to represent a cross-section of those engaged in the transportation of shipments subject to the minimum rates set forth in Highway Carriers' Tariff No. 2. The month of April was chosen in order to reflect the operating experience of the carriers in question under the increased minimum rates prescribed by Decision No. 39945, supra, which became effective on March 31, 1947. Figures for the month of May were not available at the time of hearing.

The exhibit shows that operating revenues and expenses for the 45 carriers totaled \$2,187,072 and \$2,120,058, respectively, representing an over-all operating ratio of 96.94.<sup>5</sup> With operating expenses adjusted to include \$140,384 estimated increased wages and

4

The term "long line drivers" was said to include those who are away from home for a rest period; "short line drivers," those who drive beyond their home territory but return thereto within the day; and "local drivers" those who remain within their own district.

For long line drivers the basic hourly rate of pay was increased from \$1.38 $\frac{1}{2}$  to \$1.53 $\frac{1}{2}$  per hour; subsistence allowance from \$1.50 to \$4.50 for each 24-hour period; layover pay after the fifteenth hour from approximately one-half to full-time pay for the period; and vacation pay from 1/52 to 1/35 of annual earnings. In addition the mileage rate of compensation which alternates, when higher, with the hourly rate, was advanced from 4.85 cents to 5.375 cents per mile. Short line drivers' wages were increased from \$1.20 per hour, with overtime rates payable after ten hours, to \$1.40 per hour with overtime rates applicable after eight hours. Vacation arrangements were adjusted on the same basis as for long line drivers. Local drivers and all freight handlers, helpers, loaders, checkers and yard men received an advance in pay of 20 cents per hour with vacation allowances of 1/45 in lieu of 1/52 of yearly earnings. Except for billing clerks who received an additional 25 cents per hour, the wage increase for office employees amounted to 20 cents per hour.

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Unless otherwise indicated, the operating ratios shown were computed before federal income taxes.

\$3,600 proprietors' salaries earned but not paid, the carriers would have suffered a loss of \$76,970 and would have experienced an operating ratio of 103.5 for the month. According to the witness \$247,382 or 11.31 per cent additional revenue would be required to produce an operating ratio of 93. Such a ratio, the witness stated, is required to return to the carriers a reasonable profit and to promote a sound financial condition in the industry.

A second exhibit adjusts the class rate scales set forth in Highway Carriers' Tariff No. 2 in a manner said more accurately to reflect the impact of increased wages on the cost of providing the service.<sup>6</sup> As a result of increased hourly and subsistence rates of pay only, the witness stated, over-the-road costs have been increased by 5.8 per cent and terminal costs by percentages ranging from 15.7<sup>7</sup> to 13.4 per cent, depending upon the minimum weight bracket involved. By adding the sum of such increases to the currently effective minimum class rates the engineer computed the proposed class rate scale based on the higher cost of labor. According to the figures submitted, third class rates for representative distances and all weight brackets

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According to the witness "the shorter the haul the greater is the percentage which labor expense bears to the over-all cost of providing the service." He contended also that on a cost basis, greater relief is needed in the minimum class rates applicable to shipments in the lower weight brackets than is required for those in the higher weight groups.

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Using the third class scale of rates as most nearly equaling the cost of providing the service, the engineer assigned 49 cents of the 50-cent rate for "any quantity" shipments for distances not exceeding 3 miles as the constant portion of the rate chargeable to the terminal costs. The balance of the cost or rate is assertedly assignable to line-haul operations. He then expanded the fixed terminal expenses and the variable line-haul costs by the indicated percentages.

should be increased by the following percentages:

<u>Miles</u>	<u>Any Quantity</u>	<u>2,000 Pounds</u>	<u>4,000 Pounds</u>	<u>10,000 Pounds</u>	<u>20,000 Pounds</u>	<u>5th Class</u>
0 - 3	14.5	15.3	14.6	14.7	19.4	13.0
80 - 90	12.1	10.8	11.0	9.8	8.9	8.2
180 - 190	10.6		9.7	8.4	7.5	7.1
260 - 280	9.8		8.9	7.6	7.1	6.8
375 - 400	9.2		8.3	7.3	6.8	6.5
500 - 525	8.7		7.9	7.0	6.6	6.4
1150 - 1200	7.4		6.9	6.4	6.2	6.1

The testimony of the consulting engineer indicates that newly enacted gasoline and diesel fuel taxes would increase operating costs less than one per cent.<sup>8</sup> To cover this item and to offset so-called "fringe" or intangible increases in wages which are difficult, if not impossible, accurately to measure, he proposes a one per cent further advance in the minimum rates.<sup>9</sup> This proposal, when compared to the suggested necessary increases to cover newly added wage costs, becomes relatively unimportant.

Turning to the proposed upward adjustment of minimum rates other than class rates, the engineer proposed that commodity rates set forth in Section No. 3 of the tariff be increased in a manner similar to that proposed for the class rate scale. In the interest of simplicity, however, he urged that these rates be subjected to a

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Assembly Bill No. 46, approved by the Governor on June 23, 1947, increased fuel taxes from 3 to 4 cents per gallon, effective July 1, 1947. Additional weight fees will not become effective until January 1, 1948.

By House Resolution No. 56 of June 21, 1947, the State Assembly requested the Commission to grant rate increases sufficient to permit truck operators to offset the additional tax burden resulting from said legislation.

<sup>9</sup>

These higher costs are due to provisions of the new wage agreement such as the one requiring that a worker performing two or more classes of labor within a single day shall be paid for a full day at the wage applicable to the highest rated type of work performed.

horizontal increase of 10 per cent. Referring to that part of his exhibit depicting the adjusted fifth class rates the witness pointed out that the total increase required ranges from 13 per cent for shipments transported distances not exceeding 3 constructive miles to 6½ per cent for shipments moving distances over 375 but not over 400 constructive miles. He claimed that seldom are intrastate shipments transported for greater distances. The suggested horizontal increase of 10 per cent, he maintained, would approximate the average increased cost of labor actually incurred in the transportation of the commodities for which minimum rates are named in Section 3 of the tariff in question.

In connection with petitioners' proposals concerning minimum charges for the handling of the component parts of split pickup and split delivery shipments, the witness said that these charges should reflect the higher terminal costs occasioned by the recently granted wage adjustments. He pointed to his earlier testimony with respect to the terminal cost increases which were shown to range from 15.4 to 13.4 per cent for shipments subject to rates predicated on minimum weights of 10,000 pounds and 20,000 pounds, respectively. It was on this basis that the witness proposed a 15 per cent increase in the additional minimum charges assessed for the handling of the component parts of split pickup and split delivery shipments.

The witness also contended that the hourly minimum rate of \$1.33 per man and minimum charge of 66 cents prescribed for accessorial services were unduly low.<sup>10</sup> He said that the incidental

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The accessorial services involved are stacking, sorting, loading, unloading and other services which are not authorized to be performed under the tariff line-haul rates and for which a tariff charge is not otherwise provided.

services in question are generally performed by drivers whose average hourly wage rate is now \$1.27½; that this cost becomes \$1.98 when expanded to reflect gross revenue taxes of 3.25 per cent, overhead expenses of 23 per cent and further extended to produce the operating ratio of 93 which the carriers seek. On these premises, the engineer proposed a minimum rate of \$2.00 per man per hour and a minimum charge of \$1.00. These charges, he said, correspond to the currently effective minimum rates prescribed for such service when performed within the Los Angeles drayage area.

Testimony in support of the petition was offered by common carriers and permitted carriers. An officer of Pacific Freight Lines and Pacific Freight Lines Express explained the effect of the aforesaid higher wages upon the operating experience of the companies in question, hereinafter referred to jointly as Pacific. A combined income statement for the first four months of 1947 showed net losses of \$14,265, \$2,945 and \$911 for January, February and April, respectively, and a net profit of \$6,446.06 for March of this year. For the month of April, the statement disclosed an operating ratio of 100.63. It also indicated that with revenue and expenses for that month adjusted to reflect the increased rates proposed by petitioners and increased wage costs, respectively, Pacific's operating ratio would be 100.12. The witness maintained that \$35,091 additional monthly revenue, in excess of that which would accrue under the proposed rates, would be required to offset increased fuel taxes and to obtain an operating ratio of 93. Since Pacific is engaged primarily in the transportation of small shipments, the witness proposed for distances up to 150 miles, further minimum rate increases of 15 per cent on shipments within the "any quantity" weight

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The witness stated that the favorable results for March were due to changes in working schedules which reduced overtime pay and released additional equipment for over-the-road service.

bracket and 10 per cent on shipments subject to a minimum weight of 2,000 pounds. He further proposed for distances of over 150 miles, a rate increase of 5 per cent on "any quantity" shipments.

A study, the results of which are in substantial agreement with the evidence submitted by petitioners' consulting engineer, was introduced by a member of the Commission's staff. He testified that the 18 southern California carriers included in the engineer's exhibit had an operating ratio of 96.8 for the month of April, 1947. In order to maintain that ratio under the burden of increased payrolls, without consideration of higher fuel taxes, it would be necessary, he stated, for the carriers in question to earn additional revenue ranging from 4.9 to 9.6 per cent and averaging 7.9 per cent.

The petition was opposed by the Los Angeles Chamber of Commerce. Its representative objected to the exhibit of the carrier association's consulting engineer depicting the revenue and expense figures for 45 selected carriers, on the grounds that Los Angeles shippers should be given the opportunity to cross-examine the carrier personnel submitting the cost data. <sup>12</sup> He contended that many of the carriers included in the study needed no further increase in rates; that if the low cost operators could operate at a profit, proprietary operators could do as well or better and that, while the Chamber had no objection to increased rates in individual cases where needed, such carriers should seek proper adjustment of their rates under Section 63 of the Public Utilities Act.

An industrial traffic manager stated that he had no objection to the proposed increase in the minimum rates, provided that a substantial showing was made that revenue from Highway Carriers'

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The study presented by the consulting engineer was prepared from data supplied by the carriers involved in response to a questionnaire.



Tariff No. 2 traffic was inadequate to meet increased costs of performing the service; provided that due consideration be given to other traffic;<sup>13</sup> and provided further that the increase, if granted, was not based on the experience of high cost operators alone. He took the position that, otherwise, each carrier should proceed individually to seek authority for whatever adjustment in rates its own operating experience might indicate as warranted under the circumstances.

Representatives of the cement industry urged that no increase in the minimum rates applicable to that commodity be established. They contended that the conditions surrounding the traffic in question were substantially different from those surrounding the transportation of general commodities; that cement was usually hauled by proprietor drivers; that carriers load at any time and enjoy unusually high load and use factors. Counsel for petitioners<sup>14</sup> voiced no objection to the proposed further exemption of cement. Minimum rates applicable to the transportation of the commodity in question, in lots of 38,000 pounds or more, will not be revised by this decision but will be made the subject of further study by the Commission. A hearing will be scheduled in the near future. Meanwhile, the order herein will not apply to the transportation of cement.

In the instant phase of this proceeding, no evidence was presented relating to the level of the rates of common carriers by rail, by vessel, or by Railway Express Agency. These carriers, according to the record, are not herein seeking any increases in

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Such "other traffic" includes transportation performed at rates other than the minimum rates, or in interstate commerce.

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This commodity was exempted from the general increases prescribed by Decision No. 39945, supra, in this proceeding.

rates. The rail lines, however, take the position that, in the interest of rate parity, they would accept whatever rate increases may be authorized for highway carriers. Only such public utility rate increases as are actually found to be justified are permitted under Section 63(a) of the Public Utilities Act.<sup>15</sup> A finding of reasonableness with respect to the rates of common carriers by vessel, by rail, or to the rates of Railway Express Agency cannot be made on this record. Accordingly the order herein will not apply to those carriers.<sup>16</sup>

The record is convincing that for-hire carriers have experienced materially higher operating costs since January 1, 1947; that the impact of higher wages has fallen more heavily upon the cost of transporting shipments in the lower weight brackets and for relatively short distances; and that an increase in the minimum rates is required if the carriers involved are to continue to provide efficient and adequate service.

In some instances petitioners' showing has been based on prospective increases in operating costs. By our finding herein, no attempt is made to anticipate these increases. They are largely if not entirely offset by expenses not included in the engineer's calculation<sup>17</sup> and by the fact that the revenue to be derived from the proposed minimum rates will be lessened to the extent highway carriers may apply common carrier rates under the alternative rate provisions of Highway Carriers' Tariff No. 2.

<sup>15</sup>

Section 63(a) reads as follows: "No public utility shall raise any rate, fare, toll, rental or charge or so alter any classification, contract, practice, rule or regulation, as to result in an increase in any rate, fare, toll, rental, or charge, under any circumstances whatsoever, except upon a showing before the Commission and a finding by the Commission that such increase is justified."

Section 20, Article XII, of the State Constitution, reads to like effect.

<sup>16</sup>

Increased rail rates were authorized by our Decision No. 40339 of May 27, 1947. They became effective on July 7, 1947.

<sup>17</sup>

Such as higher lay-over and vacation pay bases.

By Decision No. 39945, supra, in which the present minimum rates were established it was pointed out that the extent to which the rates then in effect were deficient as minimum rates was not conclusively shown. The present rates were established as "'interim' rates, to be continued in effect until current costs and rate studies are available and a more comprehensive record has been made." These studies have not yet been completed. The order herein will, therefore, be an "interim" order and the Commission's transportation engineering and rate staffs are directed to bring to completion cost and economic studies, respectively, at the earliest practicable date.

The evidence of record is not persuasive that the minimum rate level here involved should be increased to the extent requested by Pacific Freight Lines and Pacific Freight Lines Express. Because these carriers operate in highly competitive territory, there is considerable question as to whether an increase in excess of that to be established as a result of the order herein will prove of material benefit to the carriers. Nevertheless, the present record indicates that Pacific is in urgent need of revenue in addition to that which would accrue under the increased minimum rates. Accordingly, the carriers in question will be granted permissive authority to further increase their tariff rates and charges in the following respects:

1. By no more than 15 per cent on "any quantity" shipments, when transported for distances no greater than 150 constructive miles.
2. By no more than 10 per cent on shipments subject to a minimum weight of 2,000 pounds, when transported for distances no greater than 150 constructive miles.
3. By no more than 5 per cent on "any quantity" shipments when transported for distances over 150 constructive miles.

INTERIM ORDER

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

IT IS HEREBY ORDERED that pending the further order of this Commission, Decision No. 31606, as amended in Case No. 4246 and in this proceeding, be and it is hereby further amended by substituting in Highway Carriers' Tariff No. 2 (Appendix "D" to Decision No. 31606, as amended) the supplement and revised pages attached hereto and by this reference made a part hereof, which supplement and pages are numbered as follows:

Supplement No. 6 cancels Supplement No. 5

Third Revised Page 19 cancels Second Revised Page 19  
Sixth Revised Page 20 cancels Fifth Revised Page 20  
Fifth Revised Page 21 cancels Fourth Revised Page 21  
Fourth Revised Page 41 cancels Third Revised Page 41  
Third Revised Page 42 cancels Second Revised Page 42  
Third Revised Page 43 cancels Second Revised Page 43  
Fourth Revised Page 44 cancels Third Revised Page 44

IT IS HEREBY FURTHER ORDERED that Pacific Freight Lines and Pacific Freight Lines Express be and they are hereby authorized, but not required, to establish increased tariff rates and charges in excess of those required by the preceding ordering paragraph but in no event in excess of those resulting from the percentage increases specified in the opinion which precedes this order.

IT IS HEREBY FURTHER ORDERED that except as hereinafter specified, all common carriers subject to the Public Utilities Act, engaged in transportation for which rates are provided in Highway Carriers' Tariff No. 2 be and they are, and each of them is hereby authorized, but not required, to establish increases in their tariff rates and charges for the transportation of commodities for which minimum rates have not been established by the Commission, no greater in volume and effect than those herein authorized with respect to traffic for which rates are provided in Highway Carriers' Tariff No. 2.

IT IS HEREBY FURTHER ORDERED that tariff publications required or authorized to be made by common carriers as a result of the order herein shall be made effective on or before September 1, 1947, on not less than five (5) days' notice to the Commission and to the public.

IT IS HEREBY FURTHER ORDERED that the authority herein granted is subject to the express condition that common carriers subject to the Public Utilities Act, will never urge before this Commission in any proceeding under Section 71 of the Public Utilities Act, or in any other proceeding that the opinion and order herein constitute a finding of fact of the reasonableness of any particular rate or charge, and that the filing of rates and charges pursuant to the authority herein granted will be construed as consent to this condition.

IT IS HEREBY FURTHER ORDERED that common carriers, in publishing the increases herein granted, 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, Section 24(a) of the Public Utilities Act and Article XII, Section 21 of the Constitution of the State of California, to the extent necessary to carry out the order herein.

IT IS HEREBY FURTHER ORDERED that this order shall not be construed as authorizing or requiring Railway Express Agency, Inc., common carriers by railroad, or common carriers by vessel to modify in any respect whatsoever their tariff rates, charges, rules or regulations.

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

The effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 22<sup>nd</sup> day of July, 1947.


Justice F. O'Connell  
John H. Kinnell

Commissioners

HULS, CONCURRING:

I concur in the foregoing interim order for increases in rates. I do so for the reason that, in my opinion, the increased wages paid by such carriers since our previous order and other increased operating expenses indicate the necessity for a horizontal increase in rates above those previously ordered and on the same fundamental factual data relied upon in the previous orders with the additional evidence adduced at the hearings on June 20 and June 23, 1947. It is my belief that the basic data adduced in each of these hearings by answers to questionnaires submitted by the Commission are insufficient upon which to predicate further permanent rate increases. A thorough and complete economic survey by the Rate Division and the engineers of the Transportation Department of the revenues and expenses, operating conditions, efficiencies and economies, of each of said carriers should be begun at the earliest possible moment and expeditiously prosecuted to completion by the collation of factual data not based upon answers to questionnaires but through examination of the carriers' books and accounts, and that such data and the results of such survey shall be adduced in evidence to afford all interested parties an opportunity to cross-examine as to the basic data therein contained. Only in this manner can complete and sufficient evidence be afforded the Commission for its consideration in determining whether the rates herein authorized on an interim basis should be made permanent or whether rates different therefrom and in keeping with the evidence presented at a future hearing should be ordered.

*I join in concurring opinion,* *Harold J. Huls*  
*R. F. [Signature]*



SUPPLEMENT NO. 6  
(Cancels Supplement No. 5)  
Supplement No. 6 contains all changes.

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

As Defined in Highway Carriers' Act  
(Chapter 223, Statutes of 1935)

NOTICE

Unless otherwise specified in individual items or on individual pages,  
and except as to rates on cement named in Item No. 635 series,  
the increased rates and charges provided herein shall be  
applied to all rates and charges in Section No. 3 of  
the tariff

EFFECTIVE SEPTEMBER 1, 1947

Authorized by Decision No. 40557 dated July 22, 1947 in Case No. 4808.

Issued by the  
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

State Building, Civic Center  
San Francisco, California



Find the rate or charge as shown in Section No. 3 in the tariff under Column "A" in Table and apply the rate or charge opposite thereto in Column "B".

The rates and charges specifically shown in Section No. 3 in the tariff shall be increased under the provisions of this supplement before computing rates or charges which are based on percentages of rates or ratings.

The rates and charges specifically shown in Section No. 3 in the tariff shall be increased under the provisions of this supplement before computing rates or charges which are made by combining separately stated rates or charges.

RATES IN CENTS EXCEPT AS SHOWN -

Col. A	Col. B	Col. A	Col. B	Col. A	Col. B	Col. A	Col. B	Col. A	Col. B
1½	1½	19	21	49	54	79	87	111	122
1½	1½	20	22	50	55	80	88	112	123
1½	2	21	23	51	56	81	89	113	124
2	2½	22	24	52	57	82	90	114	125
2½	2½	23	25	53	58	83	91	115	127
3½	3½	24	26	54	59	84	92	116	128
3½	4½	25	28	55	61	85	94	117	129
4½	4½	26	29	56	62	86	95	118	130
4½	5½	27	30	57	63	87	96	119	131
4½	5½	28	31	58	64	88	97	121	133
5½	6	29	32	59	65	89	98	122	134
5½	6	30	33	60	66	90	99	123	135
6	6½	31	34	61	67	91	100	125	138
6½	7	32	35	62	68	92	101	126	139
7	7½	33	36	63	69	93	102	128	141
7½	8½	34	37	64	70	94	103	130	143
8	9	35	39	65	72	95	105	131	144
8½	9½	36	40	66	73	96	106	133	146
9	10	37	41	67	74	97	107	135	149
9½	10½	38	42	68	75	98	108	139	153
10	11	39	43	69	76	99	109	141	155
10½	12	40	44	70	77	100	110	144	158
11	12	41	45	71	78	101	111	199	219
12	13	42	46	72	79	102	112	399	439
13	14	43	47	73	80	104	114	466	513
14	15	44	48	74	81	105	116	532	585
15	17	45	50	75	83	106	117		
16	18	46	51	76	84	107	118		
17	19	47	52	77	85	108	119		
18	20	48	53	78	86	109	120		

The End

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
120-A Cancels 120  3-31-47	<p style="text-align: center;">APPLICATION OF LESS CARLOAD RATES</p> <p>Rates based upon less carload or any quantity ratings in the Western Classification, Exception Sheet, or this tariff, and commodity rates subject to minimum weights of less than 10,000 pounds, include loading into and unloading from the carrier's equipment, subject to Note 1.</p> <p>Note 1.--When shipment is picked up at or delivered to a point not at street level, and no vehicular elevator service or vehicular ramp is provided and made available to the carrier, an additional charge of 6½ cents per 100 pounds shall be assessed for the service of handling shipment beyond carrier's equipment; except that no additional charge shall be made for this service in connection with shipments weighing 100 pounds or less.</p>
130-A Cancels 130  3-31-47	<p style="text-align: center;">APPLICATION OF CARLOAD RATES</p> <p>Rates based upon carload ratings in the Western Classification, Exception Sheet, or this tariff, and commodity rates subject to minimum weights of 10,000 pounds or more, include loading into and unloading from the carrier's equipment at established depots. At points of origin or points of destination other than established depots, such rates include service of driver only for loading into and unloading from the carrier's equipment, subject to Note 1. (See Item No. 140 series for charges for additional help.)</p> <p>Note 1.--When the time consumed in performing loading, unloading or accessorial services exceeds 20 minutes per ton (based on the weight on which transportation charges are computed) a charge of \$2.65 per hour shall be assessed for the time consumed in excess of 20 minutes per ton.</p>
*140-C Cancels 140-B	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>An additional charge of ♦ \$2.00 per man per hour, minimum charge ♦ \$1.00, shall be made for stacking, sorting, helpers for loading or unloading, or any other accessorial or incidental service which is not authorized to be performed under the rate named in this tariff and for which a charge is not otherwise provided.</p> <p>Advertising on Equipment - For placing or carrying any sign, or signs, or advertising, of alcoholic liquors on carrier's equipment engaged in transporting alcoholic liquors, N.O.I.B.N., as described under that heading in the Western Classification, moving between San Francisco Territory and Los Angeles Territory, an additional charge of \$5.32 per unit per shipment shall be assessed by the carrier.</p>

◇ Increase )  
\* Change ) Change Decision No. 40557

EFFECTIVE SEPTEMBER 1, 1947

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 324

Item No. SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)

MINIMUM CHARGE

The minimum charge per shipment shall be as follows:  
 (a) In the event the constructive distance from point of origin to point of destination does not exceed 150 miles:

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

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.

NOTE 2.-For shipments transported beyond public highways to or from oil or gas well sites the minimum charge shall be \$1.19.

(b) In the event the constructive distance from point of origin to point of destination exceeds 150 miles:

(1) If classified 1st class or lower, for 100 pounds at the class or commodity rate applicable thereto; or

(2) If classified higher than 1st class, for 100 pounds at the 1st class rate; or

(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

(4) In no event shall the minimum charge be less than \$1.00.

150-D  
Cancels  
150-C  
4-15-47

SPLIT PICKUP

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:

Weight of Component Part (In Pounds)	Additional Charge for Each Component Part Picked Up (In Cents)	
	Over	But Not Over
0	100	39
100	500	54
500	1,000	76
1,000	2,000	115
2,000	4,000	153
4,000	10,000	191
10,000	20,000	229
20,000	----	305

\*160-C  
Cancels  
160-B

The provisions of this item shall not apply:

- (1) if split delivery service is to be accorded;
- (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.

◇ Increase )

\* Change )

Decision No. 40557

EFFECTIVE SEPTEMBER 1, 1947

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

Correction No. 325

Item  
No.SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL  
APPLICATION (Continued)

## SPLIT DELIVERY

The charge for transportation of a split delivery 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,

(a) from point of origin to point of destination of any component part via the points of destination of all other component parts;

(b) for one-half the distance from point of origin to that same point via each of the points of destination to which deliveries are made; (See Note 1)

plus the following additional charges:

	Weight of Component Part (In Pounds)		Additional Charge for Each Component Part Delivered (In Cents)
	Over	But Not Over	
	0	100	39
*170-C	100	500	54
Cancels	500	1,000	76
170-B	1,000	2,000	115
	2,000	4,000	153
	4,000	10,000	191
	10,000	20,000	229
	20,000	----	305

The provisions of this item shall not apply:

(1) if split pickup service has been accorded;

(2) unless at the time of or prior to the tender of the shipment 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 consignee, the point of destination 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.

Note 1.-Point-to-point rates in this tariff may also be used in combination with other rates in this tariff in the following manner: Add to the rate applicable to transportation of a single shipment of like kind and quantity of property from point of origin to any other point, the rate applicable for like transportation for one-half the distance from the latter point to that same point via each of the points to which deliveries are made which are not located on the route via which the point-to-point rate used is applicable. To the charge obtained by use of the resulting rate add the additional charges above set forth.

RECEIVING AND TRANSMITTING PURCHASE ORDERS

172-A  
Cancels  
172  
3-31-47

When the service of receiving and transmitting purchase orders is performed in connection with the transportation to which the rates provided in this tariff are applicable the charge for handling said purchase orders shall be 25 cents per order.

STRINGING PIPE

175  
10-1-40

When the service of stringing (distribution in transit along a line) is performed in connection with the transportation of iron or steel pipe for which the class rates provided in this tariff are applicable, the class rates shall be applied to the point at which the stringing service is commenced. In addition thereto hourly rates provided in Item No. 720 series shall be assessed for the time consumed in performing the stringing service, less ten (10) minutes per ton.

◇ Increase )  
\* Change ) Decision No. 40557

EFFECTIVE SEPTEMBER 1, 1947

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 326

Cancel

Item No.	SECTION NO. 2													
	CLASS RATES In Cents per 100 Pounds													
	MILES		Any Quantity				Minimum Weight 2,000 Pounds				Minimum Weight 4,000 Pounds			
Over	But not Over	1	2	3	4	1	2	3	4	1	2	3	4	
	0	3	69	64	58	51	46	42	36	33	36	34	30	26
	3	5	70	65	59	51	47	44	39	34	39	35	31	28
	5	10	74	66	60	53	50	45	40	35	40	36	32	28
	10	15	75	67	61	54	52	47	43	36	41	37	34	30
	15	20	76	68	63	55	54	50	44	39	42	39	35	30
	20	25	77	69	63	56	57	51	46	40	43	40	35	31
	25	30	78	70	64	58	59	53	47	43	45	41	36	32
	30	35	80	74	66	58	61	54	50	44	46	42	39	34
	35	40	81	75	66	59	63	57	51	45	49	43	39	35
	40	45	83	75	67	60	65	59	53	46	50	44	40	35
	45	50	84	77	68	61	66	61	54	47	51	45	41	36
	50	60	86	79	70	63	71	64	59	51	54	50	43	39
	60	70	90	81	74	65	76	69	62	53	56	51	45	40
	70	80	93	84	76	67	80	73	64	57	59	54	49	42
	80	90	96	86	78	69	84	76	67	60	61	56	50	43
	90	100	98	89	80	70	89	80	71	63	63	58	52	45
	100	110	100	93	83	74					66	59	53	46
	110	120	105	94	85	75					69	61	55	49
	120	130	107	97	86	77					70	63	56	51
	130	140	109	99	89	79					72	65	58	52
	140	150	113	101	91	81					74	67	60	53
	150	160	115	105	94	83					76	70	61	54
	160	170	118	107	96	85					80	71	63	56
	170	180	121	109	98	86					81	73	65	58
	180	190	124	113	100	89					83	75	66	59
	190	200	127	115	104	91					85	76	69	60
	200	220	131	120	108	95					89	81	72	62
	220	240	138	126	111	99					93	84	75	66
	240	260	144	130	116	104					99	89	80	70
	260	280	150	136	121	107					102	92	82	72
	280	300	155	140	126	111					106	96	85	75
	300	325	160	145	130	115					112	101	89	80
	325	350	167	151	135	118					116	104	93	82
	350	375	173	156	139	123					121	110	99	85
	375	400	177	160	144	127					126	114	102	89
	400	425	184	166	148	130					131	119	105	92
	425	450	189	171	154	135					136	122	110	96
	450	475	196	176	157	139					142	127	114	100
	475	500	200	181	161	143					146	132	118	103
	500	525	206	187	167	146					151	136	121	106
	525	550	213	181	171	151					156	141	126	111
	550	575	218	197	176	155					161	145	130	114
	575	600	223	203	179	158					166	150	133	118
	600	625	229	207	185	161					172	153	138	121
	625	650	235	213	189	167					176	160	142	124
	650	675	240	217	194	171					181	163	145	127
	675	700	246	221	199	174					185	168	149	131
	700	725	251	228	203	178					191	173	153	134
	725	750	258	233	207	183					195	176	157	138
	750	775	264	237	213	187					202	181	161	142

\*500-D  
Cancels  
500-C



775	800	268	243	227	190			206	185	165	145
800	850	280	253	225	198			215	194	173	152
850	900	291	264	235	206			225	204	181	160
900	950	304	274	245	215			236	212	190	166
950	1000	314	284	253	221			245	222	198	173
1000	1050	326	294	263	230			255	230	205	180
1050	1100	337	305	270	238			266	240	213	187
1100	1150	349	314	280	246			275	249	221	194
1150	1200	359	325	290	247			285	258	229	202

◊ Increase )  
 \* Change ) Decision No. **40557**

EFFECTIVE SEPTEMBER 1, 1947

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

Correction No. 327

Item No.	SECTION NO. 2		CLASS RATES (Continued) In Cents per 100 Pounds													
	MILES	But Not Over	Minimum Weight 10,000 Pounds except as provided in Note 1				Minimum Weight 20,000 pounds except as provided in Note 2				Minimum weight as provided in Western Classification, Exception Sheet or this tariff, subject to Item No. 290 series					
			1	2	3	4	1	2	3	4	5	A	B	C	D	E
*505-B Cancels 505-A	0	3	18	17	15	13	9	8½	7½	6½	6	6	5½	5½	4½	4
	3	5	19	18	15	14	10½	10	8½	8	6½	7½	6	6	5½	4½
	5	10	20	18	17	15	12	10½	10	8½	7½	8	6½	6½	6	5½
	10	15	21	19	18	15	12	12	10	9	8	8½	7½	6½	6	5½
	15	20	22	21	19	17	14	12	12	10	8½	9	8	7½	6½	6
	20	25	25	22	19	18	15	14	12	10½	9	10	8½	8	7½	6½
	25	30	27	23	21	19	17	14	12	12	10	10½	9	8½	7½	6½
	30	35	28	25	22	19	18	17	14	12	10½	12	10	9	8	7½
	35	40	29	27	22	20	19	17	15	13	12	12	10½	10	8	7½
	40	45	30	28	25	21	20	18	15	14	12	12	10½	10	9	8
	45	50	32	29	25	22	21	19	17	14	12	14	12	10½	10	8½
	50	60	33	30	28	23	24	21	18	17	14	14	12	12	10½	9
	60	70	35	32	29	25	26	24	21	18	15	17	14	13	12	10½
	70	80	38	34	31	27	28	25	23	20	17	18	15	14	12	12
	80	90	41	37	32	29	30	27	24	21	18	20	17	15	13	12
	90	100	42	38	33	30	33	29	27	24	20	21	13	17	14	13
	100	110	44	41	35	32	35	32	28	25	21	24	20	18	17	14
	110	120	47	42	37	33	36	33	29	26	23	24	20	19	17	14
	120	130	49	44	40	34	40	35	32	28	24	26	21	20	18	17
	130	140	51	45	41	35	42	38	33	29	25	27	24	21	19	17
	140	150	52	48	42	37	43	40	35	30	27	28	25	23	20	18
	150	160	55	49	44	38	47	42	38	33	28	30	26	24	21	19
	160	170	58	51	45	41	49	43	39	34	29	32	27	25	23	20
	170	180	60	53	48	42	50	45	40	35	30	33	28	26	24	20
	180	190	61	57	49	44	54	48	43	38	32	35	29	27	25	21
	190	200	63	58	51	45	55	50	44	39	33	36	30	28	25	23
	200	220	68	61	55	48	58	54	47	42	35	39	33	30	27	24
	220	240	72	64	58	51	61	56	50	43	38	41	35	32	28	25
240	260	77	68	61	53	65	59	53	47	40	43	36	33	30	27	
260	280	80	73	64	57	69	61	55	49	42	45	39	35	32	28	

Note 1.-When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff, subject to Item No. 290 series.

Note 2.-When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff (subject to Item No. 290 series) but in no event less than 20,000 pounds.

◇ Increase )  
Decision No. 40557  
\* Change )

EFFECTIVE SEPTEMBER 1, 1947

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

Correction No. 328

Item No.	SECTION NO. 2					CLASS RATES (Continued) In Cents per 100 Pounds										
	MILES	Minimum Weight 10,000 Pounds except as provided in Note 1				Minimum Weight 20,000 Pounds except as provided in Note 2				Minimum Weight as Provided in Western Classification Exception Sheet or this tariff, subject to Item No. 290 series						
		But Not Over	1	2	3	4	1	2	3	4	5	A	B	C	D	E
*507-B Cancels 507-A	280	300	84	77	68	60	72	65	58	52	43	47	40	36	33	29
	300	325	90	81	72	63	76	70	61	54	47	50	43	39	35	32
	325	350	94	87	77	67	82	73	65	57	49	54	45	41	36	33
	350	375	101	90	80	71	86	78	69	60	53	56	48	43	39	35
	375	400	105	94	83	74	90	83	73	64	55	59	50	45	41	36
	400	425	110	99	88	78	96	86	75	68	57	61	53	48	43	39
	425	450	114	103	92	80	100	90	81	71	60	65	55	50	45	40
	450	475	120	108	97	83	104	94	84	73	63	69	58	53	47	42
	475	500	124	112	101	88	110	98	87	76	65	71	60	55	49	43
	500	525	129	118	104	91	114	102	90	81	69	74	63	57	52	45
	525	550	135	121	108	94	118	106	96	83	71	76	65	59	54	48
	550	575	140	125	112	98	122	111	98	86	74	81	68	61	55	49
	575	600	144	130	117	102	128	115	102	89	76	83	71	64	57	52
	600	625	150	135	120	105	132	119	105	93	79	86	73	67	59	54
	625	650	154	139	124	109	136	122	110	97	83	89	75	69	61	55
	650	675	159	143	128	112	142	128	113	99	85	91	78	71	64	57
	675	700	165	149	132	117	146	131	117	102	87	96	81	73	65	58
	700	725	170	152	137	120	149	134	119	105	90	98	83	75	68	60
	725	750	174	158	140	123	156	141	125	110	93	101	86	78	70	61
	750	775	180	162	143	125	160	144	128	112	97	104	88	81	72	64
775	800	184	167	148	129	163	147	131	115	99	106	90	83	74	65	
800	850	194	174	155	137	174	157	140	120	104	113	97	87	78	70	
850	900	204	184	164	143	182	164	146	128	110	118	101	91	83	73	
900	950	214	193	171	151	191	172	154	134	115	125	105	97	86	76	
950	1000	224	202	180	158	201	180	161	141	120	131	112	101	90	81	
1000	1050	234	211	188	165	209	189	168	147	127	136	116	105	94	84	
1050	1100	244	220	197	171	219	197	175	154	131	143	120	110	99	89	
1100	1150	254	229	203	179	228	205	183	160	136	148	127	115	102	91	
1150	1200	264	239	212	185	237	215	190	167	143	155	131	119	106	96	

Note 1.-When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or this tariff, subject to Item No. 290 series.

Note 2.-When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff (subject to Item No. 290 series) but in no event less than 20,000 pounds.

↙ Increase )

\* Change )

Decision No. 40557

EFFECTIVE SEPTEMBER 1, 1947

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

Correction No. 329

HIGHWAY CARRIERS' TARIFF NO. 2

Item No.	SECTION NO. 2		CLASS RATES (Concluded) In Cents Per 100 Pounds																																							
Class Rates shown below are intermediate in application subject to Note 1.																																										
MINIMUM WEIGHT																																										
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">BETWEEN</th> <th style="width: 15%;">AND</th> <th colspan="4">Any Quantity</th> <th colspan="4">4,000 Pounds</th> <th colspan="4">10,000 Pounds except as provided in Note 2</th> </tr> <tr> <th></th> <th></th> <th>1</th><th>2</th><th>3</th><th>4</th> <th>1</th><th>2</th><th>3</th><th>4</th> <th>1</th><th>2</th><th>3</th><th>4</th> </tr> </thead> </table>															BETWEEN	AND	Any Quantity				4,000 Pounds				10,000 Pounds except as provided in Note 2						1	2	3	4	1	2	3	4	1	2	3	4
BETWEEN	AND	Any Quantity				4,000 Pounds				10,000 Pounds except as provided in Note 2																																
		1	2	3	4	1	2	3	4	1	2	3	4																													
*510-D Cancels 510-C	SAN FRANCISCO TERRITORY as described in Item No. 270 series	LOS ANGELES TERRITORY as described in Item No. 270 series	1	2	3	4	1	2	3	4	1	2	3	4																												
	150		136	121	107	106	96	85	75	64	77	68	60																													
SACRAMENTO (See Item No. 260 series)			Minimum Weight 20,000 Pounds except as provided in Note 3				Minimum Weight as provided in Western Classification, Exception Sheet or this tariff, subject to Item No. 290 series																																			
1			2	3	4	5	A	B	C	D	E																															
72	65	58	52	43	47	40	36	33	29																																	
<p>NOTE 1.- If charges accruing under the Class Rates in this item, applied on shipments from, to or between points intermediate between origin and destination territories shown in this item via routes shown in Item No. 900 series, are lower than charges accruing under the Distance Class Rates in Items Nos. 500, 505 or 507 series on the same shipment via the same route, such lower charges will apply.</p> <p>NOTE 2.- When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or this tariff, subject to Item No. 290 series.</p> <p>NOTE 3.- When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff (subject to Item No. 290 series) but in no event less than 20,000 pounds.</p>																																										
<table border="0" style="width: 100%;"> <tr> <td style="width: 10%;">◇ Increase</td> <td style="width: 10%;">}</td> <td style="width: 80%;">Decision No. 40557</td> </tr> <tr> <td>* Change</td> <td>}</td> <td></td> </tr> </table>															◇ Increase	}	Decision No. 40557	* Change	}																							
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