

ORIGINAL

Decision No. 46082

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 carriers,)	Case No. 4808
and city carriers relating to the)	
transportation of property.)	

Appearances

- Arlo D. Pee, for Truck Owners Association of California and Motor Truck Association of Southern California, petitioners.
- J. J. Deuel and Edson Abel, by J. J. Deuel, for California Farm Bureau Federation, California Cattlemen's Association, and California Wool Growers Association, interested parties.
- P. J. Arturo for Swift & Co., interested party.
- J. H. Morrison, Norman Haley, and C. H. Jacobsen for Transportation Department, Public Utilities Commission of California.

SUPPLEMENTAL OPINION

This opinion relates to evidence received on petition of the Truck Owners Association of California and the Motor Truck Association of Southern California seeking an increase in the minimum rates for transportation of livestock in motor vehicles.

Public hearing was held before Examiner Bryant in Los Angeles on May 29, 1951. The matter is ready for decision.

The existing minimum rates, rules and regulations are set forth in Highway Carriers' Tariff No. 3. The rates were last revised in October, 1947. Certain of them, applicable to the transportation of dairy cattle in the Los Angeles area, have been

¹ Appendix "C" to Decision No. 31924, of April 11, 1939, in Case No. 4293, as amended.

unchanged since July, 1940. Petitioners allege that costs experienced by highway carriers in transporting livestock have increased to such an extent that the existing minimum rates are not sufficient to provide reasonable compensation for the services performed. They seek a rate increase of 15 per cent which they assert is necessary to restore the minimum rates to a just and reasonable level.

Evidence concerning carrier experience under existing minimum rates, and estimates of the current cost of performing the service, were introduced by petitioners' witnesses and by members of the Commission's staff. On behalf of the petitioners, a consulting transportation engineer introduced an exhibit showing 1950 income statements for 15 carriers. He declared that the 15 carriers transport approximately 75 per cent of the livestock handled by highway carriers in the state, and represent a suitable cross-section of the principal livestock haulers.² Ten of them operate as highway common carriers and the other five as highway contract carriers.

The witness said that the carriers had supplied him with basic information similar to that furnished the Commission in annual reports, and that he had made adjustments necessary to adapt the figures to a rate proceeding. For example, he eliminated interest items from operating expenses, and added items for salaries where none were reported by managing owners or partners. Interstate and intrastate expenses were not segregated, but he found that the interstate revenue per loaded mile averaged about 60 to 65 cents whereas the equivalent revenue under intrastate minimum rates was less than

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He explained that he had received data from other livestock haulers, and had used the figures of all whose records were sufficiently definite for his purpose.

50 cents.³ Upon this basis the witness was satisfied that interstate traffic was not burdening the operations. The following table summarizes the 1950 income statements of the 15 livestock haulers as submitted by the consultant:

Table 1

<u>Carrier No.</u>	<u>Operating Revenues</u>	<u>Operating Expenses</u>	<u>Net Operating Revenues</u>	<u>Operating Ratio (Per cent)</u>
1	\$ 515,438	\$ 522,630	\$ (7,192)	101.40
2	754,153	735,665	18,488	97.55
3	320,482	275,450	45,032	85.95
4	150,869	130,918	19,951	86.78
5	284,515	311,712	(27,197)	109.56
6	535,722	506,467	29,255	94.54
7	218,575	221,538	(2,960)	101.35
8	126,250	131,651	(5,401)	104.28
9	194,614	205,753	(11,139)	105.72
10	64,115	69,954	(5,839)	109.11
11	365,268	371,707	(6,439)	101.76
12	282,091	294,202	(12,111)	104.29
13	93,396	95,768	(2,372)	102.54
14	81,730	84,582	(2,852)	103.49
15	51,833	54,215	(2,382)	104.60
Total	\$4,039,054	\$4,012,212	\$26,842	99.31

() Indicates loss

The witness testified that 1950 operating experience does not serve as a suitable basis for judging current operating expenses or future revenue requirements. He explained that the carriers, since the middle of 1950, had incurred unavoidable increases in wages of drivers and mechanics, in the cost of tires, fuel, and repair parts, and in various other items of expense. Using as a starting point the 1950 expenses of the 15 carriers, he undertook to show the

³

For the 15 carriers as a group, approximately 13 per cent of the 1950 revenue was derived from interstate commerce.

additional costs which would have been incurred if certain major items of expense were recalculated at current figures. The total additional expense thus determined was \$184,899, as shown in the margin below. ⁴ Upon the basis of the 1950 operating revenues and the adjusted expenses of the 15 representative carriers, the consultant calculated revenue needs as follows:

Table 2

Operating Revenues	\$4,039,054
Adjusted Operating Expenses	<u>4,197,111</u> *
Net Operating Revenues	\$ (<u>158,057</u>)
Operating Ratio	103.91%
Operating Revenue required based on 93% Operating Ratio	\$4,513,022
Per Cent of Revenue Increase needed to produce Operating Ratio of 93%	11.73%

* Before income taxes.

() Indicates loss.

The consultant declared that the foregoing estimates give no recognition to various other cost increases which have taken place since mid-1950. He said that there have been increases in wages of supervisory employees, in employee welfare expenses, in

⁴ Increased costs, weighted according to the dates when they were incurred were calculated as follows:

<u>Items of Expense</u>	<u>Amount To Be Increased</u>	<u>Per Cent Increase</u>	<u>Amount of Increase</u>
Drivers' Wages	\$830,003	0.50	\$54,329
Tire Expenses	267,611	21.33	57,089
Fuel Cost	336,414	1.02	3,431
Repair Parts	470,365	9.13	42,921
Mechanics' Wages	237,538	11.42	<u>27,129</u>
Total Increases.....			\$184,899

social security taxes, and in the cost of office supplies and other supplies of every kind. Most of these changes, he stated, could not be reflected accurately in a study of the type which he introduced. He pointed out further that any increase in the minimum rates herein involved would produce a lesser percentage increase in the carriers' operating revenues, inasmuch as the revenues are derived in part from unrelated sources.⁵ The consultant testified that in his opinion, considering all of the factors, the minimum rates and charges must be increased at least 15 per cent if highway carriers specializing in the transportation of livestock in this state are to operate under economically sound conditions.

Representatives of five certificated and one permitted carrier urged establishment of increased minimum rates as sought by the petitioning associations and as recommended by the transportation consultant. According to the testimony, five of the companies were currently operating at a loss and the sixth was earning a meager profit. The witnesses stated that their charges are necessarily maintained at the level of the established minimum rates for competitive reasons. All of these witnesses declared that an increase of at least 15 per cent would be necessary to enable their companies to operate at a profit in the immediate future. Some of them were doubtful that such an adjustment would be sufficient; others were of the opinion that 15 per cent would suffice provided there were no further advances in operating costs.

On behalf of the Commission's staff, a transportation engineer submitted a report on the cost of transporting livestock

⁵ The carriers derive some revenue from interstate tonnage and from commodities other than livestock. ✓

by motor vehicle, and a transportation rate expert submitted an economic and rate study. The engineer's report was based upon cost data and performance information obtained from 13 highway carriers specializing in the transportation of livestock and upon general transportation information obtained from a number of other carriers handling these commodities. His exhibits included the development of total estimated costs per 100 pounds for transporting cattle, sheep and hogs in the different types of motor vehicle equipment for various lengths of haul. These estimated costs, it was subsequently developed by the rate expert, are approximately 20 per cent higher than the revenues which accrue under the existing rates.

The rate expert's economic and rate study was based upon field investigation, interviews with shipper and carrier representatives, waybill samples, and official reports of the United States and California Departments of Agriculture. His exhibit included recommended changes in the minimum rates and suggested revisions in the tariff rules and regulations. This witness based his recommended rates almost wholly upon his own analysis of the operating revenues and expenses of ten certificated and five permitted livestock carriers. Under his recommendation the distance rates would be increased by amounts ranging in general from 6½ to 8 per cent, and the "per-head" rates for transportation of dairy cattle in the Los Angeles area would be increased 25 cents per head. These rate adjustments, he explained, would increase revenues by an estimated 7 per cent, and were designed to produce an average operating ratio of 93 per cent before income taxes. It developed on cross-examination that the rate witness had relied entirely upon carrier

operating experience for the calendar year 1950, and had given no consideration to subsequent increases in operating expenses nor to the projection of those which occurred during 1950.

Changes in the tariff rules, as recommended by the rate witness, relate primarily to the determination of minimum weights for truckload shipments. The existing rules provide, subject to some exceptions, that the minimum weight shall be 90 per cent of the carrying capacity of the vehicle. Carriers are directed to file lists of equipment capacities and to display the capacities upon the vehicles. The rate witness proposed that all of these provisions be cancelled, and that specific minimum weights be substituted. He said that the present rules are difficult of uniform application, and that it was the consensus of the carrier and the shipper representatives whom he had interviewed that such changes should be made. It subsequently appeared that there had been a misunderstanding of subject matter during the interviews. At the hearing the carrier and shipper representatives declared that the recommended rules would promote inefficiency and waste in transportation by removing the shippers' incentive to ship in truckload quantities and to order vehicles of appropriate capacities. The revised rules as recommended by the rate witness were opposed by the representatives of California Wool Growers' Association, California Cattlemen's Association, California Farm Bureau Federation, Truck Owners Association of California, and The Motor Truck Association of Southern California.

The first two named associations, joined by Swift and Company, asked, however, that the Commission establish a rule which would permit the aggregation of weights on multiple-truck shipments, and another rule whereby the charge for a straight truckload shipment of calves should not exceed the charge for a truckload of cattle. No probative evidence was offered to establish the reasonableness

of the suggested rules, and their desirability is not readily apparent.

The interested grower and shipper associations opposed any other changes in the existing rates, rules and regulations, except such rate increases as may be necessary to enable the livestock carriers to continue to serve the livestock industry. They offered no objection to rate adjustments which the Commission might find necessary for that purpose.

The evidence is clear that, as the result of increases in the cost of transportation since the rates were last reviewed, the existing minimum rates for the transportation of livestock within California are insufficient to return the cost of operation plus a reasonable profit. According to the data and testimony introduced by petitioners' transportation consultant, the rates should be increased at least 15 per cent. Six carriers testified that no lesser increase would suffice to make their operations profitable.⁶ The cost study prepared and submitted by the Commission's transportation engineer would indicate that the minimum rates are deficient by more than 20 per cent. The rate expert suggested an increase of about 7 per cent, but this recommendation cannot be accepted as a satisfactory basis for meeting current revenue needs because it was made admittedly in disregard of increases in operating costs which occurred particularly during the latter part of 1950 and in 1951. It is the policy of the State of California to establish such rates as will promote the freedom of movement by carriers of livestock at the lowest lawful rates compatible with the maintenance of

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The carrier associations refrained from calling other carrier witnesses whose testimony, their counsel stated, would be cumulative.

adequate transportation service.⁷ The record as a whole is convincing that an increase of 15 per cent in the existing minimum rates and charges, subject to a minimum increase of 25 cents per head in the zone rates for dairy cattle, is necessary in order to preserve adequate service for the transportation of livestock.

In establishing the present rules in 1945 the Commission questioned "the adequacy of a single scale of truckload rates based on equipment capacity for other than temporary use."⁸ Nevertheless, these rules have been in effect for six years without change, and should not now be revised materially without substantial evidence. The present record affords no basis for revision of the rules and regulations.

Upon consideration of all of the facts and circumstances of record the Commission is of the opinion and hereby finds that modification of the existing rates and charges is justified to the extent hereinbefore indicated and as provided by the order which follows.

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. 31924 of April 11, 1939, in Case No. 4293, as amended, be and it is hereby further amended by incorporating, in Highway Carriers' Tariff No. 3 (Appendix "C" to said decision, as amended), to become effective September 17, 1951,

⁷ Public Utilities Act, Sec. 32(d); Highway Carriers' Act, Sec. 10 $\frac{1}{2}$.

⁸ Decision No. 37694 of February 27, 1945, in Case No. 4293, 45 C.R.C. 610, 619.

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
70-A	<p style="text-align: center;">MIXED SHIPMENTS</p> <p>Rates on mixed shipments of livestock shall be assessed in accordance with the following:</p> <p>(a) Mixed shipments of cattle with calves, sheep, goats or hogs shall be subject to the rate and minimum weight applicable to cattle in straight shipments.</p> <p>(b) Mixed shipments of sheep or goats (or sheep and goats) with hogs shall be charged for at the rate and minimum weight applicable to hogs in straight shipments.</p> <p>(c) Mixed shipments of calves and hogs shall be charged for at the rate and minimum weight applicable to hogs in straight shipments.</p> <p>(d) Horses or other animals for which rates are not provided in this tariff, when shipped in mixed shipments with cattle, calves, sheep, goats or hogs, shall be charged for according to the type of stock with which they are included (cattle, calves, sheep, goats or hogs, as the case may be).</p> <p>(e) Mixed shipments of dairy cattle with other classes of livestock transported within or between zones described in Items Nos. 210 and 220 series, shall be subject to the rate and minimum weight provided in this tariff for cattle in straight shipments.</p>
80-B Cancels 80-A	<p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>Distances to be used in connection with distance rates named herein shall be the shortest resulting mileage via any public highway route computed in accordance with the method provided in Distance Table No. 4, amendments thereto or reissues thereof.</p>
<p>(1)</p> <p>*90-C Cancels 90-B</p> <p>(1)</p>	<p style="text-align: center;">LOADING AND UNLOADING</p> <p>(a) Rates include service of driver only for loading into and unloading from carrier's equipment. See Item No. 100 series for charges for additional help.</p> <p>(b) When it is necessary to uncouple truck-trailer equipment units at a point short of point of origin or point of destination in order to effect loading or unloading, an additional charge of $\diamond \\$6.44$ per hour shall be assessed for the time in excess of 1 hour each truck-trailer unit is uncoupled while engaged in loading or unloading operations. The minimum additional charge for such loading or unloading operations shall be $\diamond \\$6.44$.</p>

◇ ACCESSORIAL CHARGES

(1) An additional charge of \$1.29 per man per hour, minimum charge 64 cents, shall be made for helpers for loading or unloading, or any accessorial or incidental service which is not authorized to be performed under the rates named in this tariff or for which a charge is not otherwise provided.

*100-B
Cancels
100-A

The following additional charges shall be made for the performance of bedding service and/or the furnishing of bedding material incidental to the transportation of shipments of livestock on which rates, carrying a minimum weight of 12,000 pounds or greater, are assessed:

- 97 cents per truck unit, single deck; 129 cents per truck unit double deck
- 129 cents per single deck truck and trailer unit
- ~~129~~ 129 cents per single deck tractor and semi-trailer unit
- 193 cents per double deck truck and trailer unit
- 193 cents per double deck tractor and semi-trailer unit

SHEEP CAMP OUTFITS

110-B Rates provided in this tariff for the transportation of sheep will also apply to sheep camp outfits, as described in Note 1, when said outfits accompany shipments of sheep. (See Exception)

Note 1.-Sheep camp outfits include wagons, dogs, horses, mules, burros, camp equipment comprising tents, stoves, cooking utensils, cots, bedding, harness and other appurtenances in use at camp, but do not include hay, grain, feed, merchandise, groceries or clothing.

EXCEPTION,-The provisions of this item will not apply in connection with shipments transported at less-truckload rates.

◇ Increase
*Change
(1)Effective September 17, 1951) Decision No. 46087

EFFECTIVE JANUARY 1, 1952
(Except as Noted)

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 39

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)										
	SPLIT PICKUP										
	<p>The charge for a split pickup shipment, as defined in Item No. 10 series, shall be the charge applicable for transportation of a single shipment of the same kind and quantity of livestock for the distance from that point of origin of a component lot which produces the shortest constructive mileage to point of destination, using the shortest constructive highway route via the points of origin of the several other component lots, plus an added charge as provided in Paragraph (1):</p> <p>(1) Table of added charges:</p> <table style="margin-left: 40px;"> <thead> <tr> <th style="text-align: left;">Number of Pickups</th> <th style="text-align: right;">Added Charge</th> </tr> </thead> <tbody> <tr> <td>2</td> <td style="text-align: right;">193 cents</td> </tr> <tr> <td>3 to and including 5</td> <td style="text-align: right;">258 cents</td> </tr> <tr> <td>6 to and including 10</td> <td style="text-align: right;">322 cents</td> </tr> <tr> <td>11 or more</td> <td style="text-align: right;">32 cents per pickup</td> </tr> </tbody> </table> <p>(2) At the time of or prior to the first pickup, the carrier shall be furnished with manifest or written shipping instructions showing the name of each consignor, the points of origin, and the kind and quantity of livestock in each component lot;</p> <p>(3) No split pickup shipment shall be accorded split delivery;</p> <p>(4) In the event a lower aggregate charge results from treating one or more component lots as a separate shipment, such lower basis may be applied.</p>	Number of Pickups	Added Charge	2	193 cents	3 to and including 5	258 cents	6 to and including 10	322 cents	11 or more	32 cents per pickup
Number of Pickups	Added Charge										
2	193 cents										
3 to and including 5	258 cents										
6 to and including 10	322 cents										
11 or more	32 cents per pickup										
<p>◇130-B Cancel 130-A</p>											
	SPLIT DELIVERY										
	<p>The charge for a split delivery shipment, as defined in Item No. 10 series, shall be the charge applicable to the transportation of a single shipment of the same kind and quantity of livestock for a distance equal to one-half the shortest constructive highway route from point of origin and return thereto, via the several points of destination, plus an added charge as provided in Paragraph (1):</p> <p>(1) Table of added charges:</p> <table style="margin-left: 40px;"> <thead> <tr> <th style="text-align: left;">Number of Deliveries</th> <th style="text-align: right;">Added Charge</th> </tr> </thead> <tbody> <tr> <td>2</td> <td style="text-align: right;">193 cents</td> </tr> <tr> <td>3 to and including 5</td> <td style="text-align: right;">258 cents</td> </tr> <tr> <td>6 to and including 10</td> <td style="text-align: right;">322 cents</td> </tr> <tr> <td>11 or more</td> <td style="text-align: right;">32 cents per delivery</td> </tr> </tbody> </table> <p>(2) At time of tender of shipment, carrier shall issue a single bill of lading or shipping document for the composite shipment, and be furnished with manifest or written delivery instructions showing the name of each consignee, the points of destination, and the kind and quantity of livestock in each component lot;</p> <p>(3) No split delivery shipment shall be accorded split pickup;</p> <p>(4) In the event a lower aggregate charge results from treating one or more component lots as a separate shipment, such lower basis may be applied.</p>	Number of Deliveries	Added Charge	2	193 cents	3 to and including 5	258 cents	6 to and including 10	322 cents	11 or more	32 cents per delivery
Number of Deliveries	Added Charge										
2	193 cents										
3 to and including 5	258 cents										
6 to and including 10	322 cents										
11 or more	32 cents per delivery										
<p>◇140-B Cancel 140-A</p>											
<p>◇ Increase, Decision No. 46887</p>											
<p>EFFECTIVE SEPTEMBER 17, 1951</p>											
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>											
<p>Correction No. 40</p>											

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Concluded)
C145-B Cancels 145-A	<p style="text-align: center;">STOPPING IN TRANSIT</p> <p>When a shipment is unloaded in transit for the purpose of weighing, sorting, feeding or for any other reason, the following additional charges shall be assessed:</p> <p>\$6.44 per stop for equipment with one loaded deck, \$9.66 per stop for equipment with more than one loaded deck, and \$3.86 per hour in addition to the stop charge when the stop is of more than two hours' duration.</p>
150	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>(a) Common carrier rates may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation from the same point of origin to the same point of destination than results from the application of the rates herein provided. (See Note.)</p> <p>NOTE.—When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p>
160	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>When lower aggregate charges result, rates provided in this tariff may be used in combination with common carrier rates for the same transportation as follows:</p> <p>(a) When point of origin is located beyond railhead and point of destination is located at railhead, add to the common carrier rate applying from any team track to point of destination the rate provided in this tariff for the distance from point of origin to the team track from which the common carrier rate used applies. (See Notes 1 and 2.)</p> <p>(b) When point of origin is located at railhead and point of destination is located beyond railhead, add to the common carrier rate applying from point of origin to any team track the rate provided in this tariff for the distance from the team track to which the common carrier rate used applies to point of destination. (See Notes 1 and 2.)</p> <p>(c) When both point of origin and point of destination are located beyond railhead, add to the common carrier rate applying between any railheads the rate provided in this tariff for the distance from point of origin to the team track from which the common carrier rate used applies, plus the rate provided in this tariff for the distance from the team track to which the common carrier rate used applies to point of destination. (See Notes 1 and 2.)</p> <p>NOTE 1.—If the route from point of origin to the team track or from the team track to point of destination is within the corporate limits of a single incorporated city, the rates provided in this tariff for transportation for distances of 3 miles or less, or rates established for transportation by carriers as defined in the City Carriers' Act (Chapter 312, Statutes of 1935, as amended), whichever are the lower, shall apply from point of origin to team track or from team track to point of destination, as the case may be.</p> <p>NOTE 2.—When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p>
	<p>◇ Increase, Decision No. 4508?</p>
	<p style="text-align: center;">EFFECTIVE SEPTEMBER 17, 1951</p>
	<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 41</p>

Item No.	SECTION NO. 2		RATES (In Cents per 100 Pounds)		
	MILES		LESS TRUCKLOAD	TRUCKLOAD	
	For Application of Rates, (Commodities) See Notes 1, 2 and 3 of Item No. 40 series and for Application of Less-Truckload and Truckload Rates, see Items Nos. 55 and 60 series.				
	Over	But not over	Cattle, Hogs or Sheep	Cattle or Hogs	Sheep
	0	3	15	7	11
	3	5	16	7	11
	5	10	17	7	12
	10	15	17	9	12
	15	20	18	10	13
	20	25	18	11	14
	25	30	20	12	15
	30	35	20	12	17
	35	40	21	13	18
	40	45	21	14	20
	45	50	22	15	21
	50	60	23	15	23
	60	70	24	16	24
	70	80	28	18	26
	80	90	30	20	28
	90	100	32	22	30
	100	110	35	24	31
	110	120	37	25	33
	120	130	40	28	35
	130	140	43	29	37
170-F	140	150	45	30	38
Cancel	150	160	47	32	40
170-E	160	170	51	35	41
	170	180	53	36	44
	180	190	55	37	45
	190	200	58	39	47
	200	220	63	43	52
	220	240	68	46	56
	240	260	74	49	61
	260	280	78	53	66
	280	300	84	56	69
	300	325	89	61	74
	325	350	94	63	78
	350	375	98	67	83
	375	400	105	70	87
	400	425	109	74	92
	425	450	115	77	95
	450	475	120	82	100
	475	500	125	84	105
	500	525	130	87	109
	525	550	136	92	113
	550	575	140	95	117
	575	600	146	99	122
	600	625	151	101	127
	625	650	156	105	131
	650	675	161	109	135
	675	700	166	112	139
	For distances over 700 miles add for each 25 miles or fraction thereof		4½	4	4½
Increase, Decision No. 45087			EFFECTIVE SEPTEMBER 17, 1951		
Issued by the Public Utilities Commission of the State of California, San Francisco, California.					
Correction No. 42					

Item No.	SECTION NO. 3		RATES (In cents per head)							
◇ 200-A Cancels 200	DAIRY CATTLE, as described in Item No. 10 series.									
	BETWEEN	ZONES (See Items Nos. 210 and 220 series for territorial zone descriptions.)								
	AND									
	ZONES	A	B	C	D	E	F	G	H	I
	A	100								
B	125	100								
C	230	175	100							
D	230	230	230	100						
E	175	175	175	125	100					
F	125	125	230	175	125	100				
G	175	230	345	230	230	175	100			
H	125	175	288	230	230	125	125	100		
I	125	175	288	288	230	175	175	125	100	
Rates are subject to a minimum charge of \$1.25 per shipment. Not subject to the provisions of Item No. 120 series.										
◇ Increase, Decision No. 46087										
EFFECTIVE					SEPTEMBER 17, 1951					
Issued by the Public Utilities Commission of the State of California, San Francisco, California.										
Correction No. 43										

the revised pages attached hereto and by this reference made a part hereof, which pages are numbered as follows:

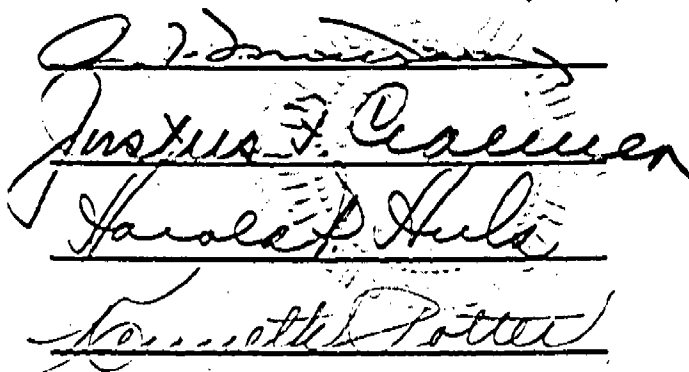
Fifth Revised Page 5 cancels Fourth Revised Page 5
and Third Revised Page 5
Second Revised Page 8 cancels First Revised Page 8
Third Revised Page 9 cancels Second Revised Page 9
Sixth Revised Page 10 cancels Fifth Revised Page 10
First Revised Page 12 cancels Original Page 12

IT IS HEREBY FURTHER ORDERED that tariff publications herein required to be made by highway common carriers as a result of the revisions of Highway Carriers' Tariff No. 3, as hereinbefore provided, shall be made effective not earlier than September 17, 1951, on not less than five (5) days' notice to the Commission and to the public if made effective on that date.

In all other respects Decision No. 31924, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 14th day of August, 1951.



Commissioners