

ORIGINALDecision No. 56458

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 and city carriers relating)
 to the transportation of general)
 commodities (commodities for which)
 rates are provided in Minimum Rate)
 Tariff No. 2).)

Case No. 5432
 Petition for Modification
 No. 103

Arlo D. Poe, J. C. Kaspar and James X. Quintrall,
 for California Trucking Associations, Inc.,
 petitioner.

John MacDonald Smith, for Northwestern Pacific
 Railroad Co., Petaluma and Santa Rosa
 Railroad Co., Arcata and Mad River Railroad
 Co., Southern Pacific Co., The Atchison,
 Topeka and Santa Fe Railway Company, Pacific
 Electric Railway, and Pacific Motor Trucking
 Co., respondents.

E. J. McSweeney, for Pacific Motor Trucking Co.
 and Pacific Motor Transport Co., respondents.

Edward W. Elliott, for Intercity Motor Lines, Inc.,
 respondent.

Armand Karp, for Callison Truck Lines, Inc.,
 respondent.

W. G. Walkup, Jr., for Merchants Express of
 California, respondent.

Chas. C. Miller, for San Francisco Chamber of
 Commerce, interested party.

A. R. Day, M. J. Gagnon and Grant L. Malquist,
 for the Commission's staff.

O P I N I O N

Minimum rates, rules and regulations for the transportation
 of property by highway carriers are prescribed in Minimum Rate Tariff
 No. 2. Said rates are also the prescribed minima for the transpor-
 tation of less-than-carload shipments by railroad. The minimum class

rates in the tariff were adjusted by the Commission in Decision No. 55704, dated October 15, 1957, and became effective November 18, 1957.

By petition filed November 19, 1957, the California Trucking Associations, Inc., alleges that the minimum class rates prescribed in Decision No. 55704 are, and for the future will be, unreasonably low and inadequate for the transportation of less-than-truckload shipments to and from points in Humboldt and Del Norte Counties (hereinafter referred to as the Redwood Empire Territory). It requests that said rates be increased by ten percent.

Public hearing was held before Examiner Jack E. Thompson on December 17, 1957, at San Francisco and on January 21, 1958, at Eureka. The matter was taken under submission at the close of the hearing at Eureka.

Practically all of the California intrastate shipments of less-than-truckload quantities transported by highway carriers to and from the Redwood Empire Territory are transported by three highway common carriers; namely, Merchants Express of California, Intercity Motor Lines and Callison Truck Lines.

Del Norte County is not served by railroad. All rail shipments moving into or out of Humboldt County must move via the Northwestern Pacific Railroad Company, a subsidiary of the Southern Pacific Company. The terminus of the N.W.P. is San Francisco.

The vast majority of shipments weighing less than 20,000 pounds moving to or from the Redwood Empire Territory are handled across the platforms of the Southern Pacific,¹ Merchants Express, Intercity and Callison at San Francisco and Oakland. There follows a summary of the less-than-truckload and less-than-carload traffic transported to and from the Redwood Empire Territory by the four carriers on July 30, 1957, together with the revenues earned under the rates then in effect, the revenues which would have accrued at the minimum rates prescribed in Decision No. 55704, and the revenues which would have been earned under the proposed rates.

<u>Carrier</u>	<u>No. of Shipments</u>	<u>Billed Wt. in Pounds</u>	<u>R e v e n u e</u>		
			<u>Actual</u>	<u>D.55704</u>	<u>Proposed</u>
Merchants	214	133,326	\$1,927.51	\$1,929.21	\$2,070.24
Callison	614	272,299	4,539.03	4,515.48	4,958.43
Intercity	94	75,913	621.88	623.39	666.16
N.W.P.	38	10,294	199.93	202.04	222.52
Totals	960	491,832	\$7,288.35	\$7,270.12	\$7,917.35

A transportation analyst of Southern Pacific Company presented Exhibit No. 103-3 which shows that said company, and its subsidiary N.W.P., incur out-of-pocket losses on the transportation of less-than-carload shipments from San Francisco and Oakland to Eureka. He stated that he had selected those points because the largest volume of less-than-carload traffic moving into and out of Humboldt County is from San Francisco and Oakland to Eureka. According to the witness, the out-of-pocket loss is greater to other points where there is a smaller volume of traffic.

¹

While N.W.P. serves San Francisco, freight is loaded in cars at S.P. terminals at San Francisco and Oakland. The cars are interchanged at Schellville.

The director of research of petitioner presented a summary of the profit and loss statements of the three highway carriers. It shows that for the period January 1, 1957, to November 30, 1957, one carrier had an operating ratio of 98.3 percent and another carrier an operating ratio of 104.2 percent. The third carrier had changed ownership in June 1957. Its operating ratio for the period June to November 30, 1957, was 113.5 percent.

It was the opinion of the director of research that the cost per 100 pounds of transporting less-than-truckload shipments to and from the Redwood Empire Territory is greater than the cost per 100 pounds of transporting such traffic throughout the State generally. He presented exhibits in which various cost elements involved in transporting traffic to and from the Redwood Empire Territory are compared to elements which form a part of the costs of transporting less-than-truckload shipments state-wide.²

According to the witness, the greater cost per 100 pounds results from several circumstances and conditions which cause lower average loads, higher costs of pickup and delivery and greater terminal costs. The carriers engaged in transporting intrastate less-than-truckload shipments do not go beyond Del Norte County.

2

The state-wide costs are those set forth in Exhibit No. 62-26, presented by the director of research in Case No. 5432, Petition No. 62. For comparison purposes, the witness used the same bases, in point of time, as used in Exhibit No. 62-26 in developing the cost elements involved in the transportation of less-than-truckload shipments to and from the Redwood Empire Territory.

According to the director of research there is little, if any, small shipment traffic moved via U. S. 101 between California and Oregon. The carriers, therefore, have available to them only the traffic originating at or destined to the Redwood Empire Territory in performing transportation to and from that territory. The transportation of less-than-truckload traffic requires the use of van type equipment. While Humboldt and Del Norte Counties provide substantial southbound tonnage, practically all of it is lumber and forest products. These commodities cannot be transported efficiently in van type equipment. The carriers, therefore, have an imbalance of traffic and circumstances prevent them from ameliorating the situation. Lower average round-trip loads, or load factors, than that experienced throughout the State generally is the result. Petitioner had made a study of average loads. The witness stated that the study revealed that, on a round-trip basis, the average load of less-than-truckload traffic to and from the Redwood Empire Territory was 29,600 pounds as compared to 36,960 pounds state-wide.

San Francisco is the "gateway" of less-than-truckload traffic moving to and from the territory. All less-than-truckload traffic originating at or destined to points beyond San Francisco is interchanged at that point. This requires an additional platform handling which in turn results in a greater cost.

The distance from San Francisco to Eureka makes the trip an "overnight haul". Because the time at which the trucks pass through intermediate points is prior to the start of the normal working day, and in order to maintain schedules for the efficient

use of line haul equipment, the highway carriers transport all shipments to Eureka. Traffic to intermediate points is delivered in a peddle trip operation from Eureka. The cost of transporting the traffic to the intermediate points is greater than the cost of transportation to the terminal points.

The director of research testified that, while the above are the principal reasons for the higher cost per 100 pounds, there are other circumstances which, although difficult to measure, do contribute to the higher costs. He stated that the highway in the Redwood Empire Territory is continuously being repaired, widened and realigned necessitating the use of detours. This, he stated, increases the wear on tires and increases maintenance and repair expenses.

The evidence in this proceeding relates only to transportation into and out of the Redwood Empire Territory and not to transportation performed between points within the territory. Petitioner stated that it does not seek an increase in the rates for the transportation of shipments within the territory.

Conclusions

Petitioner has clearly shown that the cost per 100 pounds of transporting shipments weighing less than 20,000 pounds to and from Humboldt and Del Norte Counties is greater than that which was presented as the "state-wide" costs in the proceedings

revised

resulting in the establishment of the minimum rates by the Commission in Decision No. 55704. This circumstance, however, is not necessarily peculiar to transportation to and from the Redwood Empire Territory. If minimum rates were to be established throughout the State purely upon the actual cost of performing service, the end result would be a hodge-podge of rate scales under which rates to intermediate points would be higher than the rates to more distant points, and there would be wide variations in rates to adjacent communities. The policy of the Commission in minimum rate making is clearly stated in Decision No. 55704 (55 Cal. P.U.C. 778 at page 788). To depart from that policy and to embark upon a program of establishing differentials in rates solely upon the basis of differences in the actual costs of providing service is not practical, is not desirable and would be detrimental not only to the public but also to the trucking industry itself.

Three motor carriers and the Northwestern Pacific Railroad Company transport practically all of the traffic here involved. The rail line has been providing such service at an out-of-pocket loss. It has been shown that, at the time of the proceedings resulting in Decision No. 55704, the three motor carriers were in need of additional revenues. The rate adjustments established in said decision have not ameliorated the financial conditions of these carriers nor have they provided increases in revenues as was contemplated by the Commission in the aforesaid decision.³ We find that an increase of ten percent in the

³ See 55 Cal. P.U.C. 778 at pages 791-792.

minimum class rates for the transportation of shipments, subject to minimum weights of 10,000 pounds or less, to and from the Redwood Empire Territory is necessary to assure to the public adequate and dependable transportation service. The petitioner requested that the increase be made applicable to transportation between the Redwood Empire Territory and all points in California. The minimum rates increase with the distance and, therefore, the proposed ten percent increase would have a greater impact upon rates to points beyond San Francisco. The evidence does not warrant increases in rates to that extent. On the other hand, in this proceeding and in others concerning the Redwood Empire Territory, parties have stressed the importance of maintaining present rate relationships among various trade centers, including Sacramento and Los Angeles, with the Bay Area.⁴ An arbitrary will be established which will accomplish this result.

The minimum rate differentials which will be established herein should be maintained only as long as they are urgently needed to assure the maintenance of dependable service. So that the situation will come before the Commission periodically for review, the minimum rate adjustments which will be established herein will be made effective for a period of one year subject to cancellation, modification or extension upon further order of the Commission.

Upon consideration of all of the facts and circumstances of record, the Commission is of the opinion and finds that the minimum class rates for shipments subject to minimum

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Case No. 5432, Petition 62, 55 Cal. P.U.C. 778 (1957).
Case No. 5432, Petition 35, 53 Cal. P.U.C. 686 (1954).

weights of 10,000 pounds or less as prescribed in Decision No. 55704, and as set forth in Minimum Rate Tariff No. 2, are, and for the future will be, insufficient for the transportation of such shipments to or from points and places in Humboldt and Del Norte Counties; that an increase of ten percent in said rates for the transportation of such shipments is justified; and, that the minimum rates established by the order which follows are, and for the future will be, the just, reasonable and nondiscriminatory minimum rates for the transportation of shipments subject to minimum weights of 10,000 pounds or less to or from Humboldt and Del Norte Counties.

O R D E R

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

IT IS ORDERED:

1. That Minimum Rate Tariff No. 2 (Appendix D of Decision No. 31606, as amended) be and it is further amended by incorporating therein, to become effective May 1, 1958, the revised pages attached hereto, and by this reference made a part hereof, which pages are numbered as follows:

Fifteenth Revised Page 20
First Revised Page 35-B
Thirteenth Revised Page 41
Twelfth Revised Page 42
Tenth Revised Page 43
Thirteenth Revised Page 44

2. That common carriers subject to Part I of the Public Utilities Code, including common carriers by railroad with respect to their less-than-carload rates and charges, subject to said Decision No. 31606, as amended, be and they are authorized and directed to establish in their tariffs the increases necessary to conform with the further adjustment herein of that decision.

3. That common carriers, including common carriers by railroad, be and they are hereby authorized to establish in their tariffs increases in class rates and charges, subject to minimum weights of 10,000 pounds or less, for the transportation of property for which minimum rates have not been established; but that such increases shall be no greater in volume or effect than the corresponding class rate increases established herein.

4. That highway common carriers and express corporations subject to Decision No. 31606 which maintain in their tariffs rates for the transportation of commodities under refrigeration differentially higher than the minimum rates for such transportation be and they are authorized to establish the increases required to maintain the differential in rates under those circumstances.

5. That common carriers, in establishing and maintaining the rates and charges authorized hereinabove, be and they are authorized to depart from the provisions of Article XII, Section 21, of the Constitution of the State of California, and of Section 460 of the Public Utilities Code, to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; that such outstanding authorizations be and they are modified only to the extent necessary to comply with this order; and that common carriers in publishing rates under the authority conferred in this ordering paragraph shall make reference in their schedules to the prior orders authorizing the long- and short-haul departures and to this order.

6. That common carriers be and they are authorized to depart from the provisions of Tariff Circular No. 2 and General Order No. 80 of the Commission to the extent necessary to publish the tariff changes authorized by this order.

7. That tariff publications required or authorized to be made by common carriers as a result of the order herein may be made effective on or after the effective date hereof on not less than five days' notice to the Commission and to the public, and that such tariff publications as are required shall be made effective not later than May 1, 1958, and that as to tariff publications which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date hereof.

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

Dated at San Francisco, California, this 15 day of April, 1958.

[Signature]
President
[Signature]
[Signature]
[Signature]

Commissioners

(1)#EXCEPTION 2: For shipments transported between points in the Redwood Empire Territory, as described in Item No. 271-3, on the one hand, and points within the areas described in Paragraphs (b) and (c) of Item No. 512, on the other hand, the minimum charge shall be the applicable charge set forth in this item plus 10 percent per shipment. Fractions of less than one-half cent shall be dropped and fractions of one-half cent or greater shall be increased to one cent.

(1) Expires with May 1, 1959)
* Change)
o Increase)
Addition)

Decision No. 56458

EFFECTIVE MAY 1, 1958

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 811

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">TERRITORIAL DESCRIPTIONS (Concluded) (Items Nos. 270-1 through 271-3)</p> <p>7$\frac{1}{2}$. PALO VERDE TERRITORY includes that area within California lying within a radius of 25 miles of Lovekin Boulevard and Hobson Way, Blythe.</p> <p>#7$\frac{3}{4}$. REDWOOD EMPIRE TERRITORY includes the area consisting of the Counties of Del Norte and Humboldt.</p> <p>8. SALTON SEA TERRITORY includes that area lying directly between the Coachella and Imperial Valleys, as these latter are defined above.</p> <p>9. SAN DIEGO TERRITORY includes that area embraced by the following imaginary line starting at the northerly junction of U.S. Highways 101E and 101W (4 miles north of La Jolla); thence easterly to Miramar on State Highway No. 395; thence southeasterly to Lakeside on the El Cajon-Ramona Highway; thence southerly to Bostonia on U.S. Highway No. 80; thence southeasterly to Jamul on State Highway No. 94; thence due south to the International Boundary Line, west to the Pacific Ocean and north along the coast to point of beginning.</p> <p>*271-3 (1) 9$\frac{1}{2}$. SOUTH KERN TERRITORY includes that area lying within the following boundaries: Commencing at the southeastern corner of North Kern Territory on State Highway No. 178, thence due south along an imaginary straight line to a point on U. S. Highway No. 466 approximately 1.7 miles east of Edison, southeasterly on U.S. Highway No. 466 to its junction with County Road approximately 4.6 miles west of Caliente, thence southwesterly along an imaginary straight line to the junction of U.S. Highway No. 99 and State Highway No. 166, westerly on State Highway No. 166 to U.S. Highway No. 399 at Maricopa, northerly on U.S. Highway No. 399 to its junction with State Highway No. 33 at Taft, northwesterly on State Highway No. 33 to the southerly boundary of North Kern Territory, thence along the southerly boundary of North Kern Territory to starting point.</p> <p>10. TULARE TERRITORY includes that area lying within the following boundaries: Commencing at the point of intersection of the Kings, Monterey and San Luis Obispo County boundary lines; thence easterly along the southerly boundary of Kings and Tulare Counties to its intersection with the westerly boundary line of Sequoia National Forest; northerly along the latter boundary line to its intersection with the westerly boundary of Sequoia National Park; northerly and westerly along the westerly boundary line of Sequoia National Park to its intersection with State Highway No. 198; southwesterly along State Highway No. 198 to County Road approximately one mile north of Lemon Cove; westerly along said County Road through Woodlake to junction of said County Road with State Highway No. 65; northerly along State Highway No. 65 to point of intersection with northerly boundary of Tulare County; thence westerly, southwesterly and southerly along the northerly boundaries of Tulare and Kings Counties and westerly boundary of Kings County to point of beginning.</p>

(1) Cancels that portion of Item No. 271-C appearing on Original Page 35-B.

* Change)
 # Addition) Decision No. 56458

EFFECTIVE MAY 1, 1958

Issued by the Public Utilities Commission of the State of California,
 Correction No. 812 San Francisco, California.

Item No.	SECTION NO. 2												
	CLASS RATES												
	In Cents Per 100 Pounds												
Miles		Any Quantity (See Note)				Minimum Weight 2,000 Pounds (See Note)				Minimum Weight 4,000 Pounds (See Note)			
But Not Over	Over	1	2	3	4	1	2	3	4	1	2	3	4
0	3	158	142	126	111	91	82	73	64	68	61	54	48
3	5	159	143	127	112	93	84	74	65	69	62	55	49
5	10	161	145	129	113	95	86	76	67	71	64	57	50
10	15	163	147	130	114	98	88	78	69	73	66	58	51
15	20	165	149	132	116	100	90	80	70	75	68	60	53
20	25	167	150	134	117	103	93	82	72	77	69	62	54
25	30	169	152	135	118	105	95	84	74	79	71	63	55
30	35	171	154	137	120	108	97	86	76	81	73	65	57
35	40	173	156	138	121	110	99	88	77	83	75	67	58
40	45	175	158	140	123	113	102	90	79	85	77	68	60
45	50	178	160	142	125	115	104	92	81	88	79	70	62
50	60	181	163	145	127	120	108	96	84	90	81	72	63
60	70	184	166	147	129	125	113	100	88	93	83	75	65
70	80	188	169	150	132	130	117	104	91	96	86	77	67
80	90	191	172	153	134	135	122	108	95	99	89	79	69
90	100	193	174	154	135	140	126	112	98	102	92	82	71
100	110	196	176	157	137	145	131	116	102	105	95	84	73
110	120	198	178	158	139	150	135	120	105	108	97	86	76
120	130	201	181	161	141	155	140	124	109	110	99	88	77
130	140	203	183	162	142	160	144	128	112	113	102	90	79
140	150	205	185	164	144	165	149	132	116	115	104	92	81
150	160	207	186	166	145	170	153	136	119	118	106	94	83
160	170	208	187	166	146	175	158	140	123	120	108	96	84
170	180	210	189	168	147	180	162	144	126	123	111	98	86
180	190	213	192	170	149	185	167	148	130	125	113	100	88
190	200	216	194	173	151	191	172	153	134	128	115	102	90
200	220	220	198	176	154	200	180	160	140	131	118	105	92
220	240	224	202	179	157	208	187	166	146	134	121	107	94
240	260	228	205	182	160	215	194	172	151	137	123	110	96
260	280	233	210	186	163	223	201	178	156	140	126	112	98
280	300	237	213	190	166	230	207	184	161	144	130	115	101
300	325	242	218	194	169					149	134	119	104
325	350	246	221	197	172					154	139	123	108
350	375	250	225	200	175					158	142	126	111
375	400	254	229	203	178					163	147	130	114
400	425	258	232	206	181					168	151	134	118
425	450	262	236	210	183					171	154	137	120
450	475	266	239	213	186					175	158	140	123
475	500	270	243	216	189					180	162	144	126
500	525	274	247	219	192					184	166	147	129

*500-M
Cancel
500-L

C. 5432*

525	550	278	250	222	195			189	170	151	132
550	575	281	253	225	197			193	174	154	135
575	600	286	257	229	200			198	178	158	139
600	625	291	262	233	204			201	181	161	141
625	650	296	266	237	207			206	185	165	144
650	675	300	270	240	210			210	189	168	147
675	700	305	275	244	214			215	194	172	151
700	725	310	279	248	217			219	197	175	153
725	750	315	284	252	221			224	202	179	157
750	775	320	288	256	224			228	205	182	160
775	800	325	293	260	228			233	210	186	163
800	850	331	298	265	232			239	215	191	167
850	900	338	304	270	237			246	221	197	172
900	950	344	310	275	241			253	228	202	177
950	1000	350	315	280	245			258	232	206	181
1000	1050	356	320	285	249			264	238	211	185
1050	1100	363	327	290	254			271	244	217	190
1100	1150	369	332	295	258			278	250	222	195
1150	1200	375	338	300	263			284	256	227	199

NOTE.-For shipments originating at or destined to points within the Redwood Empire Territory these rates are subject to the provisions of Item No. 512.

* Change)
Addition) Decision No. 56458

EFFECTIVE MAY 1, 1958

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

Correction No. 813

Item No.	SECTION NO. 2										CLASS RATES In Cents Per 100 Pounds					
	Minimum Weight 10,000 Pounds except as provided in Note 1 (See Note 3)					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					
MILES		1	2	3	4	1	2	3	4	5	A	B	C	D	E	
Rates shown below will not apply to transportation for which rates are provided in Item No. 520																
	But Not Over	Over														
	0	3	39	35	31	26	18	16	14	13	11	12	10	9	8	7
	3	5	40	36	32	27	20	18	16	14	12	13	11	10	9	7
	5	10	41	37	33	28	22	20	18	15	13	14	12	11	10	8
	10	15	42	38	34	29	23	21	18	16	14	15	13	12	11	9
	15	20	43	39	35	30	25	23	20	18	15	16	14	13	12	10
	20	25	45	40	36	31	27	24	22	19	16	17	15	14	13	11
	25	30	46	41	37	32	28	25	22	20	17	18	16	15	14	12
	30	35	47	42	38	33	30	27	24	21	18	19	17	16	15	13
	35	40	48	43	39	34	32	29	26	22	19	20	18	17	16	14
	40	45	50	45	40	35	33	30	26	23	20	21	19	18	17	15
* 505-K	45	50	52	47	42	36	35	32	28	25	21	22	20	19	18	16
Cancels	50	60	55	49	44	38	38	34	30	27	23	24	21	20	19	17
505-J	60	70	58	52	46	40	42	38	34	29	25	26	22	21	20	18
	70	80	60	54	48	42	45	41	36	32	27	28	23	22	21	19
	80	90	62	56	50	43	48	43	38	34	29	30	24	23	22	20
	90	100	65	59	52	45	52	47	42	36	31	32	25	24	23	21
	100	110	68	61	54	47	53	48	42	37	32	33	26	25	24	22
	110	120	70	63	56	49	57	51	46	40	34	35	27	26	25	23
	120	130	72	65	58	51	60	54	48	42	36	37	29	27	26	24
	130	140	75	68	60	53	63	57	50	44	38	39	31	28	27	25
	140	150	78	70	62	54	67	60	54	47	40	41	33	29	28	26
	150	160	80	72	64	56	68	61	54	48	41	43	35	30	29	27
	160	170	82	74	66	57	72	65	58	50	43	45	37	32	30	28
	170	180	85	76	68	59	73	66	58	51	44	47	39	34	31	29
	180	190	87	78	70	61	75	68	60	53	45	49	41	36	32	30
	190	200	90	81	72	63	78	70	62	55	47	51	43	38	33	31
	200	220	93	84	75	65	82	74	66	57	49	53	45	40	35	32
	220	240	97	87	78	68	85	77	68	60	51	55	47	42	37	33
	240	260	101	91	81	71	88	79	70	62	53	57	49	44	39	34
	260	280	105	95	84	74	92	83	74	64	55	60	51	46	41	36

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.

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) but in no event less than 20,000 pounds.

#NOTE 3.—For shipments originating at or destined to points within the Redwood Empire Territory these rates are subject to the provisions of Item No. 512.

C. 5432 *

* Change)
Addition) Decision No. 56458

EFFECTIVE MAY 1, 1958

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 814

Cancels

MINIMUM RATE TARIFF NO. 2

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 (See Note 3)				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					
	But Not Over	1	2	3	4	1	2	3	4	5	A	B	C	D	E
	280 300	110	99	88	77	95	86	76	67	57	62	53	48	43	38
	300 325	115	104	92	81	100	90	80	70	60	65	55	50	45	40
	325 350	120	108	96	84	105	95	84	74	63	68	58	53	47	42
	350 375	125	113	100	88	110	99	88	77	66	72	61	55	50	44
	375 400	130	117	104	91	115	104	92	81	69	75	63	58	52	46
	400 425	135	122	108	95	120	108	96	84	72	78	66	60	54	48
	425 450	140	126	112	98	125	113	100	88	75	81	69	63	56	50
	450 475	145	131	116	102	130	117	104	91	78	85	72	65	59	52
	475 500	150	135	120	105	135	122	108	95	81	88	74	68	61	54
	500 525	155	140	124	109	140	126	112	98	84	91	77	70	63	56
	525 550	160	144	128	112	145	131	116	102	87	94	80	73	65	58
	550 575	165	149	132	116	150	135	120	105	90	98	83	75	68	60
*507-I Cancels 507-H	575 600	170	153	136	119	155	140	124	109	93	101	85	78	70	62
	600 625	176	158	141	123	160	144	128	112	96	104	88	80	72	64
	625 650	180	162	144	126	165	149	132	116	99	107	91	83	74	66
	650 675	184	166	147	129	170	153	136	119	102	111	94	85	77	68
	675 700	188	169	150	132	175	158	140	123	105	114	96	88	79	70
	700 725	193	174	154	135	180	162	144	126	108	117	99	90	81	72
	725 750	198	178	158	139	185	167	148	130	111	120	102	93	83	74
	750 775	203	183	162	142	190	171	152	133	114	124	105	95	86	76
	775 800	209	188	167	146	197	177	158	138	118	128	108	99	89	79
	800 850	216	194	173	151	203	183	162	142	122	132	112	102	91	81
	850 900	223	201	178	156	210	189	168	147	126	137	116	105	95	84
	900 950	231	208	185	162	217	195	174	152	130	141	119	109	98	87
	950 1000	239	215	191	167	223	201	178	156	134	145	123	112	100	89
	1000 1050	247	222	198	173	230	207	184	161	138	150	127	115	104	92
	1050 1100	254	229	203	178	237	213	191	166	142	154	130	119	107	95
	1100 1150	262	236	210	183	243	219	194	170	146	158	134	122	109	97
	1150 1200	270	243	216	189	250	225	200	175	150	163	138	125	113	100

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.

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) but in no event less than 20,000 pounds.

NOTE 3.-For shipments originating at or destined to points within the Redwood Empire Territory, these rates are subject to the provisions of Item No. 512.

* Change)
Addition) Decision No. 56458

EFFECTIVE MAY 1, 1958

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 815

Thirteenth Revised Page 44
 Cancels
 Twelfth Revised Page 44

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 2		CLASS RATES (Continued) In Cents per 100 Pounds											
	Class Rates shown below are intermediate in application subject to Note 1.													
BETWEEN	AND	MINIMUM WEIGHT												
		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	
SAN FRANCISCO TERRITORY as described in Item No. 270-3	LOS ANGELES TERRITORY as described in Item No. 270-3	246	221	197	172	154	139	123	108	120	108	96	84	
		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								
SACRAMENTO (See Item No. 260-7)		1	2	3	4	5	A	B	C	D	E			
		105	95	84	74	63	68	58	53	47	42			
<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 are lower than charges accruing under the Distance Class Rates in Items Nos. 500, 505 or 507 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.</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) but in no event less than 20,000 pounds.</p>														

✓
 510-L
 Cancels
 510-K

RATES TO AND FROM POINTS IN THE REDWOOD EMPIRE TERRITORY
AS DESCRIBED IN ITEM NO. 271-3

- (a) The provisions of this item apply only to shipments, including split pickup and split delivery shipments, subject to minimum weights of 10,000 pounds and less.
- (b) On shipments, including split pickup and split delivery shipments, transported between points in the Redwood Empire Territory, on the one hand, and points in the San Francisco Territory, as described in Item No. 270-3, and points in the Counties of Marin, Mendocino, Napa and Sonoma, on the other hand, determine the class rates in accordance with the rates provided in this section and increase the rates so determined by 10 percent.
- (c) On shipments, including split pickup and split delivery shipments, not embraced within Paragraph (b) above, transported between the Redwood Empire Territory, on the one hand, and points in California southerly of the Counties of Napa, Nevada, San Francisco, Sutter Yolo and Yuba, on the other hand, determine the class rates in accordance with the rates provided in this section and increase the rates so determined by adding the following arbitraries:

(1)
#0512

(Arbitraries in Cents per 100 Pounds)

Any Quantity				Minimum Weight 4,000 Pounds				Minimum Weight 10,000 Pounds			
1	2	3	4	1	2	3	4	1	2	3	4
25	22	20	17	15	14	12	11	12	11	10	8

- (d) Fractions of less than one-half cent shall be dropped and fractions of one-half cent or greater shall be increased to one cent.
- (e) When the charges on all or any portion of a shipment are subject to the increase provided for in this item, the provisions of Item No. 80 shall apply only after the increase has been added in accordance with this item.

(1) Expires with May 1, 1959.

Addition)
◊ Increase) Decision No.. 56458

EFFECTIVE MAY 1, 1958

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