

Decision No. 58221

**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation )  
into the rates, rules and regulations, )  
charges, allowances and practices of )  
all common carriers, highway carriers )  
and city carriers relating to the )  
transportation of any and all commodi- )  
ties between and within all points )  
and places in the State of California )  
(including, but not limited to, trans- )  
portation for which rates are provided )  
in Minimum Rate Tariff No. 2). )

Case No. 5432  
(Petition for Modifi-  
cation No. 143)

SUPPLEMENTAL OPINION AND ORDER

By Decision No. 56458 dated April 1, 1958, in this proceeding, the Commission established certain minimum rates and charges from and to Del Norte and Humboldt Counties on a basis higher than the general statewide rates. The higher basis of rates is scheduled to expire on May 1, 1959. The Commission said: "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." (Decision No. 56458, supra.)

California Trucking Associations, Inc., by Petition for Modification No. 143 in this proceeding, asks that the present rates be continued in effect beyond May 1, 1959. It alleges that this basis of rates is necessary to maintain just, reasonable and non-discriminatory rates for the transportation of shipments subject to minimum weights of 10,000 pounds or less to or from Del Norte and Humboldt Counties.

The petition states that the circumstances and conditions found by the Commission in Decision No. 56458, supra, as justification for the establishment of the rate differentials in question, have continued to exist without substantial change, and will continue to exist in the future. The petition refers to the Commission's prior findings that three motor carriers and the Northwestern Pacific Railroad Company transported virtually all of the traffic here involved and that the rail carrier was handling this traffic at an out-of-pocket loss. Petitioner declares that these conditions are still true, except that one of the highway carriers has ceased operations. During 1958, the two remaining motor carriers assertedly had operating ratios of 96.95 and 101.51.

No objection to the granting of this petition has been received.

In the circumstances, it appears, and the Commission finds, that extension of the rate differentials involved herein for a further one year period is justified. The petition will be granted. A public hearing is not necessary.

Therefore, good cause appearing,

IT IS ORDERED:

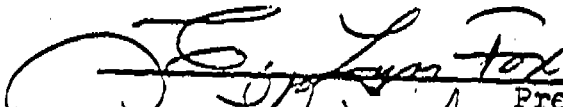



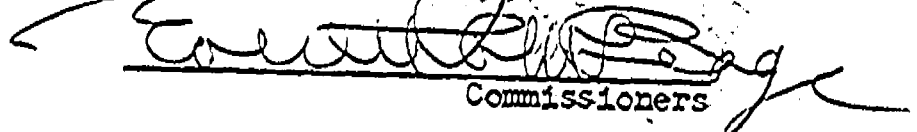
(1) That Minimum Rate Tariff No. 2 (Appendix "D" of Decision No. 31606, as amended) is hereby further amended by incorporating therein, to become effective May 1, 1959, Seventeenth Revised Page 20 and Fifteenth Revised Page 44, which revised pages are attached hereto and by this reference made a part hereof.

(2) That tariff publications required to be made by common carriers as a result of the order herein may be made effective no earlier than the effective date hereof on not less than three days' notice to the Commission and to the public, and that such tariff publications shall be made effective not later than May 1, 1959.

(3) That such other authorizations, limitations and con- ✓  
ditions applicable to the aforesaid increased rates and charges  
shall be equally applicable to the extension of the expiration date  
authorized herein.

This order shall become effective twenty days after the  
date hereof.

Dated at San Francisco, California, this 7<sup>th</sup> day of  
April, 1959.

  
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President  
  
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Commissioners

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

The minimum charge per shipment shall be as follows:

(a) For distances not exceeding 150 constructive miles (See Exceptions 1 and 2):

Weight of Shipment (In Pounds)		Minimum Charge (In Cents)
<u>Over</u>	<u>But Not Over</u>	
* 0	50	160
50	75	185
75	100	215
100	150	270
150	200	320
200	250	375
250	-	430

(b) For distances exceeding 150 constructive miles, the minimum charge per shipment shall be (See Exceptions 1 and 2):

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1. If classified first class or lower, for 100 pounds at the class or commodity rate applicable thereto; or

2. If classified higher than first class, for 100 pounds at the first class rate; or

3. If shipment contains different articles and no article is rated higher than first class, for 100 pounds at the class or commodity rate applicable to the article taking the highest rate; or if any article is rated higher than first class, for 100 pounds at the first class rate; but

4. In no event shall the minimum charge be less than:

Weight of Shipment (In Pounds)		Minimum Charge (In Cents)
<u>Over</u>	<u>But Not Over</u>	
0	100	215
100	150	270
150	200	320
200	250	375
250	-	430

EXCEPTION 1: For shipments (a) having point of origin or point of destination on steamship wharves or docks, or (b) transported beyond public highways to or from oil or gas well sites, the minimum charges shall in no event be less than those set forth in Paragraph (b) 4 plus an additional 30 cents per shipment.

\*C.5432 (Pet. 143)

- (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, 1960

\* Change, no increase or reduction, Decision No. 58231

EFFECTIVE MAY 1, 1959

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 892

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.														
-		AND	MINIMUM WEIGHT											
BETWEEN			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	256	230	205	179	160	144	128	112	123	111	99	87
SACRAMENTO (See Item No. 260-7)			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							
			1	2	3	4	5	A	B	C	D	E		
			108	98	86	75	64	70	59	54	48	43		
<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>														

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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:

(Arbitrarities 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
26	24	21	18	16½	15	13	11½	13	11½	10½	9

- (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, 1960.

\* Change, Decision No. 58231

EFFECTIVE MAY 1, 1959

Issued by the Public Utilities Commission of the State of California.  
San Francisco, California.  
Correction No. 893

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