

Decision No. 59349**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) (Case No. 5432
 transportation of any and all commodi-) (Petitions for Modifications
 ties between and within all points and) Nos. 159 and 160)
 places in the State of California)
 (including, but not limited to, trans-)
 portation for which rates are provided)
 in Minimum Rate Tariff No. 2).)

(For list of appearances see Appendix "A")

O P I N I O N

By Petition for Modification No. 159, as amended, California Trucking Associations, Inc., seeks increases in certain of the minimum rates and charges prescribed in Minimum Rate Tariff No. 2. The increases would apply on shipments having both point of origin and point of destination within a so-called "San Francisco-Coastal Territory". The proposed increases would also apply to shipments transported between points of origin or destination within said territory, on the one hand, and points of destination or origin located in California outside said territory, on the other hand.^{1/}

By Petition for Modification No. 160, as amended, the six major railroads^{2/} of the state seek authority (or direction in the

1/ San Francisco-Coastal Territory, as defined in the petition would include the City and County of San Francisco, and the counties of Alameda, Contra Costa, Lake, Marin, Mendocino, Monterey, Napa, San Benito, San Mateo, Santa Clara, Santa Cruz, Solano and Sonoma. It will hereinafter be referred to as the "Territory".

2/ The petitioners are Southern Pacific Company, The Atchison, Topeka and Santa Fe Railway Company, The Western Pacific Railroad Company, Union Pacific Railroad Company, Pacific Electric Railway Company, and Northwestern Pacific Railroad Company.

case of rates or charges subject to minimum rate orders) to increase their published rates and charges by the same amounts and generally between the same points as sought by the highway carrier organization in Petition No. 159.

Public hearing of the petitions was held on a common record before Examiner Carter R. Bishop in San Francisco on August 26 and 27 and September 28 and 29, 1959 and in Los Angeles on August 28, 1959. With the filing, on October 6, 1959, of a statement of position of certain shipper interests, the petitions were taken under submission.

The increases in minimum rates sought in Petition No. 159 are as follows: an increase of 10 percent in the accessorial charges for the handling of pool car shipments at San Francisco Bay points and in the monthly vehicle unit rates applicable within the above-mentioned Territory; and specific surcharges, in cents per shipment, on all shipments originating or terminating, or originating and terminating at points located in the Territory. On shipments having either origin or destination within the Territory, the proposed surcharges range from 13¢ to \$2.25, depending on the weight of the shipment. On shipments having both origin and destination within the Territory, the surcharges would range from 26¢ to \$4.50.^{3/}

The rail lines, in Petition No. 160, seek authority to increase their California class rates, and certain commodity rates which historically have been maintained at the levels of corresponding commodity rates in the Commission's Minimum Rate Tariff No. 2.^{4/}

^{3/} The complete scales of proposed surcharges are set forth in Appendix "B".

^{4/} The commodity rates in question apply on a variety of articles. The commodities and tariff items involved are set forth in Exhibit A of Petition No. 160.

These increases would be identical, both as to volume and territorial application, with the per-shipment charges sought in Petition No. 159. For competitive reasons the rail lines also propose to apply on shipments of sugar moving to southern California destinations from northern California producing points which lie outside the Territory the same surcharges as are sought for movements from refineries located within the Territory.

Additionally, the rail petitioners propose that the surcharges shall be applied to all the above-described traffic handled by petitioners, whether separately, in conjunction with one another, or under joint rates in conjunction with one or more of 31 other specified railroads and highway carriers.

Petition No. 159

Petitioner's director of research testified regarding the reasons for the sought increases in minimum rates as follows: Wage increases for local drivers, helpers and clerical personnel have been experienced by the highway carriers operating in the Territory, for which no compensating minimum rate adjustments have been made.^{5/} These wage increases, which were negotiated subsequent to July 1, 1959 and were made retroactive to that date, affected all local drivers, helpers and clerical workers within the area embraced by so-called Joint Council No. 7 of the teamsters' union. This area is coextensive with the above-mentioned Territory. The wage increases, including so-called "fringe" benefits, amount to approximately 10 percent except for employees in Local 85 (having

^{5/} The record shows that the wage increases in question do not involve the so-called long-line (short-haul and long-haul) drivers.

jurisdiction in San Francisco and in San Mateo County) for whom the increases are somewhat higher.^{6/}

The director pointed out that the increases in minimum rates sought by the carriers in Petitions for Modifications Nos. 149 and 153 in Case No. 5432 (which were under submission when the hearings in the instant petitions were in progress) were predicated upon wage rates and related labor costs which were operative as of June 30, 1959. We here take official notice that by Decision No. 59090, dated September 29, 1959, the Commission adjusted certain of the rates and charges in Minimum Rate Tariff No. 2, pursuant to the aforesaid Petition No. 149, and under Petition No. 153 provided for corresponding adjustments in the rail tariffs.

Wage and related labor cost increases have not been experienced since June 30, 1959, the witness stated, in those areas of California located outside the jurisdiction of Joint Council No. 7. Prior to July 1, 1959, the wage rates for local drivers and helpers were substantially the same throughout the state. However, retroactively effective with that date the wage rates and related labor costs within the Joint Council 7 area advanced to levels well above those for the balance of the state.^{7/}

^{6/} The basic wage rate increase negotiated for all the affected workers in Joint Council 7 was 25 cents per hour. The record shows, however, that this rate was not ratified by the employees of Local 85, who went on strike and subsequently secured a basic wage increase of 30 cents per hour.

^{7/} For example, an exhibit of record shows that the cost, to the carriers, of wages, fringe benefits and payroll expense, reduced to an hourly basis, for a local driver of a truck of less than 10,000 pounds is \$3.659 per hour under the new Joint Council 7 agreement; the corresponding cost representative of the balance of the state is, according to the exhibit, \$3.185 per hour. The figure shown for Joint Council 7 area does not give effect to the higher wage rate negotiated by Local 85 than for the balance of that area.

The purpose of the rate proposals herein, the director testified, is to offset the increased costs which highway carriers, by reason of the new wage agreement, are experiencing in performing the services of pickup, delivery, platform handling, and billing of shipments within the aforesaid Territory. In order to properly place the burden of increased costs, it was concluded by petitioner that the use of per-shipment surcharges would be the most practicable and equitable form of rate publication. Petitioner is aware, the director stated, that such a form of publication is, in a number of respects, objectionable.

The proposed 10 percent increase in pool car distribution charges and in monthly vehicle unit rates obviously reflects the estimated increases in labor expense of the same percentage. The development of the proposed per shipment surcharges was explained by the director as follows: The labor cost increases were first reduced to an hourly basis. The increased costs per hour were then distributed, in cents per 100 pounds, among the various weight brackets of shipments according to the amount of labor utilized in performing pickup or delivery, platform handling (where involved) and billing, in connection with each such bracket. The added labor costs in cents per 100 pounds were then multiplied by the average weight per shipment in each bracket to arrive at the direct labor cost per shipment picked up or delivered, but not both, within the Territory. These added direct costs were then augmented by allowances for indirect expense, insurance and gross receipts taxes.

In developing the increased costs, the director stated, petitioner had used the same distribution formula, performance factors and average weights per shipment that had been employed in prior proceedings on the basis of which the present levels of rates in Minimum Rate Tariff No. 2 were predicated.

In Table I below, the full added costs, as developed by petitioner, are compared with the proposed surcharges for shipments picked up or delivered, but not both, in the Territory.

Table I

<u>Maximum Weight of Shipment (Pounds)</u>	<u>Added Cost per Shipment (Cents)</u>	<u>Proposed Surcharge per Shipment (Cents)</u>	<u>Operating Ratio (Percent)</u>
100	12.7	13	97.7
500	18.1	20	90.5
1,000	29.8	33	90.3
2,000	43.8	45	97.3
4,000	63.2	65	97.2
10,000	93.1	100	93.1
20,000	120.1	125	96.1
30,000	143.0	150	95.3
Over 30,000	196.8	225	87.5

The witness pointed out that in the development of the foregoing costs no effect had been given to the more favorable labor contract secured by the members of Local 85 than was obtained by the other locals in Joint Council No. 7. He mentioned other respects in which he considered the cost figures in question to be understated. On the other hand he conceded that there were instances in which increased costs less than the full amounts above shown would be experienced. Additionally, in those instances where local drivers are not employed and no platform handling and billing are performed within the Territory, no added costs would be experienced. The witness was of the opinion, however, that with one exception (to be hereinafter considered), such occurrences are rare.

The determination of the proposed surcharges, the director indicated, was largely a matter of judgment, keeping in mind the cost figures and orderly rate progression, as well as ease of doubling the proposed one terminal surcharge to arrive at the two-terminal surcharge.

Petition No. 160

In support of their request for increases in their class rates^{8/} and in certain of their commodity rates paralleling those sought by the highway carriers, the rail lines offered evidence through a member of Southern Pacific Company's bureau of transportation research and through an assistant general freight agent of that company. The record shows that the rail lines have customarily maintained the rates in question on the same levels as those of the highway carriers. The testimony of the rail witnesses discloses that the preponderance of rail less than carload traffic here in issue is transported by truck in substituted service and that the wage increases hereinbefore discussed are applicable to such movements. This is also true, the record shows, with respect to the truck movements of trailer-on-flat-car shipments originating or terminating in the Territory.

In justification of the proposed surcharges for such less than carload rail traffic as moves via rail, the research witness introduced an exhibit purporting to show that this type of traffic is handled by Southern Pacific between San Francisco Bay points and Los Angeles at substantial out-of-pocket losses. With respect to carload box car traffic embraced by Petition No. 160, the traffic witness showed by exhibit that, had the rates for such traffic been increased in past years to the fullest extent authorized for other carload rates, they would now exceed the levels of rates herein sought to be established.

The Commission's staff did not offer any evidence in these proceedings. However, its principal transportation rate expert and

^{8/} The railroads are subject to the minimum rates for the transportation of less than carload shipments moving under class rates.

its supervising transportation engineer were in attendance throughout the hearings, and, through extensive examination of petitioners' witnesses, contributed substantially to the development of the record.

Positions of Shipper Interests

The freight traffic director of the California Manufacturers Association presented an exhibit which indicated that the greater burden of the proposed surcharges would be borne by the lower-rated shipments, by those in the lower weight brackets and by those transported shorter distances. The Association, he said, was aware that the carriers had incurred added costs, but opposed the surcharge form of publication. A percentage surcharge, he asserted, would be more proper.^{9/}

A traffic representative of Fibreboard Paper Products Corporation testified that the sought surcharges exceeded the full added costs under the new wage agreements by amounts ranging up to 14 percent, the excess being greater for shipments weighing 30,000 pounds or more. He urged: that the operating ratios should be higher on truckload shipments because truckload haulers have less overhead expense; that the per-shipment surcharge method of rate increase is objectionable because it disrupts established percentage relationships between the various rate classes; that the proposals of petitioners give no consideration to improved efficiency in carrier

^{9/} The record shows that for several years there has been in effect, in Minimum Rate Tariff No. 2, a surcharge of varying percentages, applicable to shipments moving entirely within a 12-county area centering on San Francisco Bay. The application of these surcharges has been increasingly restricted, so that they now apply only in connection with a few commodity rates in the tariff.

operations;^{10/} that the labor costs of record are overstated for outlying areas in the Territory, including Antioch, where many shipments are loaded and unloaded without the employment of helpers; and that, for this reason, shipments from and to Antioch, where his company operates a large plant, be excluded from any increase to be authorized. In conclusion this witness requested that the petitions be denied in their entirety as discriminatory, unreasonable and not shown necessary or proper.

Traffic department representatives of California and Hawaiian Sugar Refining Corporation and of Spreckels Sugar Company testified that truckload shipments from their refineries located in the Territory are not handled at all by local drivers and that, therefore, the rates for such movements should not be increased. They objected to the proposed per-shipment surcharge method of increase because it made it impossible for their companies to quote to customers the exact transportation costs of sugar from the refineries in the Territory. These witnesses also requested uniformity of rates and charges on shipments of sugar to southern California as between all northern California sugar shipping points.

Several interested parties and protestants made closing statements or filed them after the conclusion of the hearings. In general these parties felt that some increase in rates was justified, but not in the full amounts sought. Some objected to the per-shipment surcharge method, urging instead the use of percentage surcharges. Some were of the opinion that consideration had not been given to the increased efficiency of the carriers operating in the Territory.

^{10/} The witness gave examples from the experience of his own company in proprietary trucking operations which were much more favorable than appeared in the petitioners' showings.

Representatives of certain agricultural interests pointed out that in establishing the existing minimum rates on grain and related articles, hay and rice, the Commission found that truckloads of the commodities in question moving into the Territory from the producing agricultural areas were only rarely handled by local drivers and that its staff engineers did not use local driver labor costs from their development of representative transportation costs for these commodities. Moreover, the carriers involved in this transportation are, for the most part, based outside the Territory, so that clerical costs are not subjected to the Joint Council No. 7 wage increase. Accordingly, the aforesaid parties requested that the surcharges here in issue be made inapplicable to the above-mentioned commodities.

Three representatives of shipper interests requested that the Commission's staff be instructed to bring its cost and performance studies up to date so that it might determine whether increases in charges on the traffic here in issue are, in fact, justified. Two of the representatives suggested that pending the completion of those studies interim increases be authorized.

Conclusions

The record is persuasive that carriers employing local drivers, helpers and clerical workers in the Territory have sustained increased labor costs in the form of wages, fringe benefits and payroll expense as a result of the recent Joint Council No. 7 labor contracts. In reaching this conclusion we are aware of the extensive discussion in the record of the alleged greater efficiency of local carrier employees in the Territory as compared with that of carrier personnel in other areas. It appears that the performance

factors and the weighting of the various labor cost elements, employed by the petitioner (in No. 159) are largely those which were used in the cost projections on which the most recent increases in the minimum rates in Minimum Rate Tariff No. 2 were predicated.^{11/} Pending the development of more current data, which will consume a considerable period of time, the method utilized by said petitioner will be adopted for the purpose of this proceeding.

In the light of the record, the establishment of the proposed 10 percent surcharge on the pool car and monthly vehicle unit rates and charges is justified. With respect to the proposed per-shipment surcharges, however, our approval is subject to some modification. A comparison of the surcharges for the respective weight brackets with the corresponding added costs of record, as set forth in Table I above, shows that in several instances the proposed surcharges are larger than are necessary to offset the increased costs. In this connection it should be pointed out that the record contains no other kind of evidence upon which to justify increases in minimum rates and charges greater than such as will offset the increased costs resulting from the new labor agreements.

Accordingly, the surcharges which are justified on the record are those set forth in Supplement No. 47 to Minimum Rate Tariff No. 2, which supplement is attached hereto in Appendix C.^{12/}

^{11/} Reference is made to the minimum rate increases (effective December 8, 1958 and November 13, 1959, respectively) in Minimum Rate Tariff No. 2 made pursuant to Petitions for Modifications Nos. 124 and 149, respectively.

^{12/} In lieu of the proposed designation of "San Francisco-Coastal Territory" for the surcharge area the designation of "Central Coastal Territory" will be utilized as being more descriptive.

The approved surcharges for shipments originating or terminating in the Territory, but not both, are compared in Table II below with those sought by petitioners.

Table II

<u>Maximum Weight of Shipment (Pounds)</u>	<u>Sought Surcharge (Cents)</u>	<u>Surcharge Found Justified (Cents)</u>
100	13	13
500	20	18
1,000	33	30
2,000	45	45
4,000	65	65
10,000	100	95
20,000	125	120
30,000	150	145
Over 30,000	225	200

In approving the establishment of surcharges on a per-shipment basis we are fully aware of the various objections to this method of tariff publication which have been advanced by the various parties. Those objections have been hereinbefore set forth and need not be reiterated. Under the present circumstances the method in question appears to be the only practicable one by which the higher levels of carrier labor costs prevailing in the Joint Council No. 7 jurisdiction can be fairly reflected in increased transportation charges. It can only be hoped that by 1961, when new local contracts will be negotiated throughout the state, the resulting labor agreements will make it unnecessary to continue thereafter per-shipment surcharges. Minimum rates and charges may be revised at any time to reflect changed circumstances; therefore, it appears unnecessary to make the tariff changes hereinafter established subject to an expiration date.

The facts hereinbefore set forth in connection with the request of the California Hay, Grain and Feed Dealers Association

and others that shipments of grain, together with articles grouped therewith, hay and rice, weighing 20,000 pounds or more, be exempted from the rate increases here in issue, establish the reasonableness of the request. It will be granted.

The question was raised at the hearings as to whether the sought surcharges, if established, would apply at intermediate points outside the Territory under intermediate application rules set forth in Items Nos. 510 and 900 series of Minimum Rate Tariff No. 2. These rules apply in connection with specific point-to-point rates named between so-called San Francisco Territory, on the one hand, and defined areas in southern California, on the other hand. The rules in question provide that such rates apply at intermediate points on specified routes between the two defined areas if lower charges result thereby than by use of the mileage rates otherwise applicable from and to said intermediate points. The question presented, and considered at length, was whether, in applying the intermediate rules to a shipment moving from Modesto to Los Angeles, for example, the specific San Francisco to Los Angeles rate, for example, should be considered with, or without, the per-shipment surcharge.

The record contains no evidence tending to justify the application of the surcharges here in issue to shipments, subject to minimum rates, which do not originate or terminate, or originate and terminate in the Joint Council No. 7 area. By the order which follows, Supplement No. 47 will make clear the application of the tariff under the circumstances raised by the foregoing question.

In proposing a 10 percent increase in pool car and monthly vehicle unit rates and charges applicable within the Territory, petitioner in No. 159 requests that in any event the charges, as increased, be set at the same level or levels as those provided in the San Francisco and East Bay Drayage Tariffs,^{13/} respectively. The record shows that for strong competitive reasons the above-described rates have generally been maintained on uniform levels in the three tariffs. The request will be granted.

Increases in rates of the rail lines corresponding to those herein found justified for the minimum rate tariff have also been shown to be justified, for reasons hereinbefore stated. The request, advanced in order to preserve long-standing competitive relationships, for authority to apply the surcharges on shipments of sugar moving under specified commodity rates to southern California from northern California refineries located outside the territory is likewise justified.

Upon consideration of all the facts and circumstances of record, we are of the opinion and find that the rates and charges which will be established in the order which follows are just, reasonable and nondiscriminatory rates and charges for the transportation of property and that the increases in rates and charges which will be herein authorized and required have been shown to be justified and are necessary to preserve to the public adequate and dependable transportation service.

^{13/} City Carriers' Tariff No. 1-A and City Carriers' Tariff No. 2-A, Highway Carriers' Tariff No. 1-A, respectively.

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" to Decision No. 31606, as amended) be and it is further amended by incorporating therein, to become effective January 15, 1960, the supplement and revised pages attached hereto and listed in Appendix "C", also attached hereto, which supplement, pages and appendix by this reference are made a part hereof.

2. That common carriers subject to the Public Utilities Act, to the extent that they are subject also to said Decision No. 31606, as amended, be and they are directed to establish in their tariffs the increases necessary to conform with the further adjustments herein of that decision.

3. That any provisions currently maintained in common carrier tariffs which are more restrictive than, or which produce charges greater than, those contained in Minimum Rate Tariff No. 2, are authorized to be maintained in connection with the increased rates and charges directed to be established by Ordering Paragraph 2 hereof.

4. That the surcharges, accessorial service charges, and vehicle unit rates and charges directed to be established by Ordering Paragraph 2 hereof be and they are authorized to be made applicable also for the transportation of traffic for which minimum rates have not been established.

5. That highway common carriers, subject to Decision No. 31606, as amended, 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 hereby

authorized to establish the increases required to maintain such differential in rates.

6. That, in addition to the increases hereinbefore directed or authorized, common carriers by railroad be and they are authorized to establish, for application to shipments having point of origin, point of destination, or point of origin and point of destination within the Central Coastal Territory as described in Item No. 270-2 series of Minimum Rate Tariff No. 2 (also to shipments of sugar from Clarksburg, Manteca, Tracy, and Woodland to the extent specified in subparagraph (4) (a) hereof), increases in the rates, charges and provisions in the tariffs or portions thereof identified below to the levels of the comparable rates, charges and provisions of Minimum Rate Tariff No. 2 as established pursuant to Ordering Paragraph 1 hereof:

(1) All class and commodity rates and charges named in Pacific Southcoast Freight Bureau Tariff No. 255-F, M. A. Nelson, Tariff Publishing Officer.

(2) The following rates, charges and provisions of Pacific Southcoast Freight Bureau Tariff No. 294-C, M. A. Nelson, Tariff Publishing Officer, as published in:

(a) Items 305; 345; 400; 425; 1700 to 1834, inclusive; 1840 to 1890, inclusive; 1920 to 1950, inclusive; 1955 (Column 1 rates only); 1970 (except rate of 66 cents); 1980; 1990; 2010 to 2055, inclusive; 2060 (except rate of 52 cents); 2070 to 2140, inclusive.

(b) Section 1 of said tariff (class rates).

(3) The rate of 46 cents, minimum weight 30,000 pounds, on boracic acid and borax, named in Items 310 and 330 series of Pacific Southcoast Freight Bureau Tariff No. 263-B, M. A. Nelson, Tariff Publishing Officer.

(4) The following carload rates in Pacific Southcoast Freight Bureau Tariff No. 300, M. A. Nelson, Tariff Publishing Officer, which are flagged with "Z" and/or square dot reference in the following items:

- (a) Sugar, Items 945 to 975 and 4160 to 4225, inclusive. The surcharges herein authorized on shipments of sugar from Crockett, Alvarado and Spreckels, California, shall also be applied to shipments of sugar moving from Clarksburg, Manteca, Tracy and Woodland, California, under carload rates in Items 945 to 975 and 4160 to 4225, inclusive, of Pacific Southcoast Freight Bureau Tariff 300, M. A. Nelson, Tariff Publishing Officer, which are flagged with "Z" and/or square dot reference.
- (b) Boracic Acid and Borax. The rate of 46 cents in Items 1645, 1650, 1655 and 1660.
- (c) Butter, Cheese and Margarine, Items 3125 to 3146, inclusive.
- (d) Infusorial Earth, Item 3200.
- (e) Canned Goods, Items 3455 to 3485, inclusive; 3525 to 3550, inclusive; 3580 to 3655, inclusive; 3685 to 3715, inclusive; 3760 and 3765; 3785 to 3815, inclusive; and 3855 to 3885, inclusive.
- (f) Beverages, Items 5105 to 5116, inclusive; 5135 to 5142, inclusive.
- (g) Lard, Lard Substitutes and Vegetable Oil Shortening, Items 6120 to 6140, inclusive.
- (h) Washing Compounds, Soap and related articles, Items 6675 to 6691, inclusive.

7. That common carriers maintaining, under outstanding authorizations permitting the alternative use of rail rates, rates below the specific minimum rate levels otherwise applicable on the commodities and between the points for which increases are authorized in Ordering Paragraph 6 hereof, are hereby authorized and directed to increase such rates, on not less than five days' notice to the

Commission and the public, to the level of the rail rates established pursuant to Ordering Paragraph 6 hereof; or to the level of the specific minimum rates, whichever is lower; and that such adjustments shall be made effective not later than thirty days after the effectiveness of the increased rail rates.

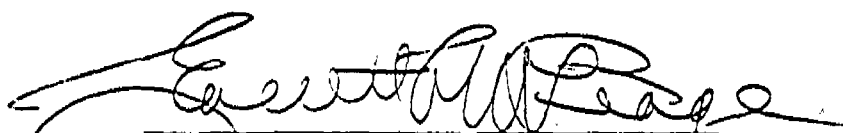
8. That common carriers, in establishing and maintaining the rates and charges authorized or directed hereinabove, be and they are authorized to depart from the provisions of Article XII, Section 21, of the Constitution of the State of California, and Section 460 of the Public Utilities Code, to the 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.

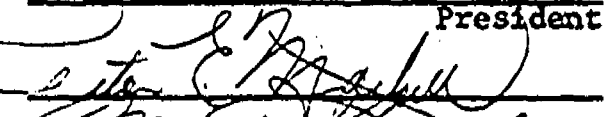
9. That, except for tariff publications required to be made by Ordering Paragraph 7 hereof, tariff publications required or authorized to be made by common carriers as a result of the order herein may be made effective not earlier than the effective date hereof on not less than five days' notice to the Commission and to the public, and that such tariff publications as are required shall be made effective not later than January 15, 1960; 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.

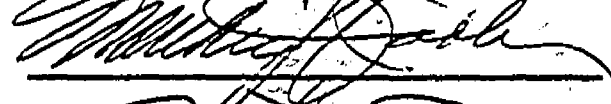
10. That, in all other respects, Petitions for Modifications Nos. 159 and 160, as amended, in Case No. 5432 be and they are hereby denied.

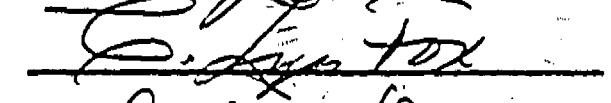
The effective date of this order shall be twenty days after the date hereof.

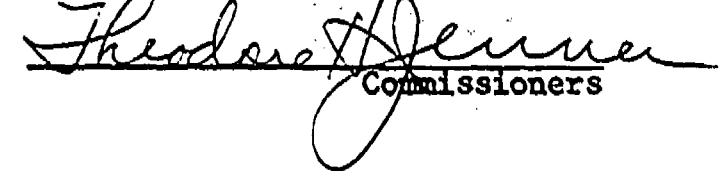
Dated at San Francisco, California, this 8th day of December 1959.



President








Commissioners

APPENDIX "A"

LIST OF APPEARANCES

Arlo D. Poe, J. C. Kaspar and James Quintrall, for California Trucking Associations, Inc.; petitioner in Petition for Modification No. 159 and interested party in Petition for Modification No. 160.

John MacDonald Smith, for Southern Pacific Company, The Atchison, Topeka and Santa Fe Railway Company, The Western Pacific Railroad Company, Union Pacific Railroad Company, Pacific Electric Railway Company, and Northwestern Pacific Railroad Company; Marshall W. Vorkink and John J. Reynolds, for Union Pacific Railroad Company; petitioners in Petition No. 160 and respondents in Petition No. 159.

C. J. Boddington, Chris D. Bonner, Donald Carlson, George V. Cooley, Russ Di Salvo, Thomas R. Dwyer, Robert C. Ellis, Ted T. Ferguson, Ralph B. Harlan, Armand Karp, E. J. McSweeney, John Odoxta, Donald A. Pederson, Herman Samuel, E. V. Slauson, Richard D. Stokes, appearing for various highway carriers, respondents.

C. F. Breidenstein, Ralph J. Graffis, Robert Hopping, William D. Mayer, R. P. McCarthy, Eugene A. Read, Alan Silvius, Milton A. Walker, Eugene R. Warren; appearing for various shippers and shipper associations, protestants.

Frank E. Ashton, V. A. Bordelon, R. E. Campbell, W. M. Cheatham, C. S. Connolly, Charles H. Costello, A. P. Davis, Jr., Scott Elder, Sherman B. Erickson, Lloyd W. Gragg, Turnie H. Grinstead, W. S. Hale, Richard P. Hanley, Jonathan C. Hansen, John P. Hellman, Ralph Hubbard, Wm. G. Jackson, Joseph Q. Joynt, Edwin A. Kauppila, T. B. Kircher, P. N. Kujachich, W. F. McCann, J. R. McNicoll, Charles C. Miller, R. A. Morin, James H. Morrison, James H. Mullen, S. K. Neal, A. E. Norrbom, Loren D. Olsen, Allen K. Penttila, Harold J. Reitz, A. L. Russell, Jack P. Sanders, W. E. Straight, G. C. Turner, Clifford J. Van Duker; appearing for various shippers, shipper associations and chambers of commerce, interested parties.

Dion R. Holm and Robert R. Laughead, for City and County of San Francisco; interested party.

Grant L. Malquist and C. Ray Bryant, for the Commission's staff.

APPENDIX "B"

Scales of Surcharges Proposed
in Petitions Nos. 159 and 160

Weight of Shipment (1) (pounds)		Surcharge in Cents per Shipment	
		Origin OR Destination within	Origin AND Destination within
Over	but Not Over	SF-Coastal Territory	SF-Coastal Territory
0	100	13	26
100	500	20	40
500	1,000	33	66
1,000	2,000	45	90
2,000	4,000	65	130
4,000	10,000	100	200
10,000	20,000	125	250
20,000	30,000	150	300
30,000	-	225	450

- (1) On pickups of split pickup shipments or deliveries of split delivery shipments, the surcharges will apply only to the actual weight of individual components picked up or delivered within the SF-COASTAL TERRITORY.

APPENDIX "C" TO DECISION NO. 59340

Supplement and Revised Pages to Minimum Rate
Tariff No. 2 Authorized by Said Decision

Supplement No. 47

Fourth Revised Page..... 1

Sixth Revised Page..... 21-B

Third Revised Page..... 21-C

Second Revised Page..... 32

Fifth Revised Page..... 66-B

Fourth Revised Page..... 66-E

Fifth Revised Page..... 66-F

END OF APPENDIX "C"

SPECIAL INCREASE SUPPLEMENT

SUPPLEMENT NO. 47
(Cancels Supplement No. 46)

(Supplements Nos. 35, 43, 45 and 47 Contain All Changes)

TO

MINIMUM RATE 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

HIGHWAY CONTRACT CARRIERS

AND

HOUSEHOLD GOODS CARRIERS

♦ APPLICATION OF SURCHARGES

(See Pages 2 and 3 of This Supplement)

♦Increase, Decision No. 59340

EFFECTIVE JANUARY 15, 1960

Issued by the
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA
State Building, Civic Center
San Francisco, California

APPLICATION OF SURCHARGES

1. The surcharges herein provided apply only to shipments, or component parts of split pickup shipments or split delivery shipments, having point of origin, point of destination, or point of origin and point of destination within the CENTRAL COASTAL TERRITORY as described in Item No. 270.

2. The surcharges herein provided apply only in connection with rates and charges named in Sections Nos. 2 and 3 and minimum charges provided in Item No. 150 of this tariff.

3. The surcharges herein provided will not apply in connection with the following:

- (a) Shipments of the commodities described in Item No. 355 when transported at rates subject to minimum weights of 20,000 pounds or more.
- (b) Shipments of the commodities described in Items Nos. 652, 652 $\frac{1}{2}$, 652 $\frac{3}{4}$ and 653 when transported at rates subject to minimum weights of 20,000 pounds or more.
- (c) Shipments transported under the rates set forth in Item No. 720 of this tariff.
- (d) The intermediate application of rates which make reference to Items Nos. 900 or 900-1 of this tariff when neither point of origin nor point of destination is within CENTRAL COASTAL TERRITORY.

4. The surcharges herein provided shall be in addition to all other surcharges provided by this tariff.

5. Compute the amount of charges in accordance with the rates named in this tariff (including any surcharges otherwise applicable) and increase the amount so computed by the amounts set forth in Surcharge Table "A" or "B" as follows:

(a) SURCHARGE TABLE "A"

(Applies only in connection with shipments other than split pickup shipments or split delivery shipments.)

Weight of Shipment (Pounds)		Surcharge in Cents per Shipment	
Over	But Not Over	Column 1	Column 2
0	100	13	26
100	500	18	36
500	1,000	30	60
1,000	2,000	45	90
2,000	4,000	65	130
4,000	10,000	95	190
10,000	20,000	120	240
20,000	30,000	145	290
30,000	-	200	400

Column 1 Surcharges: Apply when point of origin or point of destination is located within the CENTRAL COASTAL TERRITORY.

Column 2 Surcharges: Apply when both point of origin and point of destination are located within the CENTRAL COASTAL TERRITORY.

(Continued)

APPLICATION OF SURCHARGES (Concluded)

(b)

SURCHARGE TABLE "B"

(Applies only in connection with split pickup shipments or split delivery shipments)

Weight of Shipment or Component Part Thereof (Pounds)		Surcharge in Cents Per Shipment or Per Component Part Thereof
<u>Over</u>	<u>But Not Over</u>	
0	100	13
100	500	18
500	1,000	30
1,000	2,000	45
2,000	4,000	65
4,000	10,000	95
10,000	20,000	120
20,000	30,000	145
30,000	-	200

(1) When the point of origin of any component part of a split pickup shipment or the point of destination of any component part of a split delivery shipment is within the CENTRAL COASTAL TERRITORY, apply Surcharge Table "B" to the actual weight of each such component part; and

(2) When the point of destination of a split pickup shipment or the point of origin of a split delivery shipment is within the CENTRAL COASTAL TERRITORY, apply Surcharge Table "B" to the total weight of the shipment.

THE END

CORRECTION NUMBER CHECKING SHEET

This tariff is issued in loose-leaf form. All added and revised pages will be numbered consecutively in the lower left-hand corner. These correction numbers should be checked below on this checking sheet before pages are filed in tariff.

CORRECTION NUMBERS

977	1021	1065	1109	1153	1197
978	1022	1066	1110	1154	1198
979	1023	1067	1111	1155	1199
980	1024	1068	1112	1156	1200
981	1025	1069	1113	1157	1201
982	1026	1070	1114	1158	1202
983	1027	1071	1115	1159	1203
984	1028	1072	1116	1160	1204
985	1029	1073	1117	1161	1205
986	1030	1074	1118	1162	1206
987	1031	1075	1119	1163	1207
988	1032	1076	1120	1164	1208
989	1033	1077	1121	1165	1209
990	1034	1078	1122	1166	1210
991	1035	1079	1123	1167	1211
992	1036	1080	1124	1168	1212
993	1037	1081	1125	1169	1213
994	1038	1082	1126	1170	1214
995	1039	1083	1127	1171	1215
996	1040	1084	1128	1172	1216
997	1041	1085	1129	1173	1217
998	1042	1086	1130	1174	1218
999	1043	1087	1131	1175	1219
1000	1044	1088	1132	1176	1220
1001	1045	1089	1133	1177	1221
1002	1046	1090	1134	1178	1222
1003	1047	1091	1135	1179	1223
1004	1048	1092	1136	1180	1224
1005	1049	1093	1137	1181	1225
1006	1050	1094	1138	1182	1226
1007	1051	1095	1139	1183	1227
1008	1052	1096	1140	1184	1228
1009	1053	1097	1141	1185	1229
1010	1054	1098	1142	1186	1230
1011	1055	1099	1143	1187	1231
1012	1056	1100	1144	1188	1232
1013	1057	1101	1145	1189	1233
1014	1058	1102	1146	1190	1234
1015	1059	1103	1147	1191	1235
1016	1060	1104	1148	1192	1236
1017	1061	1105	1149	1193	1237
1018	1062	1106	1150	1194	1238
1019	1063	1107	1151	1195	1239
1020	1064	1108	1152	1196	1240

EFFECTIVE JANUARY 15, 1960

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

Correction No. 973

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)							
	POOL SHIPMENTS (Continued) (Items Nos. 176, 177 and 179) Rates do not include transportation							
	Pool shipments as described in Item No. 176, when unloaded or segregated or unloaded and segregated at the points named in Item No. 176 and component parts thereof are for delivery at delivery points named in Item No. 176, shall be subject to rates and charges as follows:							
	(a) Unloading or segregating or unloading and segregating: Column 1 rates apply only to component parts of the pool shipment in connection with which the carrier performs transportation, subject to a minimum charge per component part of 66 cents. Column 2 rates apply only to component parts of the pool shipment in connection with which the carrier does not perform transportation, subject to a minimum charge per component part of \$1.27.							
	Class Rates in Cents per 100 Pounds							
Articles for which rates are not otherwise specified in this item or Item No. 179.	Column 1				Column 2			
	1	2	3	4	1	2	3	4
	22	20	18	15①	26	24	21	19①
①	Applies on articles rated 4th class or lower.							
	Commodity Rates in Cents per 100 Pounds							
	Column 1				Column 2			
Bicycles, K.D., as described in Item No. 92690 in the Western Classification	34				41			
Candy, Confectionery, Chewing Gum, Chocolate, Cocoa and Fondant	17				20			
Games or Toys, as described under that heading in the Western Classification	34				41			
Vehicles, other than motor, K.D., as described in Items Nos. 92660, 92680, 92720, 92730, 92760, 92850, 92930, 93040, 93120, 93190, 93200, 93210, and 93270 in the Western Classification	34				41			
*177-F Cancels 177-E	(b) Clerical services consisting of preparing pool lot shipment file, manifesting and preparing delivery instructions, and issuance of freight bill to each subconsignee or shipper and accounting therefor, per component part, 41 cents.							
	(c) Listing and reporting marked weights, gallonage or serial numbers, one cent per line per package or piece, minimum charge per component part, 36 cents.							
	(d) Marking, tagging, stenciling or labeling, one cent per package or piece, minimum charge per component part, 61 cents.							
	(e) Advancing, prorating and collecting inbound freight charges of other carriers, 1% of amount advanced, minimum charge per component part, 58 cents.							
	(f) Advancing of outbound freight charges to other carriers, per component part, 41 cents.							
	(g) Breaking down, leveling off, installing dunnage in pool cars stopped for partial unloading, will be charged as provided in Item No. 145 for helpers, plus the cost of dunnage.							
	Minimum charge for handling pool shipment, \$9.90.							

*177-F
Cancels
177-E

* Change }
◊ Increase } Decision No. 59340

EFFECTIVE JANUARY 15, 1960

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

Correction No. 974

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>*179-C Cancels 179-B</p>	<p style="text-align: center;">POOL SHIPMENTS (Concluded)</p> <p>Pool Shipments as described in Item No. 176, viz.: Furniture or Furniture Parts as described under those headings in Western Classification.</p> <p>(a) Unloading or segregating, or unloading and segregating; including transportation and accessorial services described in paragraphs (b), (c) and (e) of Item No. 177, ¢1.13 per 100 pounds, minimum charge ¢\$2.20 per component part.</p> <p>(b) Unloading or segregating, or unloading and segregating; including accessorial services described in paragraphs (b), (c) and (e) of Item No. 177, ¢80 cents per 100 pounds, minimum charge ¢\$1.54 per component part.</p>
	<p>* Change) Increase) Decision No. 59340</p>
	EFFECTIVE JANUARY 15, 1960
	<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 975</p>

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*270-B Cancels 270-A	<p style="text-align: center;">TERRITORIAL DESCRIPTIONS</p> <p style="text-align: center;">(Items Nos. 270 through 271-3)</p> <p>The following territorial descriptions apply in connection with rates making specific reference hereto; (territories include both sides of streets, boulevards, roads, avenues or highways named.)</p> <p>#(1) ¹/₂. CENTRAL COASTAL TERRITORY includes that area consisting of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Lake, Marin, Mendocino, Monterey, Napa, San Benito, San Mateo, Santa Clara, Santa Cruz, Solano and Sonoma.</p> <p>1. LOS ANGELES BASIN TERRITORY includes that area embraced by the following boundary: Beginning at the point the Ventura County-Los Angeles County boundary line intersects the Pacific Ocean; thence northeasterly along said county line to the point it intersects State Highway No. 118, approximately two miles west of Chatsworth; easterly along State Highway No. 118 to Sepulveda Boulevard; northerly along Sepulveda Boulevard to Chatsworth Drive; northeasterly along Chatsworth Drive to the corporate boundary of the City of San Fernando; westerly and northerly along said corporate boundary to McClay Avenue; northeasterly along McClay Avenue and its prolongation to the Angeles National Forest Boundary; southeasterly and easterly along the Angeles National Forest and San Bernardino National Forest boundary to the county road known as Mill Creek Road; westerly along Mill Creek Road to the county road 3.8 miles north of Yucaipa; southerly along said county road to and including the unincorporated community of Yucaipa; westerly along Redlands Boulevard to U. S. Highway No. 99; northwesterly along U. S. Highway No. 99 to the corporate boundary of the City of Redlands; westerly and northerly along said corporate boundary to Brookside Avenue; westerly along Brookside Avenue to Barton Avenue; westerly along Barton Avenue and its prolongation to Palm Avenue; westerly along Palm Avenue to La Cadena Drive; southwestly along La Cadena Drive to Iowa Avenue; southerly along Iowa Avenue to U. S. Highway No. 60; southwestly along U. S. Highways Nos. 60 and 395 to the county road approximately one mile north of Perris; easterly along said county road via Nuevo and Lakeview to the corporate boundary of the City of San Jacinto; easterly, southerly and westerly along said corporate boundary to San Jacinto Avenue; southerly along San Jacinto Avenue to State Highway No. 74; westerly along State Highway No. 74 to the corporate boundary of the City of Hemet; southerly, westerly and northerly along said corporate boundary to the right of way of The Atchison, Topeka & Santa Fe Railway Company; southwestly along said right of way to Washington Avenue; southerly along Washington Avenue, through and including the unincorporated community of Winchester to Benton Road; westerly along Benton Road to the county road intersecting U. S. Highway No. 395, 2.1 miles north of the unincorporated community of Temecula; southerly along said county road to U. S. Highway No. 395; southeasterly along U. S. Highway No. 395 to the Riverside County-San Diego County boundary line; westerly along said boundary line to the Orange County-San Diego County boundary line; southerly along said boundary line to the Pacific Ocean; northwesterly along the shore line of the Pacific Ocean to point of beginning.</p> <p style="text-align: center;">(Continued)</p>

* Change)
Addition) Decision No. 59340
① New Territory)

EFFECTIVE JANUARY 15, 1960

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

Correction No. 976

Fifth Revised Page ... 66-B

Cancels

Fourth Revised Page ... 66-B

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3-A - MONTHLY VEHICLE UNIT RATES, RULES AND REGULATIONS
	<p style="text-align: center;">APPLICATION OF RATES</p> <p>(a) The rates in this Section apply between all points within the State of California, except (See Note):</p> <p>(1) Shipments having point of origin in Alameda, Albany, Berkeley, Emeryville, Oakland or Piedmont, and point of destination in another of those cities;</p> <p>(2) Shipments having both point of origin and point of destination within the San Diego Drayage Area as described in Minimum Rate Tariff No. 9-A;</p> <p>(3) Shipments having both point of origin and point of destination within Los Angeles and Orange Counties for which rates are named in Minimum Rate Tariff No. 5.</p> <p>(b) The rates herein are limited to 125 actual miles of the base of operations designated in the written agreement provided for in Item No. 765.</p> <p>(c) The rates in this Section will not be governed by the general rules and regulations in this tariff other than the following:</p> <p style="padding-left: 40px;">Definitions in Item No. 10(a), (b), (c), (d), (e), (f), (g) and (i); Item No. 20, Application of Tariff-Carriers; Items Nos. 40 and 41, Application of Tariff-Commodities; Item No. 55, References to Items and Other Tariffs; Items Nos. 176, 177, and 179, Pool Shipments; Item No. 180, Collect on Delivery (C.O.D.) Shipments; and Item No. 257, Units of Measurement in Quotation of Rates and Charges.</p> <p>(d) The rates in this Section apply only when, prior to the transportation of the property, the shipper enters into a written agreement with the carrier as provided in Item No. 765, and only when the property is transported by one carrier for one shipper. When such agreement is executed, rates otherwise provided in this tariff will not apply.</p> <p>(e) The rates apply only to transportation within counties specified in the written agreement.</p> <p>(f) The rates apply for a calendar month or for a period of 30 days from the date specified in the written agreement.</p> <p>(g) The rates apply for the exclusive use of the equipment furnished.</p>

*760-D
Cancels
760-C

*(h) The rates include the service of the driver only. When, at the request of shipper, carrier furnishes help in addition to the driver, additional charges shall be made in connection with transportation subject to Rate Bases A, B and C rates, as provided in Items Nos. 785, 790 and 795, as follows:

<u>*Rate Bases</u>	<u>Rate per Man per Hour</u>
A and B	0\$4.35
C	3.85

The minimum charge shall be the rate for one hour for each helper used. The time for computing charges shall not be less than the actual time the helpers are engaged in performing the service.

(i) When service is performed between or within more than one Rate Basis, the highest base monthly rate provided in this Section applicable to Rate Bases involved shall apply.

(j) A charge of \$100.00 per month shall be made for each semi-trailer or trailer furnished by the carrier in excess of the number of vehicles or combination of vehicles operated as a single unit.

(k) The Holidays referred to in Items Nos. 785 and 790 mean New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Admission Day (1), Thanksgiving Day, December 24 (2) and Christmas Day.

(1) Applicable only in connection with Rate Bases A and B rates provided in Items Nos. 785 and 790.

(2) Applicable only in connection with Rate Basis C rates provided in Items Nos. 785 and 790.

NOTE. -- Transportation performed under the provisions of this Section may be combined with transportation performed under the monthly vehicle unit rates of either City Carriers' Tariff No. 1-A, City Carriers' Tariff No. 2-A--Highway Carriers' Tariff No. 1-A, Minimum Rate Tariff No. 5 or Minimum Rate Tariff No. 9-A under the same written agreement. Such combined transportation shall be subject to the highest charge applicable under the provisions of either tariff under which the combined transportation is performed.

*Change)
 ◊Increase) Decision No. 59340

EFFECTIVE JANUARY 15, 1960

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

Correction No. 977

Item No.	SECTION NO. 3-A - MONTHLY VEHICLE UNIT RATES, RULES AND REGULATIONS																																																					
780	<p style="text-align: center;">RATE BASES</p> <p>Rate Basis "A" includes the Counties of Lake, Marin, Mendocino, San Francisco, San Mateo and Sonoma.</p> <p>Rate Basis "B" includes the Counties of Alameda, Contra Costa, Monterey, Napa, San Benito, Santa Clara, Santa Cruz and Solano.</p> <p>Rate Basis "C" includes all of the other counties in the State not named in Rate Basis "A" or "B".</p>																																																					
	<p style="text-align: center;">MONTHLY VEHICLE UNIT RATES (Exclusive of Saturdays, Sundays and Holidays)</p> <p>Rates per month in dollars per unit of carrier's equipment (Subject to Notes 1 and 2).</p> <table border="1"> <thead> <tr> <th rowspan="2">Capacity of Carrier's Equipment in Pounds</th><th colspan="3">Rate Basis (1)</th></tr> <tr> <th>A</th><th>B</th><th>C</th></tr> </thead> <tbody> <tr> <td>2,500 or less</td><td>884.80</td><td>-</td><td>800.00</td></tr> <tr> <td>*785-C Over 2,500 but not over 4,500</td><td>974.40</td><td>-</td><td>825.00</td></tr> <tr> <td>Cancels Over 4,500 but not over 8,000</td><td>-</td><td>-</td><td>850.00</td></tr> <tr> <td>785-B Over 4,500 but not over 10,500</td><td>974.40</td><td>-</td><td>-</td></tr> <tr> <td>Over 8,000 but not over 12,000</td><td>-</td><td>-</td><td>875.00</td></tr> <tr> <td>Not over 10,500</td><td>-</td><td>874.50</td><td>-</td></tr> <tr> <td>Over 10,500 but not over 20,000</td><td>1097.60</td><td>1007.00</td><td>-</td></tr> <tr> <td>Over 12,000 but not over 20,000</td><td>-</td><td>-</td><td>975.00</td></tr> <tr> <td>Over 20,000 but not over 30,000</td><td>-</td><td>-</td><td>1050.00</td></tr> <tr> <td>Over 20,000</td><td>1148.00</td><td>1139.50</td><td>-</td></tr> <tr> <td>Over 30,000</td><td>-</td><td>-</td><td>1200.00</td></tr> </tbody> </table> <p>(1) See Item No. 780. (2) Maximum mileage is 672 miles per month.</p> <p>NOTE 1.-Except as otherwise provided, the rates apply for a maximum mileage of 1050 miles and are limited to 8 hours out of each 9 consecutive hours per day. For operations in excess of these limitations, add rates provided in Item No. 795.</p> <p>NOTE 2.-Rates do not include bridge or ferry tolls. Such tolls, when incurred by the carrier, shall be added to the transportation charges.</p>			Capacity of Carrier's Equipment in Pounds	Rate Basis (1)			A	B	C	2,500 or less	884.80	-	800.00	*785-C Over 2,500 but not over 4,500	974.40	-	825.00	Cancels Over 4,500 but not over 8,000	-	-	850.00	785-B Over 4,500 but not over 10,500	974.40	-	-	Over 8,000 but not over 12,000	-	-	875.00	Not over 10,500	-	874.50	-	Over 10,500 but not over 20,000	1097.60	1007.00	-	Over 12,000 but not over 20,000	-	-	975.00	Over 20,000 but not over 30,000	-	-	1050.00	Over 20,000	1148.00	1139.50	-	Over 30,000	-	-	1200.00
Capacity of Carrier's Equipment in Pounds	Rate Basis (1)																																																					
	A	B	C																																																			
2,500 or less	884.80	-	800.00																																																			
*785-C Over 2,500 but not over 4,500	974.40	-	825.00																																																			
Cancels Over 4,500 but not over 8,000	-	-	850.00																																																			
785-B Over 4,500 but not over 10,500	974.40	-	-																																																			
Over 8,000 but not over 12,000	-	-	875.00																																																			
Not over 10,500	-	874.50	-																																																			
Over 10,500 but not over 20,000	1097.60	1007.00	-																																																			
Over 12,000 but not over 20,000	-	-	975.00																																																			
Over 20,000 but not over 30,000	-	-	1050.00																																																			
Over 20,000	1148.00	1139.50	-																																																			
Over 30,000	-	-	1200.00																																																			
*Change oIncrease	Decision No. 59340																																																					
EFFECTIVE JANUARY 15, 1960																																																						
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 978</p>																																																						

Item No.	SECTION NO. 3-A - MONTHLY VEHICLE UNIT RATES, RULES AND REGULATIONS					
*790-C Cancels 790-B	MONTHLY VEHICLE UNIT RATES (Including Saturdays, Sundays and Holidays) Rates per month in dollars per unit of carrier's equipment (Subject to Notes 1 and 2).					
	Capacity of Carrier's Equipment in Pounds		Rate Basis ①			
			⊙ A	⊙ B	C	
	2,500 or less		1176.00	---	1000.00	
	Over 2,500 but not over 4,500		1288.00	---	1025.00	
	Over 4,500 but not over 8,000		---	---	1050.00	
	Over 4,500 but not over 10,500		1288.00	---	---	
	Over 8,000 but not over 12,000		---	---	1075.00	
	Not over 10,500		---	1086.50	---	
	Over 10,500 but not over 20,000		1428.00	1245.50	---	
	Over 12,000 but not over 20,000		---	---	1175.00	
	Over 20,000 but not over 30,000		---	---	1250.00	
	Over 20,000		1489.60 ②	1378.00	---	
	Over 30,000		---	---	1400.00	
① See Item No. 780. ② Maximum mileage is 800 miles per month. NOTE 1. Except as otherwise provided, the rates apply for a maximum mileage of 1250 miles and are limited to 8 hours out of each 9 consecutive hours per day. For operations in excess of these limitations add rates provided in Item No. 795. NOTE 2. Rates do not include bridge or ferry tolls. Such tolls, when incurred by the carrier, shall be added to the transportation charges.						
*795-C Cancels 795-B	RATES FOR EXCESSIVE MILEAGE AND EXCESSIVE HOURS					
	Capacity of Carrier's Equipment in Pounds		Excessive Mileage ①			Excessive Hours ②
			Rate Basis ③			*Rate Basis ③
			A	B	C	⊙ A and B C
	2,500 or less		12	--	9	590 536
	Over 2,500 but not over 4,500		13	--	10	590 536
	Over 4,500 but not over 8,000		--	--	11½	590 536
	Over 4,500 but not over 10,500		16	--	--	590 536
	Over 8,000 but not over 12,000		--	--	12	590 536
	Not over 10,500		--	16	--	590 536
	Over 10,500 but not over 20,000		20	21	--	590 536
	Over 12,000 but not over 20,000		--	--	12½	590 536
	Over 20,000 but not over 30,000		--	--	14½	605 549
	Over 20,000		25	28	--	605 549
	Over 30,000		--	--	18½	610 554

- ① Rates in cents per mile to be added to rates provided in Items Nos. 785 and 790. (See Note)
- ② Rates in cents per hour to be added to rates provided in Items Nos. 785 and 790. (See Note)
- ③ See Item No. 780.

NOTE.—Rates do not include bridge or ferry tolls. Such tolls, when incurred by the carrier, shall be added to the transportation charges.

* Change	}	Decision No. 59340
∧ Increase		

EFFECTIVE JANUARY 15, 1960

Issued by the Public Utilities Commission of the State of California,	
	San Francisco, California.
Correction No. 979	