

ORIGINAL

Decision No. 59919

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 commo-
dities 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. 179)

SUPPLEMENTAL OPINION AND ORDER

By Decision No. 56458, dated April 1, 1958, as amended by
Decision No. 58231, dated April 7, 1959, in this proceeding, the
Commission established certain minimum rates and charges from and
to Del Norte and Humboldt Counties on a basis differentially
higher than the general statewide rates. The higher basis of rates
is scheduled to expire on May 1, 1960.

California Trucking Associations, Inc., by Petition for
Modification No. 179 filed March 7, 1960, in this proceeding,
asks that such higher basis of rates be extended from and after
May 1, 1960, without modification or adjustment. It alleges
that this basis of rates is necessary to maintain just, reason-
able and nondiscriminatory minimum rates for the transportation
to or from Del Norte and Humboldt Counties.

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In establishing the higher basis, 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.)

The petition states that the circumstances and conditions found by the Commission in Decision No. 56458, supra, as justification for the establishment of such rate differentials have continued to exist without substantial change, and will continue to exist.

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

The rate differentials in question first became effective on May 1, 1958, for a one year period, and were extended approximately a year later, without hearing, for a further period which will end on May 1, 1960. Upon expiration of the further extension herein sought, the differentials will have been in effect for three years.

In the circumstances, it is concluded that the three-year period represents the maximum length of time that rate differentials of this nature should be continued on a temporary or limited-term basis. The one year extension now sought will be made. However, the petitioner and other interested parties are placed upon notice that any request for further extension should be made sufficiently in advance to permit full hearing and orderly disposition, and that evidence will be expected from which it may be determined whether or not the rate differentials continue to be urgently needed to insure the maintenance of dependable service.

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. A public hearing is not necessary. The petition will be granted.

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, 1960, Nineteenth Revised Page 20 and Eighteenth 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 filed not earlier than the effective date hereof, to become effective on not less than five days' notice to the Commission and to the public, and that such tariff publications shall be made effective not later than May 1, 1960.


(3) That in all other respects said Decision No. 31606, as amended, shall remain in full force and effect.

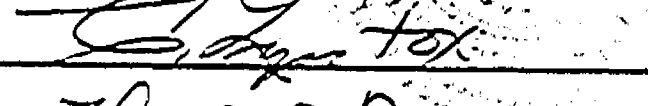
This order shall become effective ten days after the date hereof.


Dated at San Francisco, California, this 12th day of April, 1960.



President








Commissioners

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
	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 25	165
	25 50	175
	50 75	190
	75 100	220
	100 150	275
	150 200	325
	200 250	380
	250 -	440
	(b) For distances exceeding 150 constructive miles, the minimum charge per shipment shall be (See Exceptions 1 and 2):	
	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	220
	100 150	275
	150 200	325
	200 250	380
	250 -	440
	<u>EXCEPTION 1:</u> For shipments (a) having point of origin or point of destination on steamship wharves or docks, or (b) trans- ported 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 31 cents per shipment.	

*150-Q
Cancels
150-P

(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, 1961

* Change, Decision No. **59919**

EFFECTIVE MAY 1, 1960

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

Correction No. 1020

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
510-O Cancels 510-N and 510-M		SAN FRAN- CISCO TERRITORY as de- scribed in Item No. 270-3		LOS ANGELES TERRITORY as de- scribed in Item No. 270-3		Minimum Weight 20,000 Pounds except as provided in Note 3				Minimum Weight as provided in Western Classification, Excep- tion Sheet or this tariff, subject to Item No. 290					
SACRA- MENTO (See Item No. 260-7)				1	2	3	4	5	A	B	C	D	E		
				109	99	87	76	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>															

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)
*512-B
Cancels
512-A

(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
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, 1961

* Change, Decision No. 59919

EFFECTIVE MAY 1, 1960

Issued by the Public Utilities Commission of the State of California.
San Francisco, California.
Correction No. 1021