

Decision No. 39647

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

**ORIGINAL**

In the Matter of the Establishment of )  
 just, reasonable and nondiscriminatory )  
 maximum or minimum or maximum and minimum )  
 rates, rules, classifications and regula- )  
 tions for the transportation of property )  
 for compensation or hire over the public )  
 highways of the City of Los Angeles. )

Case No. 4121

Appearances

Arlo D. Poe, for Motor Truck Association of Southern California, petitioner.

H. P. Merry, Arthur D. Paxton, O. E. Scott, Clarence J. Smith, E. J. Hunter and Wallace K. Downey, for various carriers.

F. H. Powers, W. G. O'Barr, Thomas Dench, J. D. Reardon, A. B. Amos, B. F. Bolling, and John F. Hunt, for various shippers and organizations, as interested parties.

(The above are appearances in the instant phase of this proceeding. For other appearances, see previous decisions in this case.)

O P I N I O N

By prior orders in this proceeding the Commission established minimum rates, rules and regulations governing the transportation of property by for-hire carriers within a portion of Los Angeles County, hereinafter referred to as the "drayage area." The present rates are set forth in City Carriers' Tariff No. 4, Highway Carriers' Tariff No. 5, which, for convenience, will be referred to as the "drayage tariff."<sup>1</sup>

The Motor Truck Association of Southern California, hereinafter called "the Association," now asks by petition that various

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<sup>1</sup> Rates were first established in this proceeding effective May 1, 1938, by Decision No. 30785 (41 CRC 222), and have been amended from time to time. City Carriers' Tariff No. 4, Highway Carriers' Tariff No. 5, is Appendix "A" of Decision No. 32504 of October 24, 1939 (42 CRC 239), as amended.

rates in the drayage tariff be raised to reflect certain increases in operating costs since the rates were last adjusted in June, 1942. Evidence relative to the proposed modifications was received at a public hearing held before Examiner Bryant in Los Angeles on September 18, 1946. The matter is ready for decision.

The principal factual evidence was introduced by a consulting transportation engineer engaged by the Association to make a study of the drayage operations. The engineer testified that he had first planned to show the actual experience of representative carriers under the current rates by means of a revenue analysis, but had found this approach to the problem to be impracticable for the reason that virtually no carriers conducted predominantly a "drayage area" business. He pointed out that the Los Angeles drayage area forms but a part of an extensive industrial region, and explained that all the carriers perform services both within and without the drayage boundaries.

The engineering witness declared, however, that although a direct revenue analysis was precluded, he had found it possible to measure very definitely and accurately the impact of certain increased expenses on the cost of performing drayage services. For this purpose he introduced an exhibit in which he revised a cost study which he had introduced in an earlier phase of this proceeding, and upon which the rate adjustment of June, 1942, was largely predicated. The original cost study reflected conditions as they existed prior to November, 1941.<sup>2</sup> The supplemental exhibit now under consideration adjusts the original figures only sufficient to substitute current wage rates and gasoline prices for those which were in effect in 1941, with a compar-

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The original study, introduced as Exhibit 123 in this proceeding, was a comprehensive one. It was based upon information obtained from special studies made by carriers operating within the drayage area, records of some carriers, and exhibits introduced by Commission engineers in this and other proceedings, augmented by the use of estimates and approximations where necessary. For a further description of the original study, see Decision No. 35418 in this proceeding (44 CRC 216).

able adjustment in overhead expenses. The witness declared that there had been substantial increases in many other items of carrier expense, but that he had made no revision of his figures to cover such items because they were not readily susceptible of exact measurement as were wages and fuel prices. Among the items thus excluded he mentioned higher cost of vehicles, tires, and other equipment and supplies, higher maintenance costs, higher rents, more overtime and vacation allowances, and such intangibles as decreased efficiency of labor, greater traffic congestion, and reduced use factor occasioned by Saturday closing of many industries. He said that there had been some saving through higher load factors during the war period, but that this improvement was attributable principally to reduction of service to outlying communities where traffic was relatively sparse. He declared that service to the outlying communities was being restored to normal under postwar conditions, and that the load factors would be lowered accordingly.

Upon the basis of his analysis, the witness calculated that the increases in wage rates for drivers and helpers and in gasoline prices, with corresponding percentage adjustment in overhead expenses, had the effect of raising the costs of performing various transportation services since June, 1942, by amounts ranging from about 18 per cent to 28 per cent. He recommended specific upward revisions of various rates and charges throughout the drayage tariff, varying somewhat according to the service performed, but generally in amounts of about 25 per cent.

Another Association witness represented two truck companies which transport substantial quantities of iron and steel articles within the drayage area. He declared that the minimum rates heretofore established for these commodities were below the current cost of performing the service. In support of this assertion, he cited the experience of one of his companies which incurred substantial losses

at the minimum rates in 1946 although operating conditions were favorable and included donation by the shipper of vehicle storage space and other benefits. This witness stated that an increase of 25 per cent in the commodity rates on iron and steel articles would not be sufficient to enable his companies to operate at a profit.

He thought that such an increase would be satisfactory, however, if it were made subject to a minimum increase of 2 cents per 100 pounds. As an alternative he thought that the commodity rates should be cancelled entirely, permitting the higher class rates to apply. The witness declared that although the established minimum rates were nonremunerative, and many shippers were paying charges above the minimum, there was a tendency on the part of larger shippers to insist upon paying only rates established by tariff. As a result, he said, the larger shippers were receiving preferred rates at the expense of the smaller ones. He believed that the larger shippers were agreeable to paying reasonable charges, and would not object to reasonable increases in the rates so long as they were specifically set forth in the drayage tariff.

An attorney for Pacific Freight Lines and Pacific Freight Lines Express, testifying on behalf of these carriers, introduced and explained a number of exhibits to show the experience of his companies under increasing items of expense. His exhibits were intended to complement and supplement those introduced by the consulting engineer. He explained that his companies do not engage generally in local drayage, but he believed that many expenses incurred in interurban service would be similar to those in a drayage operation. This witness declared that it would not be sufficient to raise rates only enough to reflect advances in selected cost items. He said that the carriers would have to obtain revenues to meet all increased costs, otherwise the transportation system could not function. He did not specifically

propose rates higher than those recommended by the engineer, except that he believed the minimum charge per shipment should be increased to \$1.00.<sup>3</sup>

A number of shipper representatives participated in examination of the carrier witnesses, but no one took a position in opposition to any increase in the minimum rates. The Office of Price Administration did not intervene in this proceeding.

One shipper, the traffic manager of Sears Roebuck & Company, offered direct testimony. This witness believed that the carriers should be compensated for increased costs, but suggested that any rate increase allowed here<sup>n</sup> be for a temporary period pending the development of complete cost studies. He recommended that the required revenues be obtained by applying a uniform percentage increase to the rates applicable prior to the 1942 adjustments, rather than to the current rates. He pointed out that in 1942 some of the rates on smaller shipments were increased substantially, whereas other rates on larger shipments were increased by lesser percentages or not at all. This witness thought that a percentage increase applied to the current rates would unduly burden the smaller shipments. He urged also that provision be made in the tariff whereby the man-hour charge for accessorial services might be lower when the men were used by the shipper regularly, as on a weekly or monthly basis, than when they were engaged only for casual services.

It is clear from the evidence of record that the cost to carriers of performing various transportation and accessorial services within the Los Angeles drayage area has increased materially since the minimum rates were last revised in June, 1942. The full extent of the cost increases cannot be determined, but the uncontradicted evidence

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Under the Association proposal the minimum charge would be increased from 35 cents to 43 cents for shipments of less than 100 pounds, and from 50 cents to 63 cents for heavier shipments. Pacific Freight Lines and Pacific Freight Lines Express recently established a minimum charge of \$1.00 per shipment for application on their own lines.

is convincing that the engineer's exhibits fairly disclose the minimum amount of increase.. Under the facts and circumstances of record the conclusion is inescapable that some upward revisions should be made in the minimum rates and charges now set forth in the drayage tariff.. There remains to be considered the nature and extent of such adjustments..

In the first place, it is apparent that the revisions must be developed on the present rates, rather than on rates which were applicable prior to June 20, 1942.. On that date all of the drayage rates were changed in accordance with substantial evidence previously adduced.. There would be no logic or justice in now ignoring such evidence and reverting to the long-canceled rates as a starting point for new adjustments..

In the second place, no sufficient reason appears for restricting the adjustments to a definite temporary period.. All transportation rates are temporary, of course, in the sense that they must be revised from time to time as new cost information or other knowledge becomes available, or as conditions are found to have changed.. Since it is not now known when additional cost data may be available, or whether such data when received would justify any further revision of the minimum rates, no good purpose would be served by placing an expiration date on the rates..

With some exceptions, the increases recommended by the Association engineer appear to be well supported and fully justified.. Except as pointed out, the increases hereinafter authorized approximate those sought..

In some respects, the carrier proposals cannot be adopted on this record. In particular, it was recommended that the charges for handling "C.O.D." shipments be increased to the level of those prevailing outside the drayage area. For shipments of 100 pounds or more the increase would be about 18.72 per cent, which is justified in view of the showing that general costs have increased more than 22 per cent. For shipments of less than 100 pounds, however, the suggested increases would be several hundred per cent. Furthermore, the record in an earlier phase of this proceeding developed that parcel delivery carriers not represented at the latest hearing, were opposed to any increase in the charges for handling C.O.D. bills on the smaller shipments (44 CRC 216). In the absence of specific justification, C.O.D. charges will not be increased on shipments weighing less than 100 pounds.

Among the rates in which the engineer recommended an increase of 25 per cent were certain special "unit" rates which vary according to the number of weight units transported for a given shipper during the calendar month (Item 410-A of the drayage tariff). Counsel for the Association recognized that there was a serious question whether these rates reflect in any manner the costs developed by the engineer, and explained that the Association was not prepared to offer further support for this particular proposal. Under the circumstances no change in these unit rates is justified.

Similarly, a proposed increase in rates for the transportation of cement, cement clinker, and empty cement sacks, minimum weight 28,500 pounds, was made without specific support in the cost study. The rates in question (Item 345 of the tariff) were established on January 1, 1940, as part of a rather complex cement rate adjustment.

and should not be revised at this time without specific evidence relating to the movement of this commodity. Likewise, the recommendation that the minimum charge on small shipments be increased to \$1.00 was not supported by any specific factual evidence which would justify adoption of such a minimum charge in this proceeding.

The suggestion of the engineer, and the recommendation of another carrier witness, that the relatively low commodity rates named in the drayage tariff for transportation of certain truckload shipments be increased by minimum amounts stated in cents per 100 pounds cannot be adopted on this record. In support of this particular proposal the engineer referred only to evidence introduced in 1941 and previously considered by the Commission; the other witness referred only to the over-all revenue experience of his own company. Although there are indications that some of such commodity rates may be nonremunerative under present conditions, no specific cost evidence was introduced which would justify increasing them by a greater percentage than may be prescribed in the other rates.

The suggestion of one shipper witness that a reduced man-hour charge be established for application whenever a carrier supplies an employee or employees to a single shipper for an extended period cannot be adopted on this record, for the reason that there is no evidence to show that any such services are normally furnished by carriers within the drayage area, or to show the cost of rendering such services if they are offered.

Upon careful consideration of all of the evidence herein, the Commission is of the opinion and finds that the drayage tariff should be further amended as shown in the revised pages attached to and made a part of the order which follows, and that in all other respects Decision No. 32504, supra, as amended, should remain in full force and effect.



O R D E R

An adjourned public hearing having been held in the above entitled proceeding, and based upon all of the evidence and upon the conclusions and findings contained in the preceding opinion,

IT IS HEREBY ORDERED that City Carriers' Tariff No. 4, Highway Carriers' Tariff No. 5 (Appendix "A" of Decision No. 32504, as amended, in this proceeding) be and it is hereby further amended by substituting for the corresponding pages now contained therein the revised pages attached hereto and by this reference made a part hereof, to become effective January 1, 1947, which pages are numbered as follows:

Second Revised Page 16	cancels	First Revised Page 16
First Revised Page 17	cancels	Original Page 17
Second Revised Page 18	cancels	First Revised Page 18
Second Revised Page 20	cancels	First Revised Page 20
Second Revised Page 26	cancels	First Revised Page 26
Second Revised Page 28	cancels	First Revised Page 28
Fourth Revised Page 29	cancels	Third Revised Page 29
Fourth Revised Page 31	cancels	Third Revised Page 31
Second Revised Page 32	cancels	First Revised Page 32
Third Revised Page 35	cancels	Second Revised Page 35
Third Revised Page 38	cancels	Second Revised Page 38
Second Revised Page 40	cancels	First Revised Page 40
Second Revised Page 41	cancels	First Revised Page 41

IT IS HEREBY FURTHER ORDERED that tariff publications required to be made by common carriers as a result of the amendments herein of the aforesaid tariff shall be made effective on January 1, 1947, on not less than three (3) days' notice to the Commission and to the public.

IT IS HEREBY FURTHER ORDERED that in all other respects the petition of The Motor Truck Association of Southern California, referred to in the preceding opinion, be and it is hereby denied.

In all other respects said Decision No. 32504, as amended, shall remain in full force and effect.

The effective date of this order shall be fifteen (15) days from the date hereof.

Dated at San Francisco, California, this 20<sup>th</sup> day of November, 1946.

Harold P. Kula  
James F. Cameron  
Frank R. ...  
A. E. ...  
Commissioners

Item No.	SECTION NO.1-RULES AND REGULATIONS OF GENERAL APPLICATION(Continued)										
100	<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates provided in this tariff are for the transportation of shipments, as defined in Items Nos. 10(i) and 11(j) series from point of origin to point of destination, and include loading into and unloading from the carrier's equipment, subject to Note 1.</p> <p>NOTE 1.-When shipment is picked up at or delivered to a point not at street level, and no vehicular elevator service or vehicular ramp is provided and made available to the carrier, an additional charge of 5 cents per 100 pounds, minimum additional charge 25 cents per shipment, shall be assessed for the service of handling shipment beyond carrier's equipment; except that no additional charge shall be made for this service in connection with shipments weighing less than 100 pounds.</p>										
*110-B Cancels 110-A	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>An additional charge at the rate of *\$1.65 per man per hour, minimum charge 50 cents, shall be made for stacking, sorting or any other accessorial or incidental service which is not authorized to be performed under the rates named in this tariff and for which a charge is not otherwise provided.</p>										
*120-B Can- cels 120-A	<p style="text-align: center;">MINIMUM CHARGE</p> <p>*Except as otherwise provided the minimum charge per shipment shall be as follows:</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 30%;">Weight of shipment</td> <td></td> </tr> <tr> <td>Less than 100 pounds..</td> <td>*43 cents</td> </tr> <tr> <td>100 pounds and over...</td> <td>*61 cents</td> </tr> </table>		Weight of shipment		Less than 100 pounds..	*43 cents	100 pounds and over...	*61 cents			
Weight of shipment											
Less than 100 pounds..	*43 cents										
100 pounds and over...	*61 cents										
<table border="0" style="width: 100%;"> <tr> <td style="width: 20%;">*Change )</td> <td style="width: 40%;">Decision No. <b>39847</b></td> <td style="width: 40%;">EFFECTIVE JANUARY 1; 1947</td> </tr> <tr> <td>*Increase )</td> <td></td> <td></td> </tr> <tr> <td>*No increase or reduction</td> <td></td> <td></td> </tr> </table>			*Change )	Decision No. <b>39847</b>	EFFECTIVE JANUARY 1; 1947	*Increase )			*No increase or reduction		
*Change )	Decision No. <b>39847</b>	EFFECTIVE JANUARY 1; 1947									
*Increase )											
*No increase or reduction											
<p>Correction No.53 Issued by The Railroad Commission of the State of California, San Francisco, California.</p>											

Item No.

SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)

SPLIT DELIVERY

The charge for a split delivery shipment, as defined in Item No. 11(j) series, shall be the charge applicable to the transportation of a single shipment of the same kind and quantity of property from point of origin to that point of destination of any component part which produces the highest charge, plus an added charge as provided in paragraph (1):

(1) Table of added charges:

Number of Deliveries	Added Charge
2	184 cents
3 to and including 5	245 cents
6 to and including 10	307 cents
11 or more	31 cents per delivery

\*130-A  
Cancels  
130

(2) At time of tender of shipment carrier shall issue a single bill of lading or shipping document for the composite shipment, and be furnished with manifest or written delivery instructions showing the name of each consignee, the point of destination, and the kind and quantity of property in each component part.

(3) In the event a lower aggregate charge results from treating one or more component parts as a separate shipment, such lower basis may be applied.

ALTERNATIVE APPLICATION OF COMMON CARRIER RATES

Common carrier rates may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation between the same points of origin and destination, and for the same accessorial services, than results from the application of the rates herein provided.

140

\*Change } Decision No. 39647  
\*Increase }

EFFECTIVE JANUARY 1, 1947

Issued by The Railroad Commission of the State of California,  
San Francisco, California.  
Correction No. 54

SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)

Item No.

COLLECT ON DELIVERY (C.O.D.) SHIPMENTS

(a) In the handling of C.O.D. shipments carrier shall, promptly upon collection of any and all moneys, and in no event later than ten (10) days after delivery to the consignee, unless consignor, in writing, instructs otherwise, remit to consignor all moneys collected by it on such shipments.

(b) The charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments weighing less than 100 pounds shall be 10 cents for each \$100.00 or fraction thereof.

(c) The charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments weighing 100 pounds and over shall be as follows:

\*150-B  
Can-  
cels  
150-A

When the amount collected is	Charge for collecting and remitting will be
Not over \$2.50 .....	\$ 0.21
Over \$2.50 not over \$5.00 .....	.24
Over 5.00 not over 10.00 .....	.33
Over 10.00 not over 20.00 .....	.36
Over 20.00 not over 25.00 .....	.38
Over 25.00 not over 40.00 .....	.44
Over 40.00 not over 50.00 .....	.47
Over 50.00 not over 60.00 .....	.59
Over 60.00 not over 80.00 .....	.62
Over 80.00 not over 100.00 .....	.64
Over 100.00 not over 102.50 .....	.61
Over 102.50 not over 105.00 .....	.83
Over 105.00 not over 110.00 .....	.87
Over 110.00 not over 120.00 .....	.89
Over 120.00 not over 140.00 .....	.91
Over 140.00 not over 150.00 .....	.95
Over 150.00 not over 160.00 .....	1.01
Over 160.00 not over 180.00 .....	1.03
Over 180.00 not over 200.00 .....	1.06
Over 200.00 not over 250.00 .....	1.19
Over 250.00 not over 300.00 .....	1.37
Over 300.00 not over 350.00 .....	1.54
Over 350.00 not over 400.00 .....	1.72
Over 400.00 not over 450.00 .....	1.90
Over 450.00 not over 500.00 .....	2.08
Over 500.00 not over 550.00 .....	2.26
Over 550.00 not over 600.00 .....	2.43
Over 600.00 not over 650.00 .....	2.61
Over 650.00 not over 700.00 .....	2.79
Over 700.00 not over 750.00 .....	2.97
Over 750.00 not over 800.00 .....	3.15
Over 800.00 not over 850.00 .....	3.32
Over 850.00 not over 900.00 .....	3.50
Over 900.00 not over 950.00 .....	3.68
Over 950.00 not over 1,000.00 .....	3.86
Over 1,000.00 at rate of \$3.86 per \$1,000.00 .....	

\*Increase Decision No. 39847 EFFECTIVE JANUARY 1, 1947  
\*Change

Correction No. 55 Issued by The Railroad Commission of the State of California, San Francisco, California.

Item No.	SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)										
<p>*165-n Cancels 165</p>	<p style="text-align: center;">POOL CARS</p> <p>(a) For the service of unloading, segregating, or unloading and segregating property tendered to the carrier in pool cars, the following charges shall be made in addition to transportation charges:</p> <table border="0" style="margin-left: 40px;"> <tr> <td>*Merchandise classified as</td> <td>*Rates in cents per 100 pounds</td> </tr> <tr> <td>First Class -----</td> <td>13</td> </tr> <tr> <td>Second Class -----</td> <td>10</td> </tr> <tr> <td>Third Class -----</td> <td>8</td> </tr> <tr> <td>Fourth Class, or lower -----</td> <td>7</td> </tr> </table> <p style="margin-left: 40px;">*Subject to a minimum charge of *33 cents for each point of destination involved.</p> <p>(b) The term "Pool Car" as used in this item means a rail car or motor vehicle (other than carrier's equipment) containing property intended for delivery to two or more points of destination located within the zones described in Items Nos. 30 to and including 33 series.</p> <p>(c) Classification ratings shall be based upon the L.C.L. (less than carload) ratings in the Western Classification, Exception Sheet or this tariff.</p> <p>(d) Articles taking a rating higher than first class shall be computed upon the percentage of the first class rating, as set forth in the Western Classification, Exception Sheet or this tariff.</p>	*Merchandise classified as	*Rates in cents per 100 pounds	First Class -----	13	Second Class -----	10	Third Class -----	8	Fourth Class, or lower -----	7
*Merchandise classified as	*Rates in cents per 100 pounds										
First Class -----	13										
Second Class -----	10										
Third Class -----	8										
Fourth Class, or lower -----	7										
<p>170</p> <p>1-1-40</p>	<p style="text-align: center;">DELAYED DELIVERY OF SHIPMENTS</p> <p>(a) Where carrier cannot effect delivery upon arrival of shipment at point of destination, a free storage period of 48 hours from the first 7:00 A.M. thereafter may be allowed. After said free storage period, storage charges shall be assessed at not less than 1½ cents per 100 pounds per day for each of the first five days and at not less than 3 cents per 100 pounds per day for the sixth and each succeeding day until such time as instructions regarding disposition of the shipment are received by the carrier. In computing time, Sundays and legal holidays shall be excluded.</p> <p>(b) Subsequent delivery of the property from point of storage shall constitute a new shipment.</p>										
<p>180</p> <p>1-1-40</p>	<p style="text-align: center;">DISPOSITION OF FRACTIONS</p> <p>In computing a rate based on a percentage of another rate, the following rule shall be observed in the disposition of fractions:</p> <p>Fractions of less than ½ or .50 of a cent, omit.</p> <p>Fractions of ½ or .50 of a cent or greater, increase to next whole figure.</p>										
<p>*Change } *Increase }</p>	<p>Decision No. - 39647</p>										
<p>EFFECTIVE JANUARY 1, 1947</p>											
<p>Correction No. 56 Issued by The Railroad Commission of the State of California, San Francisco, California.</p>											

Second Revised Page .....26  
 Cancels  
 First Revised Page .....26

ALL RATES ON THIS PAGE ARE INCREASES

CITY CARRIERS' TARIFF NO. 4  
 HIGHWAY CARRIERS' TARIFF NO. 5

Item No.	SECTION NO. 3--CLASS RATES												
	In Cents per 100 Pounds												
*310-B Cancels 310-A	Rate Basis	Minimum Weight in Pounds											
		Any Quantity				500				2,000			
		1	2	3	4	1	2	3	4	1	2	3	4
	A	48	43	38	33	36	32	28	25	28	26	22	20
	B	50	45	40	36	38	34	31	27	31	28	25	22
	C	53	48	42	37	40	37	32	28	34	31	27	25
		Minimum Weight in Pounds											
		4,000				10,000				20,000			
		1	2	3	4	1	2	3	4	1	2	3	4
	A	17	16	13	12	13	12	11	10	11	10	9	7
	B	20	17	16	13	15	13	12	11	13	11	10	9
	C	22	20	17	16	16	15	13	12	13	12	11	10

\*Change) Decision No. 39647

EFFECTIVE JANUARY 1, 1947

Issued by The Railroad Commission of the State of California,

Correction No. 57.

San Francisco, California.

Item No.	SECTION NO. 4 - COMMODITY RATES										
325  6-20-42	<p>FREIGHT, regardless of classification, transported between or within the zones described in Items Nos. 30, 31, 32 and 33 series, subject to Note 1.</p> <p style="text-align: center;">RATE</p> <p>9 Cents per package or per piece, plus one-half cent for each pound or fraction thereof of its gross weight, but not to exceed a total charge of 35 cents per package or per piece.</p> <p>Note 1. - Rates named in this item apply only to shipments weighing less than 100 pounds, and are not subject to the provisions of Item No. 120 series.</p>										
*330-A Cancels 330	<p>FREIGHT transported between or within the zones described in Items Nos. 30, 31, 32 and 33 series and between points at which facilities are maintained for the loading of property into or upon, and the unloading of property from, rail cars, including truck loading and unloading facilities of plants or industries located at such rail loading and unloading points:</p> <p>Apply the railroad switching rates in effect on date of shipment as published in the tariffs of the rail carriers on file with the Railroad Commission of the State of California, plus an added charge as provided herein.</p> <hr/> <table style="width: 100%; border: none;"> <tr> <td style="width: 60%;">Any quantity or less-carload ratings as shown in the Western Classification, Exception Sheet or this tariff</td> <td style="width: 40%; text-align: right;">◆ Added charges in cents per 100 pounds</td> </tr> </table> <hr/> <table style="width: 100%; border: none;"> <tr> <td style="width: 70%;">1st Class or Higher</td> <td style="width: 30%; text-align: right;">6</td> </tr> <tr> <td>2nd Class</td> <td style="text-align: right;">5</td> </tr> <tr> <td>3rd Class</td> <td style="text-align: right;">4½</td> </tr> <tr> <td>4th Class or Lower</td> <td style="text-align: right;">3</td> </tr> </table>	Any quantity or less-carload ratings as shown in the Western Classification, Exception Sheet or this tariff	◆ Added charges in cents per 100 pounds	1st Class or Higher	6	2nd Class	5	3rd Class	4½	4th Class or Lower	3
Any quantity or less-carload ratings as shown in the Western Classification, Exception Sheet or this tariff	◆ Added charges in cents per 100 pounds										
1st Class or Higher	6										
2nd Class	5										
3rd Class	4½										
4th Class or Lower	3										
◆Increase ) *Change )	Decision No. <b>39647</b>										
EFFECTIVE JANUARY 1, 1947											
Issued by The Railroad Commission of the State of California, San Francisco, California.											
Correction No. 58											



Item No.	SECTION NO. 4--COMMODITY RATES (Continued) In Cents per 100 Pounds	
	FREIGHT, viz.:	
	Cement, portland, building, (See also Items Nos. 40 and 345 series), Flour or Corn Meal, edible, Grain and other articles as described in Item No. 400 series of the Exception Sheet. Iron and Steel Articles, viz.:	Iron and Steel, structural, fabricated or unfabricated, consisting of: (Con'td)
	Bands, Bars, plain, corrugated, twisted or bent, Billets, Bolts, Castings, rough, Fencing, Fittings, pipe, Forging, rough, Hoops, Ingots, Nails, Nuts, Pipe, Rivets, Rods, Sheets, black, galvanized, corrugated or plain, Ties, bale, Tinplate, Washers, Wire.	Braces, Caps, post, Channels, Columns, Frames, circular, Girders, Guides, elevator, Hangers, joist, Ladder assemblies, tank or tower, Piling, Plates, Plates, fish, Pulleys, tank or reservoir, Railings, bridge, Rails, Shoes, riveted or cast, Tees, Trusses, Tubing, pier, Turnbuckles, Weights (not including sash weights), Zeos.
*340-D Cancel 340-C	Iron and Steel, structural, fabricated or unfabricated, consisting of: Angles, Bars, truss, Bases, post, Beams,	Junk, viz.:
		Paper, waste, and rags, in machine pressed bales; Sacks, old, worn-out; Tires (rubber), old, worn-out; Tubes (rubber), pneumatic, old, worn-out; Metal, scrap, having value for remelting purposes only. Paper, newsprint, Refuse, citrus fruit, not fit for human consumption.

Minimum Weight in Pounds					
10,000			20,000		
Rate Basis			Rate Basis		
A	B	C	A	B	C
66	67½	68½	65	65½	66

\*Change )  
\*Increase ) Decision No. **39647**

EFFECTIVE JANUARY 1, 1947

Issued by The Railroad Commission of the State of California,  
San Francisco, California.

Correction No. 59

Item No.	SECTION NO. 4--COMMODITY RATES (Continued)																																																			
<p>342-B Cancels 342-A  6-20-42</p>	<p>FREIGHT, viz.:</p> <p>(Items Nos. 341, 342 and 343 series)</p> <p>Roofing, Building, or Paving Material, as described in Item No. 1110 series of the Exception Sheet (subject to Note),</p> <p>Wine, domestic, having a declared value of not more than \$2.00 per gallon.</p> <p>NOTE--With shipments of one or more articles listed in Item No. 1110 series of the Exception Sheet as being subject to Note 1 therein, there may be included: metal fasteners, metal or wooden strips, mop yarn, nails and tin roofing caps, not to exceed ten per cent (10%) of the aggregate weight of the shipment.</p> <p>FREIGHT, as described in Items Nos. 341 and 342 series.</p>																																																			
<p>*343-B Cancels 343-A</p>	<p>MINIMUM WEIGHT IN POUNDS</p> <table border="1" data-bbox="337 1056 1486 1324"> <thead> <tr> <th colspan="3" data-bbox="337 1056 809 1128">10,000</th> <th colspan="3" data-bbox="809 1056 1486 1128">20,000</th> </tr> <tr> <th colspan="3" data-bbox="337 1128 809 1190">Rate Basis</th> <th colspan="3" data-bbox="809 1128 1486 1190">Rate Basis</th> </tr> <tr> <th data-bbox="337 1190 505 1251">A</th> <th data-bbox="505 1190 624 1251">B</th> <th data-bbox="624 1190 809 1251">C</th> <th data-bbox="809 1190 994 1251">A</th> <th data-bbox="994 1190 1113 1251">B</th> <th data-bbox="1113 1190 1486 1251">C</th> </tr> </thead> <tbody> <tr> <td data-bbox="337 1251 505 1324">♦ 7½</td> <td data-bbox="505 1251 624 1324">♦ 8½</td> <td data-bbox="624 1251 809 1324">♦ 10</td> <td data-bbox="809 1251 994 1324">♦ 6</td> <td data-bbox="994 1251 1113 1324">♦ 7</td> <td data-bbox="1113 1251 1486 1324">♦ 7½</td> </tr> </tbody> </table>						10,000			20,000			Rate Basis			Rate Basis			A	B	C	A	B	C	♦ 7½	♦ 8½	♦ 10	♦ 6	♦ 7	♦ 7½																						
10,000			20,000																																																	
Rate Basis			Rate Basis																																																	
A	B	C	A	B	C																																															
♦ 7½	♦ 8½	♦ 10	♦ 6	♦ 7	♦ 7½																																															
<p>345</p>	<p>FREIGHT, viz.:</p> <p>Cement, portland, building, Cement clinker, Sacks, empty, cement, returning from an outbound paying load. Minimum Weight 28,500 pounds</p> <table border="1" data-bbox="337 1494 1486 1823"> <thead> <tr> <th colspan="2" data-bbox="337 1494 826 1555">Between</th> <th data-bbox="826 1494 826 1555">And</th> <th colspan="4" data-bbox="826 1494 1486 1555">Rates in Cents per 100 Pounds</th> </tr> <tr> <th data-bbox="337 1555 624 1679" rowspan="2">Any point located within Zones 1-A, 1-B, 1-C, 1-D, 10, 11, 12 or 17</th> <th data-bbox="624 1555 826 1679" rowspan="2">Any other point located within Zones 1-A, 1-B, 1-C, 1-D, 10, 11, 12 or 17</th> <th data-bbox="826 1555 1060 1679" rowspan="2">(1) Miles But not over</th> <th colspan="2" data-bbox="1060 1555 1156 1679">(1) Miles</th> <th colspan="2" data-bbox="1156 1555 1486 1679">(1) Miles</th> </tr> <tr> <th data-bbox="1060 1628 1143 1679">Rate</th> <th data-bbox="1143 1628 1156 1679">Rate</th> <th data-bbox="1156 1628 1239 1679">Rate</th> <th data-bbox="1239 1628 1486 1679">Rate</th> </tr> </thead> <tbody> <tr> <td data-bbox="337 1679 624 1710"></td> <td data-bbox="624 1679 826 1710"></td> <td data-bbox="826 1679 1060 1710">0</td> <td data-bbox="1060 1679 1143 1710">2½</td> <td data-bbox="1143 1679 1156 1710">2½</td> <td data-bbox="1156 1679 1239 1710">25</td> <td data-bbox="1239 1679 1486 1710">50</td> </tr> <tr> <td data-bbox="337 1710 624 1741"></td> <td data-bbox="624 1710 826 1741"></td> <td data-bbox="826 1710 1060 1741">2½</td> <td data-bbox="1060 1710 1143 1741">7½</td> <td data-bbox="1143 1710 1156 1741">3</td> <td data-bbox="1156 1710 1239 1741">50</td> <td data-bbox="1239 1710 1486 1741">75</td> </tr> <tr> <td data-bbox="337 1741 624 1772"></td> <td data-bbox="624 1741 826 1772"></td> <td data-bbox="826 1741 1060 1772">7½</td> <td data-bbox="1060 1741 1143 1772">12½</td> <td data-bbox="1143 1741 1156 1772">3½</td> <td data-bbox="1156 1741 1239 1772">75</td> <td data-bbox="1239 1741 1486 1772">100</td> </tr> <tr> <td data-bbox="337 1772 624 1803"></td> <td data-bbox="624 1772 826 1803"></td> <td data-bbox="826 1772 1060 1803">12½</td> <td data-bbox="1060 1772 1143 1803">25</td> <td data-bbox="1143 1772 1156 1803">4</td> <td data-bbox="1156 1772 1239 1803"></td> <td data-bbox="1239 1772 1486 1803">7</td> </tr> </tbody> </table> <p>(1) Mileage shall be computed on the basis of the shortest actual mileage via any public highway or highways or any public street or streets.</p>						Between		And	Rates in Cents per 100 Pounds				Any point located within Zones 1-A, 1-B, 1-C, 1-D, 10, 11, 12 or 17	Any other point located within Zones 1-A, 1-B, 1-C, 1-D, 10, 11, 12 or 17	(1) Miles But not over	(1) Miles		(1) Miles		Rate	Rate	Rate	Rate			0	2½	2½	25	50			2½	7½	3	50	75			7½	12½	3½	75	100			12½	25	4		7
Between		And	Rates in Cents per 100 Pounds																																																	
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			Rate	Rate	Rate	Rate																																														
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<p>*Change ♦Increase</p>	<p>Decision No. <b>39647</b></p>																																																			
<p>EFFECTIVE JANUARY 1, 1947</p>																																																				
<p>Issued by The Railroad Commission of the State of California,</p>																																																				
<p>Correction No. 60.</p>	<p>San Francisco, California.</p>																																																			

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents per 100 pounds							
	LUMBER AND FOREST PRODUCTS, as described in Item No. 580 series of the Exception Sheet:							
*360-B Cancels 360-A	Rate Basis	MINIMUM WEIGHT IN POUNDS						
		Any Quantity	500	2,000	4,000	10,000	20,000	30,000
	♦A	16	13	10	9	7	5	5
	♦B	20	16	13	10	8	6	5
♦C	25	18	16	12	9	7½	5½	
♦Increase, Decision No. *Change		39647						
EFFECTIVE JANUARY 1, 1947								
Issued by The Railroad Commission of the State of California, San Francisco, California.								
Correction No. 61								

Item No.	SECTION NO. 4--COMMODITY RATES (Concluded) In cents per 100 pounds						
385	PAPER AND PAPER ARTICLES, Viz.:						
	Boxes, paperboard or pulpboard, flat or folded flat, with or without fillers, partitions and pads sufficient to complete the boxes in the shipment, Paperboard or Pulpboard, binders', bristol, card, tar or trunk board.						
	Minimum Weight		Column A		Column B		
	10,000 pounds .....		8		9		
20,000 pounds .....		7		8			
30,000 pounds .....		6½		7½			
<p>COLUMN A rates apply: Between or within Zones 1-A, 1-B, 1-C or 1-D, or within but not between Zones 10, 11, 12 or 17, as described in Items Nos. 30, 31, 32 and 33 series.</p> <p>COLUMN B rates apply: Between Zones 1-A, 1-B, 1-C, 1-D, 10, 11, 12 or 17 on the one hand and Zones 10, 11, 12 or 17 on the other, as described in Items Nos. 30, 31, 32 and 33 series.</p>							
6-20-42							
*390-C Cancels 390-B	SUGAR:						
	Rate Basis	Minimum Weight in Pounds					
		Any Quantity	500	2,000	4,000	10,000	20,000
	♦A	20	17	13	11	5	5
	♦B	26	20	17	13	5	5
♦C	31	25	20	16	7½	6	
*Change ) ♦Increase )		Decision No. <b>39647</b>					
EFFECTIVE JANUARY 1, 1947							
Issued by The Railroad Commission of the State of California, Correction No. 62 <span style="float: right;">San Francisco, California.</span>							

Item No.	SECTION NO. 5-UNIT RATES, RULES AND REGULATIONS (Continued)
*401-C Cancels 401-B	<p style="text-align: center;">RULES AND REGULATIONS (Concluded)</p> <p style="text-align: center;">(Items Nos. 400 and 401 series)</p> <p>(d) Rates named in Items Nos. 420 and 430 series are subject to an additional charge at the rate of ♦\$1.65 per man, per hour, minimum charge 50 cents, when carrier furnishes help in addition to the driver. The time for computing the additional charge shall be not less than the actual time in minutes the helper or helpers are engaged in performing the services. The total time so computed shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the table provided by Note 2(b) Item No. 420 series.</p> <p>(e) Unit rates named in Item No. 410 series are not applicable when shipper requests and carrier furnishes transportation directly from point of origin to point of destination without passing through carrier's terminal.</p>
♦Increase *Change	Decision No. <b>39847</b>
EFFECTIVE JANUARY 1, 1947	
Correction No.63	Issued by The Railroad Commission of the State of California, San Francisco, California.

Item No. SECTION NO. 5--UNIT RATES, RULES AND REGULATIONS (Continued)

FREIGHT, regardless of classification, transported between or within the zones described in Items Nos. 30, 31, 32 and 33 series, subject to Notes 1, 2 and 3:

Weight in Pounds	Rates in Cents Per Hour	Minimum Charges in Cents
250 or less-----	246	123
Over 250 but not over 2,500-----	308	308
Over 2,500 but not over 5,000-----	342	342
Over 5,000 but not over 8,000-----	372	372
Over 8,000 but not over 12,000-----	413	413
Over 12,000 but not over 20,000-----	464	464
Over 20,000 but not over 30,000-----	495	495
Over 30,000-----	627	627

Note 1.--Weight in pounds is the greatest (heaviest) gross weight of the property transported by the unit of carrier's equipment at one time during a single transaction. No allowance shall be made for weight of containers.

420-B  
 Cancels  
 420-A

Note 2.--(a) The total of the loading, unloading and driving time computed from the arrival of carrier's equipment at point of origin, or first point of origin when more than one point of origin is involved, to the time unloading is completed at point of destination, or last point of destination when more than one point of destination is involved, subject to paragraph (b) hereof, shall be used to compute charges.

(b) In computing time under the basis outlined in paragraph (a) hereof of the various time factors shall be not less than the actual time involved in minutes. After the total time has been determined under the provisions of paragraph (a) hereof, it shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the following table:

- Less than 8 minutes-----omit.
- 8 minutes or more but less than 23 minutes shall be  $\frac{1}{4}$  hour.
- 23 minutes or more but less than 38 minutes shall be  $\frac{1}{2}$  hour.
- 38 minutes or more but less than 53 minutes shall be  $\frac{3}{4}$  hour.
- 53 minutes or more shall be 1 hour.

Note 3.--Between the hours of 6:00 P.M. and 7:00 A.M., and on Sundays or holidays, an additional charge at the rate of 75 cents per hour (or fraction thereof) shall be assessed.

♦ Increase, Decision No. 39647  
 \* Change

EFFECTIVE JANUARY 1, 1947

Issued by The Railroad Commission of the State of California,  
 San Francisco, California.

Correction No. 64

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Concluded)					
	<p>FREIGHT, regardless of classification, transported between or within the zones described in Items Nos. 30, 31, 32 and 33 series:</p>					
	Weight in Pounds subject to Note 1:	Column 1	Column 2	Column 3	Column 4	Column 5
	2,500 or less-----	101	319	369	5 <sup>1</sup> / <sub>2</sub>	224
	Over 2,500 but not over 5,000-----	109	344	399	7	224
	Over 5,000 but not over 8,000-----	113	360	412	7 <sup>1</sup> / <sub>2</sub>	224
	Over 8,000 but not over 12,000-----	124	399	454	8	224
	Over 12,000 but not over 20,000-----	139	435	498	9	245
	Over 20,000 but not over 30,000-----	150	467	537	9 <sup>1</sup> / <sub>2</sub>	245
	Over 30,000-----	187	594	673	12	252
	<p>COLUMN 1 - Rates in dollars per unit of carrier's equipment for a period of six successive days or any portion thereof, excluding Sundays and holidays, and limited to 8 hours out of each 9 consecutive hours. When equipment is operated in excess of 300 miles during such period, add rates provided by Column 4. When equipment is operated in excess of 8 hours in each 9 hours, add rates provided by Column 5.</p>					
*430-B Cancels 430-A	<p>COLUMN 2 - Rates in dollars per unit of carrier's equipment for a period of twenty-one successive days or, when the equipment is not operated on Saturdays, Sundays and holidays, for a period of twenty-one successive days exclusive of Saturdays, Sundays and holidays, or any portion of such periods. When equipment is operated in excess of 1,050 miles during the period, add rates provided by Column 4. When equipment is operated in excess of 8 hours in any one day, add rates provided by Column 5.</p>					
	<p>COLUMN 3 - Rates in dollars per unit of carrier's equipment for a period of twenty-five successive days or, when the equipment is not operated on Sundays and holidays, for a period of twenty-five successive days, exclusive of Sundays and holidays, or any portion of such periods. When equipment is operated in excess of 1,250 miles during the period, add rates provided by Column 4. When equipment is operated in excess of 8 hours in any one day, add rates provided by Column 5.</p>					
	<p>COLUMN 4 - Rates in cents per mile to be added to the Column 1, 2 and 3 rates when the unit of carrier's equipment is operated in excess of the maximum mileage allowed thereunder.</p>					
	<p>COLUMN 5 - Rates in cents per hour to be added to the Column 1, 2 and 3 rates when the unit of carrier's equipment is operated in excess of the maximum hours allowed thereunder.</p>					
	<p>Note 1. - Weight in pounds is the gross weight of the property transported by the unit of carrier's equipment at the time the equipment is transporting the greatest (heaviest) load during the period covered by the transaction. No allowance shall be made for weight of containers.</p>					
	<p>*Change )          ♦Increase ) Decision No. <b>39647</b></p>					
	End of Tariff					
	EFFECTIVE JANUARY 1, 1947					
	Issued by The Railroad Commission of the State of California, San Francisco, California					
	Correction No. 65					