

ORIGINAL

Decision No. 40516

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

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

Case No. 4121

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

George T. Hurst, Joe Araiza, John E. Hunt, G. D. Lambert,
P. W. Davis, Franklin L. Knox, Jr., Edgar S. Stanley,
R. E. Meyers, Ellis T. Lonsnecker, A. D. Paxton,
and E. J. Hunter, for various carriers.

C. G. Munson, for Los Angeles Warehousemen's Association.

W. G. O'Barr, for Los Angeles Chamber of Commerce.

A. L. Russell, Thomas W. Dench, F. A. Lincoln,
Ray Ristrom, John F. Kirkman and B. F. Bolling,
for various shippers and organizations.

(Appearances shown above are those entered in the
instant phase of this proceeding. For earlier
appearances, see previous decisions in this case.)

O P I N I O N

By prior orders in this proceeding the Commission estab-
lished minimum rates, rules and regulations governing the transporta-
tion 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."¹

Minimum rates were first established in this proceeding
effective May 1, 1938, and have been amended from time to time. The
latest revisions became effective on January 1, 1947, at which time

¹
The drayage tariff is Appendix "A" of Decision No. 32504 of
October 24, 1939 (42 CRC 239), as amended.

the rates and charges were increased substantially in recognition of increased wages and fuel costs then prevailing. The Motor Truck Association of Southern California, hereinafter called "the Association," now asks that the rates be raised further in order to reflect additional increases in certain operating costs of the motor carriers.

Public hearing on the Association's petition was held before Examiner Bryant at Los Angeles on June 19, 1947. The matter is ready for decision.

The record shows that filing of the petition was motivated primarily by a substantial increase in the wages of drivers, helpers, and other employees, effective June 1, 1947, resulting from an arbitration award of the National Trucking Commission. Petitioner alleges that the wage increases, coupled with recent advances in insurance and fuel costs, will cause serious financial loss to carriers operating within the drayage area unless the minimum rates are increased immediately by sufficient volume to offset such increased costs.

The evidence offered in support of the petition is similar in many respects to that upon which the rate adjustment of January 1² was based. A consulting transportation engineer employed by the Association testified that carriers serving the drayage area perform services both within and without the drayage boundaries, and maintain no adequate segregation of revenues and expenses from which it would be possible to determine the financial results of the drayage operations alone. For this reason he did not undertake to measure the effects of the increased operating costs through a revenue-analysis method.

²

See Decision No. 39647 of November 20, 1946 (47 Cal. P.U.C. 4).

Instead, he submitted an exhibit in which he brought up to date in certain respects a comprehensive cost study which he had introduced in an earlier phase of this proceeding, and upon which the general drayage rate adjustment of June, 1942, was based. The original study had been supplemented at a hearing in September, 1946, to reflect wages and fuel costs then current. The latest supplementary exhibit made further adjustments in the original study to reflect the most recent increases in wages, an advance of one cent a gallon in the cost of gasoline, and an increase of 65 per cent in the cost of insurance for public liability and property damage. The witness explained that insurance rates were not uniform, but that in his judgment, based upon analysis of many policies, 65 per cent was a minimum figure to reflect the average cost increase since his original study was prepared.

The consulting engineer testified that many other items of carrier expense had increased also, but were not adjusted in his exhibit for the reason that they were not readily susceptible of exact measurement. He did not believe that any item of cost was below the 1941 level as developed in his original study. He declared that the new wage contract necessitated an immediate revision of the rates in the drayage tariff, and that, in the interest of expediting consideration, it had been his purpose to include in his presentation only the three items of increased cost as to which he believed there could be no dispute, argument, or question. This form of presentation, he said, did not purport to produce a current study of the cost of transporting property within the Los Angeles drayage area. He insisted that it did, however, show beyond question the minimum percentages by which the cost of performing the various transportation services had increased since the rates were last revised.

According to the engineer's exhibit, the increases in wages, gasoline prices, and insurance costs, with resulting percentage adjustment of overhead expenses, had the effect of raising the total costs of performing the various transportation services by amounts ranging from about 10 to 16 per cent. He recommended specific upward revision of various rates and charges in the drayage tariff, varying according to the service performed, but generally designed to reflect the particular cost increases thus developed. More specifically, he asked that class rates, the principal commodity rates, and vehicle-unit rates, be increased by the percentages developed in his cost study; that charges for split delivery, segregation of pool cars, and handling under rail switching rates, be increased by 15 per cent; that the man-hour charge for accessorial services be increased from \$1.65 to \$2.00; that minimum per-shipment charges be increased from 43 cents to 50 cents, and from 61 cents to 75 cents; that charges for handling "C.O.D." shipments be increased about 12 per cent, except that a lower charge now maintained for making C.O.D. collections on shipments of less than 100 pounds be retained for carriers specializing in the handling of small packages; that a certain commodity rate on packages be increased from 9 cents per package, plus one-half cent for each pound, to 14 cents per package, plus one cent for each pound; and that certain rates based on the number of units shipped per calendar month be increased by 60 per cent.³

Other carrier witnesses testified regarding the latter three items, i.e., C.O.D. charges, package rates, and monthly-unit

³ The rate proposals are set forth in Exhibit No. 154. They were based upon his cost study except that (1) the C.O.D. proposal was designed to equalize charges within and without the drayage area, and (2) the "package rate" proposal was designed to secure uniformity with the published rates of certain package carriers.

rates. Regarding C.O.D. charges, it was stated that the present charge of 10 cents for each \$100 on shipments weighing less than 100 pounds, although possibly subnormal under present conditions, should be retained for "package" carriers pending further study. It was suggested that the desired restriction to "package" carriers might be accomplished by making this C.O.D. charge applicable only when the shipments were transported at the package rate next discussed. Two witnesses, representing carriers specializing in package delivery, testified that in their opinion, the rate of 14 cents per package plus one cent per pound, as proposed by the Association engineer, would be excessive as a minimum rate for local drayage, but that an increase to 14 cents per package plus one-half cent per pound would be reasonable. They recommended that the "maximum" charge per package under this rate, which is 35 cents at present and which the Association asked be increased to 50 cents, be eliminated entirely. Referring to the special monthly-unit rates, a carrier specializing in local drayage under rates of this type testified that in his opinion the minimum rates had always been insufficient, and would now have to be increased about 70 per cent in order to produce the cost of operation plus a reasonable profit.⁴ He said that his company currently assessed monthly-unit rates from 56 per cent to 118 per cent above those provided in the drayage tariff. He did not know of any other carriers specializing in this type of service.

A transportation engineer of the Commission's staff introduced a statement designed to show the financial condition of eleven

4

The monthly-unit rates herein referred to (Item 410-A of the drayage tariff) have not been revised since January 2, 1940. The proposal of the engineer that they be increased by 60 per cent was supported by a separate cost exhibit.

representative trucking companies for the first four months of 1947, and the effect of the increased wages on these carriers. According to this statement, an average operating ratio of 93 per cent would be produced by an increase of 10.46 per cent in the revenue. However, no relationship was developed between the revenues and the minimum rates. Of the eleven carriers, only two were known to derive more than 50 per cent of their revenues from operations within the drayage area. Overtime wages were not considered.

Several shipper representatives appeared as protestants to the sought rate adjustment, participated in the examination of the carrier witnesses, and offered oral arguments and statements of position.⁵ Representatives of two substantial shippers declared that they had no objection to an increase being granted if it were based upon sound facts and a study of the operating costs and the revenue derived from the movement of traffic within the drayage area, but they were opposed to the granting of increases "on theories and formulas such as have been presented in this case." Another shipper witness supplied factual data concerning operating and cost experience of a carrier regularly engaged by his company, utilizing a tractor and semi-trailer at vehicle-unit rates. This witness stated that the present rates had been profitable to this carrier, that if the carrier required additional revenue it could be obtained without revision of the drayage tariff, that the minimum rates had already been increased in 1947, and that his company objected to a further

5

The representative of a manufacturer of roofing materials and other articles moved that the testimony of the Association engineer be stricken from the record, and that the proceeding be discontinued. He pointed out that the Commission had revised the minimum rates on January 1, 1947, and argued that carriers requiring higher rates at this time should file applications under Section 63 of the Public Utilities Act. The motions were denied by the examiner.

increase in the hourly, weekly, or monthly vehicle-unit rates. Another shipper witness testified that he was considerably concerned, lest his company should find it necessary, if the drayage rates were increased materially, to discontinue the services of several small truck operators who were engaged in serving his company almost exclusively. He said that the company was currently making a study of its transportation costs, with the intention of purchasing its own equipment should the rates reach the point at which proprietary operation would be more economical. The position of the Los Angeles Chamber of Commerce, as explained by its representative, was that it would not oppose the granting of necessary rate increases in amounts sufficient only to defray the extra cost resulting from recent wage adjustments. He stated, however, that there was considerable fear among Chamber members that if minimum rates were raised much higher the carriers would be "priced out of the market," making it necessary for shippers to start their own trucking operations.

Counsel for the Association, in closing argument, declared that the cost-study method used by the consulting engineer is one so completely free from uncertainties and assumptions that it is a much more sound approach than any that could be devised based upon revenues and operating expenses. He said that the possibility of being priced out of the market had given the trucking industry a great deal of concern. Nevertheless, he stated, the carriers were burdened with substantial increases in expenses which they had made every effort to avoid or minimize. He argued that the trucking industry must be preserved in the public interest; that this cannot be done except by giving the carriers sufficient revenues from the freight transported to defray all of the costs of transportation and leave some profit; and that if an increase in rates means that some freight is going to be diverted from for-hire to proprietary transportation,

that is one of the penalties that must be paid in order to preserve the industry.

Under the particular circumstances of this case we believe it would be unwise to hold that rate revision must await a study of revenue and expenses resulting from the movement of traffic within the drayage area. We see no sound basis for questioning that the exhibits of the consulting engineer for the Association disclose conservatively the amounts by which the cost of performing transportation services within the Los Angeles drayage area have increased, as a minimum, since the rates were last reviewed. Although his figures might well be revised in some respects if the purpose were to develop a completely current study, the evidence leaves little doubt that the net effect of such revisions would be to show an increase rather than a reduction in the amounts by which the costs have advanced. We believe that the increased costs shown on this record clearly require an increase in the minimum rates heretofore established. With relatively minor exceptions hereinafter noted, the tariff revisions proposed by the Association appear to be well supported by the evidence and fully justified. Except as indicated, the increases hereinafter established are approximately the same as those recommended by the Association engineer.

The charge of 10 cents per \$100 for collecting and remitting the amount of C.O.D. bills on shipments weighing less than 100 pounds will be retained without change. This is in accordance with the proposal, except that it was urged that the 10-cent charge be applied only by so-called "package" carriers. The record does not show satisfactorily how such a limitation may be established properly and equitably.

The "package" rate (Item 325 of the drayage tariff) will be increased to 14 cents per package or per piece, plus one-half cent for each pound or fraction thereof of its gross weight, rather than to 14 cents plus one cent per pound as proposed by the Association. The Association proposal with regard to this rate item was based upon the current rates of common carriers rather than upon a specific study of transportation costs. The item will be revised in accordance with the affirmative testimony introduced by the "package" carriers.

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.

ORDER

An adjourned public hearing having been held in the above entitled proceedings, 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 August 3, 1947, which pages are numbered as follows:

Third Revised Page 16 Cancels Second Revised Page 16
Second Revised Page 17 Cancels First Revised Page 17
Third Revised Page 18 Cancels Second Revised Page 18
Third Revised Page 20 Cancels Second Revised Page 20
Third Revised Page 26 Cancels Second Revised Page 26
Third Revised Page 28 Cancels Second Revised Page 28
Fifth Revised Page 29 Cancels Fourth Revised Page 29
Fifth Revised Page 31 Cancels Fourth Revised Page 31
Third Revised Page 32 Cancels Second Revised Page 32
Fourth Revised Page 35 Cancels Third Revised Page 35
Second Revised Page 39 Cancels First Revised Page 39
Third Revised Page 40 Cancels Second Revised Page 40
Third Revised Page 41 Cancels Second Revised Page 41

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

IT IS HEREBY FURTHER ORDERED that common carriers be and they are, and each of them is hereby authorized to depart from the provisions of Section 24(a) of the Public Utilities Act and of Article XII, Section 21 of the State Constitution, to the extent necessary to carry out the effect of the order herein.

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 twenty (20) days from the date hereof.

Dated at San Francisco, California, this 8th day of July, 1947.

Harold J. Kula

Justin F. Cramer

Charles H. Powell

A. J. Anderson

Kenneth D. Potter

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-C Cancels 110-B	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>An additional charge at the rate of \$2.00 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-C Cancels 120-B	<p style="text-align: center;">MINIMUM CHARGE</p> <p>Except as otherwise provided the minimum charge per shipment shall be as follows:</p> <p>Weight of shipment</p> <p>Less than 100 pounds.... 50 cents</p> <p>100 pounds and over..... 75 cents</p>
<p>*Change) (Increase) Decision No. 40516</p>	
<p>EFFECTIVE AUGUST 3, 1947</p>	
<p>Issued by the Public Utilities Commission of the State of California</p>	
Correction No. 66	San Francisco, California.

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)										
*130-B Cancels 130-A	<p style="text-align: center;">SPLIT DELIVERY</p> <p>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):</p> <p>(1) Table of added charges:</p> <table style="margin-left: 40px;"> <thead> <tr> <th style="text-align: left;">Number of Deliveries</th> <th style="text-align: left;">◇ Added Charge</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>212 cents</td> </tr> <tr> <td>3 to and including 5.....</td> <td>282 cents</td> </tr> <tr> <td>6 to and including 10.....</td> <td>353 cents</td> </tr> <tr> <td>11 or more.....</td> <td>36 cents per delivery</td> </tr> </tbody> </table> <p>(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.</p> <p>(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.</p>	Number of Deliveries	◇ Added Charge	2	212 cents	3 to and including 5.....	282 cents	6 to and including 10.....	353 cents	11 or more.....	36 cents per delivery
Number of Deliveries	◇ Added Charge										
2	212 cents										
3 to and including 5.....	282 cents										
6 to and including 10.....	353 cents										
11 or more.....	36 cents per delivery										
140	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>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 rates herein provided.</p>										
<p>* Change) ◇ Increase) Decision No. 40516</p>											
<p style="text-align: right;">EFFECTIVE AUGUST 3, 1947</p> <p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 67</p>											

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
	COLLECT ON DELIVERY (C.O.D.) SHIPMENTS	
	<p>(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.</p> <p>(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.</p> <p>(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:</p>	
	When the amount collected is	Charge for collecting and remitting will be
	Not over \$2.50	\$ 0.24
	Over \$2.50 not over \$5.00.....	.27
	Over 5.00 not over 10.00.....	.37
	Over 10.00 not over 20.00.....	.40
	Over 20.00 not over 25.00.....	.43
	Over 25.00 not over 40.00.....	.49
	Over 40.00 not over 50.00.....	.53
	Over 50.00 not over 60.00.....	.66
	Over 60.00 not over 80.00.....	.69
	Over 80.00 not over 100.00.....	.72
	Over 100.00 not over 102.50.....	.91
	Over 102.50 not over 105.00.....	.93
	Over 105.00 not over 110.00.....	.97
*150-C Cancels 150-B	Over 110.00 not over 120.00.....	1.00
	Over 120.00 not over 140.00.....	1.02
	Over 140.00 not over 150.00.....	1.06
	Over 150.00 not over 160.00.....	1.13
	Over 160.00 not over 180.00.....	1.15
	Over 180.00 not over 200.00.....	1.19
	Over 200.00 not over 250.00.....	1.33
	Over 250.00 not over 300.00.....	1.53
	Over 300.00 not over 350.00.....	1.72
	Over 350.00 not over 400.00.....	1.93
	Over 400.00 not over 450.00.....	2.13
	Over 450.00 not over 500.00.....	2.33
	Over 500.00 not over 550.00.....	2.53
	Over 550.00 not over 600.00.....	2.72
	Over 600.00 not over 650.00.....	2.92
	Over 650.00 not over 700.00.....	3.12
	Over 700.00 not over 750.00.....	3.33
	Over 750.00 not over 800.00.....	3.53
	Over 800.00 not over 850.00.....	3.72
	Over 850.00 not over 900.00.....	3.92
	Over 900.00 not over 950.00.....	4.12
	Over 950.00 not over 1000.00.....	4.32
	Over 1,000.00 at rate of \$4.32 per \$1,000.00	

*Change) Decision No. 40516 EFFECTIVE AUGUST 3, 1947
 (Increase)

Correction No. 68 Issued by the Public Utilities Commission of the State of California, San Francisco, California.

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)										
*165-B Cancels 165-A	<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 style="margin-left: 40px;"> <tr> <td>(1) Merchandise classified as</td> <td style="text-align: right;">◇ Rates in cents per 100 pounds</td> </tr> <tr> <td> First Class.....</td> <td style="text-align: right;">15</td> </tr> <tr> <td> Second Class.....</td> <td style="text-align: right;">12</td> </tr> <tr> <td> Third Class.....</td> <td style="text-align: right;">9</td> </tr> <tr> <td> Fourth Class, or lower.....</td> <td style="text-align: right;">8</td> </tr> </table> <p> (1) Subject to minimum charge of ◇ 38 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>	(1) Merchandise classified as	◇ Rates in cents per 100 pounds	First Class.....	15	Second Class.....	12	Third Class.....	9	Fourth Class, or lower.....	8
(1) Merchandise classified as	◇ Rates in cents per 100 pounds										
First Class.....	15										
Second Class.....	12										
Third Class.....	9										
Fourth Class, or lower.....	8										
170 1-1-40	<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>										
180 1-1-40	<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 style="margin-left: 40px;">Fractions of less than ½ or .50 of a cent, omit.</p> <p style="margin-left: 40px;">Fractions of ½ or .50 of a cent or greater, increase to next whole figure.</p>										
<p style="text-align: center;">* Change) ◇ Increase) Decision No. 40516 EFFECTIVE AUGUST 3, 1947</p>											
Correction No. 69	<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>										

Third Revised Page....26
 Cancels
 Second Revised Page....26

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

Item No.	SECTION NO. 3-CLASS RATES In Cents per 100 Pounds												
	Rate Basis	Minimum Weight in Pounds											
		Any Quantity				500				2,000			
		1	2	3	4	1	2	3	4	1	2	3	4
*310-C Cancels 310-B	◇ A	54	49	43	37	41	37	32	29	32	30	25	23
	◇ B	57	51	45	41	44	39	36	31	36	32	29	25
	◇ C	60	55	48	42	46	43	37	32	39	36	31	29
	Rate Basis	Minimum Weight in Pounds											
4,000				10,000				20,000					
1		2	3	4	1	2	3	4	1	2	3	4	
	◇ A	20	18	15	14	15	14	13	12	12	11	10	8
	◇ B	23	20	18	15	17	15	14	13	14	12	11	10
	◇ C	25	23	19	18	18	17	15	14	15	13	12	11

*Change)-Decision No. 40516
 ◇ Increase)

EFFECTIVE AUGUST 3, 1947

Correction No. 70 Issued by the Public Utilities Commission of
 the State of California,
 San Francisco, California.

Item No.	SECTION NO. 4--COMMODITY RATES								
*325-A Cancels 325	<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>◊ 14 Cents per package or per piece, plus one-half cent for each pound or fraction thereof of its gross weight.</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-B Cancels	<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 Public Utilities Commission of the State of California, plus an added charge as provided herein.</p>								
330-A	<p>Any quantity or less-carload ratings as shown in the Western Classification, Exception Sheet or this tariff</p> <p style="text-align: right;">◊ Added charges in cents per 100 pounds</p>								
	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">1st Class or Higher</td> <td style="text-align: right;">7</td> </tr> <tr> <td>2nd Class</td> <td style="text-align: right;">6</td> </tr> <tr> <td>3rd Class</td> <td style="text-align: right;">5</td> </tr> <tr> <td>4th Class or Lower</td> <td style="text-align: right;">3½</td> </tr> </table>	1st Class or Higher	7	2nd Class	6	3rd Class	5	4th Class or Lower	3½
1st Class or Higher	7								
2nd Class	6								
3rd Class	5								
4th Class or Lower	3½								
	<p>*Change) ◊ Increase) Decision No. 40516</p>								
EFFECTIVE August 3, 1947									
<p>Issued by The Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 71</p>									

Item No.	SECTION NO. 4--COMMODITY RATES (Continued) In Cents per 100 Pounds					
	<p>FREIGHT, viz.:</p> <p>Cement, portland, building, (See also Items Nos. 40 and 345 series),</p> <p>Flour or Corn Meal, edible,</p> <p>Grain and other articles as described in Item No. 400 series of the Exception Sheet.</p> <p>Iron and Steel Articles, viz.:</p> <p>Bands,</p> <p>Bars, plain, corrugated, twisted or bent,</p> <p>Billets,</p> <p>Bolts,</p> <p>Castings, rough,</p> <p>Fencing,</p> <p>Fittings, pipe,</p> <p>Forging, rough,</p> <p>Hoops,</p> <p>Ingots,</p> <p>Nails,</p> <p>Nuts,</p> <p>Pipe,</p> <p>Rivets,</p> <p>Rods,</p> <p>Sheets, black, galvanized, corrugated or plain,</p> <p>Ties, bale,</p> <p>Tinplate,</p> <p>Washers,</p> <p>Wire.</p> <p>Iron and Steel, structural, fabricated or unfabricated, consisting of:</p> <p>Angles,</p> <p>Bars, truss,</p> <p>Bases, post,</p> <p>Beams,</p> <p>Iron and Steel, structural, fabricated or unfabricated, consisting of: (Continued)</p> <p>Braces,</p> <p>Caps, post,</p> <p>Channels,</p> <p>Columns,</p> <p>Frames, circular,</p> <p>Girders,</p> <p>Guides, elevator,</p> <p>Hangers, joist,</p> <p>Ladder assemblies, tank or tower,</p> <p>Piling,</p> <p>Plates,</p> <p>Plates, fish,</p> <p>Pulleys, tank or reservoir,</p> <p>Railings, bridge,</p> <p>Rails,</p> <p>Shoes, riveted or cast,</p> <p>Tees,</p> <p>Trusses,</p> <p>Tubing, pier,</p> <p>Turnbuckles,</p> <p>Weights (not including sack weights),</p> <p>Zees.</p> <p>Junk, viz.:</p> <p>Paper, waste, and Rags, in machine pressed bales;</p> <p>Sacks, old, worn-out;</p> <p>Tires (rubber), old, worn-out; Tubes (rubber), pneumatic, old, worn-out;</p> <p>Metal, scrap, having value for remelting purposes only.</p> <p>Paper, newsprint,</p> <p>Refuse, citrus fruit, not fit for human consumption.</p>					
	Minimum Weight in Pounds					
	10,000			20,000		
	Rate Basis			Rate Basis		
	A	B	C	A	B	C
	◇ 7	◇ 9	◇ 10	◇ 6	◇ 6½	◇ 7
	<p>* Change) ◇ Increase) Decision No. 40516</p>					
	EFFECTIVE August 3, 1947					
	<p>Issued by The Public Utilities Commission of the State of California San Francisco, California. Correction No. 72</p>					

*340-E
Cancels
340-D

SECTION NO. 4 - COMMODITY RATES (Continued)

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued)	
	FREIGHT, viz.:	
	(Items Nos. 341, 342 and 343 series)	
342-B Cancels 342-A	Roofing, Building, or Paving Material, as described in Item No. 1110 series of the Exception Sheet (subject to Note),	Wine, domestic, having a declared value of not more than \$2.00 per gallon.
6-20-42	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.	

*343-C Cancels 343-B	FREIGHT, as described in Items Nos. 341 and 342 series.					
Minimum Weight in Pounds						
10,000			20,000			
Rate Basis			Rate Basis			
A	B	C	A	B	C	
◇ 8½	◇ 10	◇ 12½	◇ 7	◇ 8	◇ 8½	

*345-A Cancels 345	FREIGHT, viz.:							
Cement, portland, building, Cement clinker, Sacks, empty, cement, returning from an outbound paying load.								
Minimum Weight 28,500 pounds								
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		(1) MILES			
			But not		But not			
			Over	over	Rate	Over	over	Rate
			0	2½	3½	25	50	5½
			2½	7½	4	50	75	7
			7½	12½	4½	75	100	8
			12½	25	5			
(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.								

* Change }
◇ Increase } Decision No. 40516

EFFECTIVE AUGUST 3, 1947

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

Correction No. 73

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents per 100 Pounds							
360-C Cancels 360-B	LUMBER AND FOREST PRODUCTS, as described in Item No. 580 series of the Exception Sheet:							
	Rate Basis	Minimum weight in pounds						
		Any Quantity	500	2,000	4,000	10,000	20,000	30,000
	◇ A	18	15	12	10	8	6	6
◇ B	23	18	15	11	9	7	6	
◇ C	28	21	18	14	10	8½	6½	
<p>* Change) ◇ Increase) Decision No. 40516</p>								
EFFECTIVE AUGUST 3, 1947								
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 74								

Item No.	SECTION NO. 4 - COMMODITY RATES (Concluded) In Cents per 100 Pounds						
*385-A Cancels 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-----	?					10
20,000 pounds-----	6					9	
30,000 pounds-----	12½					8½	
<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>							
SUGAR:							
*390-D Cancels 390-C	Rate Basis	Minimum Weight in Pounds					
		Any Quantity	500	2,000	4,000	10,000	20,000
	↕ A	23	20	15	13	6	6
	↕ B	30	23	20	15	6	6
↕ C	35	29	23	18	8½	7	
<p>* Change) ↕ Increase) Decision No. 40516</p>							
EFFECTIVE AUGUST 3, 1947							
Issued by the Public Utilities Commission of the State of California, San Francisco, California.							
Correction No. 75							

Item No.	SECTION NO. 5--UNIT RATES, RULES AND REGULATIONS (Continued)																						
	<p>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:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Minimum Units per calendar month or any portion thereof</th> <th style="text-align: right;">↓ Rates in cents per unit</th> </tr> </thead> <tbody> <tr> <td>Any Quantity-----</td> <td style="text-align: right;">48</td> </tr> <tr> <td>250-----</td> <td style="text-align: right;">44</td> </tr> <tr> <td>750-----</td> <td style="text-align: right;">41</td> </tr> <tr> <td>2,000-----</td> <td style="text-align: right;">38</td> </tr> <tr> <td>4,000-----</td> <td style="text-align: right;">34</td> </tr> <tr> <td>6,000-----</td> <td style="text-align: right;">32</td> </tr> <tr> <td>8,000-----</td> <td style="text-align: right;">30</td> </tr> <tr> <td>10,000-----</td> <td style="text-align: right;">27</td> </tr> <tr> <td>12,500-----</td> <td style="text-align: right;">26</td> </tr> <tr> <td>15,000-----</td> <td style="text-align: right;">24</td> </tr> </tbody> </table>	Minimum Units per calendar month or any portion thereof	↓ Rates in cents per unit	Any Quantity-----	48	250-----	44	750-----	41	2,000-----	38	4,000-----	34	6,000-----	32	8,000-----	30	10,000-----	27	12,500-----	26	15,000-----	24
Minimum Units per calendar month or any portion thereof	↓ Rates in cents per unit																						
Any Quantity-----	48																						
250-----	44																						
750-----	41																						
2,000-----	38																						
4,000-----	34																						
6,000-----	32																						
8,000-----	30																						
10,000-----	27																						
12,500-----	26																						
15,000-----	24																						
*410-B Cancels 410-A	<p>Note 1.--When the charge accruing at the actual number of units exceeds the charge computed upon a rate based upon a greater number of units, the latter shall apply.</p> <p>Note 2.--The weight of each shipment shall be the gross weight thereof. No allowance shall be made for the weight of containers.</p> <p>Note 3.--The number of units shall be computed as follows:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Weight of shipment in pounds</th> <th style="text-align: right;">Number of units</th> </tr> </thead> <tbody> <tr> <td>50 or less-----</td> <td style="text-align: right;">1</td> </tr> <tr> <td>Over 50 but not over 150-----</td> <td style="text-align: right;">2</td> </tr> <tr> <td>Over 150 but not over 300-----</td> <td style="text-align: right;">3</td> </tr> <tr> <td>Over 300 but not over 500-----</td> <td style="text-align: right;">4</td> </tr> <tr> <td>Over 500 but not over 550-----</td> <td style="text-align: right;">5</td> </tr> <tr> <td>Over 550 but not over 650-----</td> <td style="text-align: right;">6</td> </tr> <tr> <td>Over 650 but not over 800-----</td> <td style="text-align: right;">7</td> </tr> <tr> <td>Over 800 but not over 1,000-----</td> <td style="text-align: right;">8</td> </tr> <tr> <td>Over 1,000-----</td> <td style="text-align: right;">(See Below)</td> </tr> </tbody> </table> <p>To determine the number of units on shipments weighing over 1,000 pounds, use same method of computation as provided above for first 1,000 pounds.</p>	Weight of shipment in pounds	Number of units	50 or less-----	1	Over 50 but not over 150-----	2	Over 150 but not over 300-----	3	Over 300 but not over 500-----	4	Over 500 but not over 550-----	5	Over 550 but not over 650-----	6	Over 650 but not over 800-----	7	Over 800 but not over 1,000-----	8	Over 1,000-----	(See Below)		
Weight of shipment in pounds	Number of units																						
50 or less-----	1																						
Over 50 but not over 150-----	2																						
Over 150 but not over 300-----	3																						
Over 300 but not over 500-----	4																						
Over 500 but not over 550-----	5																						
Over 550 but not over 650-----	6																						
Over 650 but not over 800-----	7																						
Over 800 but not over 1,000-----	8																						
Over 1,000-----	(See Below)																						
<p>*Change } ↓Increase } Decision No. 40516</p>																							
<p>EFFECTIVE August 3, 1947</p>																							
<p>Issued by The Public Utilities Commission of the State of California, San Francisco, California.</p>																							
<p>Correction No. 76</p>																							

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)																													
	<p>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:</p> <table border="0" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Weight in Pounds</th> <th style="text-align: center;">↕ Rates in Cents Per Hour</th> <th style="text-align: center;">↕ Minimum Charges in Cents</th> </tr> </thead> <tbody> <tr> <td>250 or less-----</td> <td style="text-align: center;">284</td> <td style="text-align: center;">142</td> </tr> <tr> <td>Over 250 but not over 2,500-----</td> <td style="text-align: center;">354</td> <td style="text-align: center;">354</td> </tr> <tr> <td>Over 2,500 but not over 5,000-----</td> <td style="text-align: center;">392</td> <td style="text-align: center;">392</td> </tr> <tr> <td>Over 5,000 but not over 8,000-----</td> <td style="text-align: center;">424</td> <td style="text-align: center;">424</td> </tr> <tr> <td>Over 8,000 but not over 12,000-----</td> <td style="text-align: center;">466</td> <td style="text-align: center;">466</td> </tr> <tr> <td>Over 12,000 but not over 20,000-----</td> <td style="text-align: center;">519</td> <td style="text-align: center;">519</td> </tr> <tr> <td>Over 20,000 but not over 30,000-----</td> <td style="text-align: center;">549</td> <td style="text-align: center;">549</td> </tr> <tr> <td>Over 30,000-----</td> <td style="text-align: center;">687</td> <td style="text-align: center;">687</td> </tr> </tbody> </table>			Weight in Pounds	↕ Rates in Cents Per Hour	↕ Minimum Charges in Cents	250 or less-----	284	142	Over 250 but not over 2,500-----	354	354	Over 2,500 but not over 5,000-----	392	392	Over 5,000 but not over 8,000-----	424	424	Over 8,000 but not over 12,000-----	466	466	Over 12,000 but not over 20,000-----	519	519	Over 20,000 but not over 30,000-----	549	549	Over 30,000-----	687	687
Weight in Pounds	↕ Rates in Cents Per Hour	↕ Minimum Charges in Cents																												
250 or less-----	284	142																												
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Over 30,000-----	687	687																												
<p>* 420-C Cancels 420-B</p>	<p>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.</p> <p>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.</p> <p>(b) In computing time under the basis outlined in paragraph (a) hereof 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:</p> <table border="0" style="margin-left: 40px;"> <tr> <td>Less than 8 minutes -----</td> <td>omit.</td> </tr> <tr> <td>8 minutes or more but less than 23 minutes</td> <td>shall be $\frac{1}{4}$ hour.</td> </tr> <tr> <td>23 minutes or more but less than 38 minutes</td> <td>shall be $\frac{1}{2}$ hour.</td> </tr> <tr> <td>38 minutes or more but less than 53 minutes</td> <td>shall be $\frac{3}{4}$ hour.</td> </tr> <tr> <td>53 minutes or more</td> <td>shall be 1 hour.</td> </tr> </table> <p>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.</p>			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.																	
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<p>Correction No. 77</p>																														

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Concluded)					
	FREIGHT, regardless of classification, transported between or within the zones described in Items Nos. 30, 31, 32 and 33 series:					
	Weight in Pounds subject to Note 1:	Column 01	Column 02	Column 03	Column 04	Column 05
	2,500 or less-----	116	366	424	5½	266
	Over 2,500 but not over 5,000-----	124	393	456	7	266
	Over 5,000 but not over 8,000-----	129	409	469	7½	266
	Over 8,000 but not over 12,000-----	140	450	513	8	266
	Over 12,000 but not over 20,000-----	155	486	558	9½	288
	Over 20,000 but not over 30,000-----	167	518	598	10	288
	Over 30,000-----	205	650	739	12½	295
	<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> <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>					

*430-C
 Cancels
 430-B

* Change)
↓ Increase)

Decision No. 40516

End of Tariff

EFFECTIVE AUGUST 3, 1947

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

Correction No. 72