

Decision No. 41928**ORIGINAL**

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 minimum rates,)
 rules, classifications and regulations for) Case No. 4121
 the transportation of property for compen-)
 sation or hire over the public highways of)
 the City of Los Angeles.)

Appearances

Arlo D. Poe, for Motor Truck Association of
 Southern California, petitioner.
H. J. Bischoff, H. P. Merry, Franklin L. Knox, Jr.,
Ralph B. Hubbard, and Ray Tremaine, for various motor
 carriers, respondents.
W. G. O'Barr, for Los Angeles Chamber of Commerce,
 interested party.

(Above are appearances in the instant phase of this proceed-
 ing. 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 transpor-
 tation 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

¹

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.

The Motor Truck Association of Southern California, hereinafter called "the Association," now asks by petition that various rates in the drayage tariff be raised to reflect increases in operating costs since the rates were last adjusted on August 3, 1947. By a separate petition the Association seeks also a change in the classification ratings on certain commodities of relatively low densities.

Evidence was received at public hearing held before Examiner Bryant at Los Angeles on June 10 and June 11, 1948. The matter is ready for decision.

A consulting transportation engineer employed by the Association testified that, subsequent to the latest review of the drayage rates in 1947, there had been substantial increases in the carriers' operating expenses, particularly in the items of wages and fuel. He stated that labor costs for drivers, helpers, and dock employees were increased at least 10 per cent under terms of a contract which took effect on May 1, 1948; and that fuel costs had increased about 3 cents a gallon as the result of advances in the price of gasoline and in the taxes thereon. To show the total effect of these increases on operating expenses he introduced as an exhibit a revision of his earlier cost studies which were introduced in prior phases of this proceeding. The revised study substitutes current wages and fuel costs for the figures previously used, but makes no other change.² The adjustments have varying effects upon the cost of performing various transportation and accessorial services, but in general it appears from his study that the net increases

² Overhead costs, being based upon a percentage of the direct expenses, are increased proportionately.

range from about six to nine per cent. The witness asserted that other items of expense had increased also, but were not adjusted in his study for the reason that they could not be accurately measured. Included in this category were vehicle prices, costs of parts and supplies, insurance, and vehicle weight fees.

As a second method, the Association engineer offered a study based upon actual revenues and expenses of thirteen carriers engaged in local drayage. He explained that none of the carriers operated exclusively within the drayage area, that the drayage expenses could not be segregated feasibly from the total, and that it was therefore impossible to determine the financial results of the drayage services alone. Nevertheless, the thirteen carriers were selected as typical drayage carriers deriving a substantial portion of their revenues from the local traffic, and their revenue experiences were offered as giving some indication of the inadequacy of the drayage rates. The carriers collectively earned a net profit in 1947, and developed an average operating ratio of 97.4 per cent for the six months ending with March, 1948. For the latter period, according to the engineer, a net loss, resulting in an operating ratio of 104 per cent, would have been suffered had current wages and fuel costs prevailed throughout the period. He concluded from these data that an over-all revenue increase of 11.8 per cent would be necessary if the carriers were to develop an operating ratio of 93 per cent, which he believed would be reasonable.

Based upon his studies, the Association engineer was of the opinion that rates in the drayage tariff should be increased by an average amount between 7 per cent and 11.8 per cent. He said that 7 per cent was the absolute minimum necessary to recover the

increase due to the last wage contract alone; that about 10 per cent would be necessary to produce a sound operating ratio; and that the carriers' revenue position would become more healthy as the revenue increase approached 11.8 per cent estimated as necessary for an operating ratio of 93 per cent.

A revenue study was introduced also by a senior transportation engineer of the Commission's staff. According to this exhibit, eighteen selected carriers earned a net profit reflected by an operating ratio of 95.25 for the six months ending with March, 1948, but would have developed an operating ratio of 101.35 per cent had present wages, fuel costs, and vehicle taxes prevailed throughout the period. This witness estimated that an over-all revenue increase of 6.80 per cent would provide for an operating ratio of 95 per cent, and that a revenue increase of 9.13 per cent would provide for an operating ratio of 93 per cent. None of the carriers included in this study derived as much as half of their revenues from transportation within the drayage area.

Increases and adjustments in the drayage rates, as proposed by the Association, were set forth specifically in exhibits introduced and explained by the Association engineer and by a tariff publishing agent. In general the proposals are that class and commodity rates be increased by 10 per cent; that vehicle-unit rates be increased in varying amounts ranging from about 5 per cent to 8 per cent; and that accessorial and incidental charges be adjusted generally to conform to those named in Highway Carriers' Tariff No. 2.³

³ Highway Carriers' Tariff No. 2 (Appendix "D" to Decision No. 31606, as amended, in Case No. 4246) names minimum rates, rules and regulations for the transportation of general commodities throughout the state.

In addition, increased ratings on a number of light and bulky commodities would be established in the form of exceptions to the governing classification, and certain package and unit rates would be revised as hereinafter explained.

The classification exceptions would apply on commodities briefly indicated in the margin below.⁴ In support of this proposal the Association engineer introduced and explained a study which he had made of the relative cost of transporting the articles in question. He testified that rates in the drayage tariff were constructed originally on the theory that the 3rd Class rates would return cost plus a profit; that he had determined 33 pounds per cubic foot to be a fair mathematical average of the density of 3rd Class materials; and that freight with a density of 20 pounds per cubic foot, loaded to the space capacity of the largest vehicles used within the drayage area (1,200 cubic feet), would produce a net weight of 24,000 pounds and a gross weight approximating the maximum permissible on the public streets and highways. On this basis he reasoned that every commodity should be rated sufficiently high to produce, for a maximum truckload, at least the equivalent of that which would accrue from 24,000 pounds moving at the existing 3rd Class rate. The required revenue would be \$26.40 between drayage zones taking "Rate Basis B", which he used for purposes of illustration. Having determined by tests the average densities of the light and bulky articles selected for his study, he calculated the ratings and rates which would be necessary to produce approximately \$26.40 for a capacity vehicle load. The rates were based upon minimum weights of 2,000, 4,000, or 10,000 pounds, depending

⁴ The classification exceptions would be established on certain aluminum ware, bicycles, burial cases, grave vaults, empty cans, furniture, glassware, sanitary pads, paper, paper articles, sheet steel ware, trunks, and traveling bags.

upon the weight of the quantity of each commodity required to fill the vehicle. Commodities selected for his study and embraced by the Association proposal, the witness said, were by no means all of those whose ratings were believed to be too low. He stated that the studied commodities were the principal ones moving regularly and in substantial volume within the drayage area, and the ones concerning which Association members were most disturbed.

The classification proposals were explained further by a publishing agent who prepares and files intrastate and interstate tariffs for various of the draymen. He said that the proposed provisions and ratings are similar to those which he has maintained for some years in a tariff applicable on interstate traffic moving within the Los Angeles area. He quoted existing classification ratings on the articles studied by the engineer, and pointed out that they cover a wide range. This witness concluded that on the whole the sought ratings would be about one-half class higher than the existing ratings, and that the principal benefit to the carriers would result from the suggested restrictions on weights heavier than could be loaded within a single vehicle.⁵

Proposed increases in certain package and unit rates were not related to the engineer's cost study, being in some cases greater than would be justified by the general evidence of increased costs.⁶ In support of these proposals the representative of a carrier engaged primarily in transporting property for wholesale

⁵ The restrictions would have the effect of making inapplicable rates based upon minimum weights in excess of those which could be physically loaded within the space capacity of the vehicle.

⁶ The present package and unit rates as referred to above are published in Items Nos. 325 and 410 series, respectively, of the drayage tariff.

dealers within the drayage area testified that he believed the present rates to be inadequate and the sought rates to be reasonable and necessary. He explained that his company charges rates above the minimum on much of its traffic, but encounters competition from other carriers at or somewhat above the minimum level. This witness did not submit specific data relating to the cost of performing the services.

Two carriers objected to the suggested increase in the package rates, as well as to an Association proposal relating to charges for collecting and remitting "C.O.D." amounts on shipments weighing less than 100 pounds. It was the position of these carriers that, although the existing charges might be inadequate, the proposed charges would certainly be excessive for the services in question; and that in the absence of specific cost information the Commission should not undertake to determine a proper modification of the proposal.

Representatives of several shippers and organizations, including the Los Angeles Chamber of Commerce, participated in development of the record through cross-examination of the carrier witnesses. These parties did not introduce evidence directly, nor did anyone specifically oppose granting of the Association petitions except as hereinbefore indicated, and except as some objections may have been suggested through cross-examination.

Discussion and Conclusions

From the evidence of record it is clear that for-hire carriers operating within the Los Angeles drayage area have been confronted, since the drayage tariff was last reviewed, with increased expenses for the important items of wages and fuel. The

net effect upon costs, which would vary with the different services according to the relationship of labor and fuel to the operation, appears to be reasonably disclosed by the revised cost study submitted by the Association engineer. The revenue studies of selected carriers, as offered by this witness and by the Commission engineer, while not conclusively related to the drayage tariff, tend to corroborate the evidence of the specific cost estimates. On the evidence of record it is concluded that the minimum rates currently named in the drayage tariff, except as hereinafter provided, are below the minimum reasonable level under current conditions. They should be increased to the extent necessary to provide just, reasonable, and nondiscriminatory minimum rates and charges.

The minimum class and commodity rates will be increased approximately eight per cent, this amount being fully justified on the basis of the cost evidence. Vehicle-unit rates will be increased in the varying amounts specifically indicated in the cost exhibit. Certain other accessorial and incidental charges will be increased by the indicated eight per cent, except where different adjustments have been shown to be necessary in order to avoid undesirable differences between the drayage tariff and Highway Carriers' Tariff No. 2. In other cases, where the proposals were related neither to the latter tariff nor to the costs, no changes will be made on the present record. In this category are minimum charges, C.O.D. charges for shipments weighing less than 100 pounds, and package rates.

There remains for consideration the question of classification exceptions. The evidence is convincing in general that the present ratings and resulting rates and charges on the commodities

and commodity groups embraced within the Association proposal produce revenues which are less than fully compensatory. We are not satisfied on the available evidence that the method used by the Association engineer, which would in effect produce a uniform charge for a given bulk of freight of whatever description, constitutes a final solution to the problem of rating light and bulky freight for transportation by motor vehicle. If carried to its conclusion in connection with transportation generally, this method would apparently involve innumerable increases and reductions in classification ratings, amounting virtually to the development of a completely revised classification. This particular method, it may be noted, disregards all of the usual rating considerations other than density. Nevertheless, for purposes of the instant proceeding only, it is concluded that classification exceptions substantially as proposed by the Association should be established in the drayage tariff. This conclusion is predicated upon the evidence that the present ratings are noncompensatory, that the sought exceptions have been established upon interstate traffic moving within the same area, and upon the consideration that rating factors other than density may be of relatively less importance for short drayage movements. The proposed exceptions will be modified in some respects, generally for the purpose of making them inapplicable upon certain low-rated and relatively dense articles included within the suggested commodity groups.

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 hereby is, 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 September 1, 1948, which pages are numbered as follows:

Fourth Revised Page 16 cancels Third Revised Page 16
Third Revised Page 17 cancels Second Revised Page 17
Fifth Revised Page 20 cancels Fourth Revised Page 20
Second Revised Page 22 cancels First Revised Page 22
Fourth Revised Page 26 cancels Third Revised Page 26
Fourth Revised Page 28 cancels Third Revised Page 28
Sixth Revised Page 29 cancels Fifth Revised Page 29
Sixth Revised Page 31 cancels Fifth Revised Page 31
Fourth Revised Page 32 cancels Third Revised Page 32
Fifth Revised Page 35 cancels Fourth Revised Page 35
Fourth Revised Page 38 cancels Third Revised Page 38
Third Revised Page 39 cancels Second Revised Page 39
Fourth Revised Page 40 cancels Third Revised Page 40
Fifth Revised Page 41 cancels Fourth 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 or before September 1, 1948, on not less than five (5) 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, heroby 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 two petitions of the Motor Truck Association of Southern California, referred to in the preceding opinion, be, and they heroby are, 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 3rd day of August, 1948.

R. B. Anderson
Scott A. Kelly
Harold P. Kulis
Benjamin L. Patten
COMMISSIONERS

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
100 1-1-40	<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-D Cancels 110-C	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>An additional charge at the rate of \$2.10 per man per hour, minimum charge \$1.05, 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 8-3-47	<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 style="padding-left: 40px;">Less than 100 pounds... 50 cents</p> <p style="padding-left: 40px;">100 pounds and over ... 75 cents</p>
<p>*Change) (Increase) Decision No. 41928</p>	
EFFECTIVE SEPTEMBER 1, 1948	
Issued by the Public Utilities Commission of the State of California,	
Correction No. 89	San Francisco, California.

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)										
*130-C Cancels 130-B	<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 style="text-align: center;">(1) Table of added charges:</p> <table style="margin-left: auto; margin-right: auto;"> <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>229 cents</td> </tr> <tr> <td>3 to and including 5</td> <td>305 cents</td> </tr> <tr> <td>6 to and including 10</td> <td>381 cents</td> </tr> <tr> <td>11 or more</td> <td>39 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	229 cents	3 to and including 5	305 cents	6 to and including 10	381 cents	11 or more	39 cents per delivery
Number of Deliveries	◇ Added Charge										
2	229 cents										
3 to and including 5	305 cents										
6 to and including 10	381 cents										
11 or more	39 cents per delivery										
140 1-1-40	<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>										
* Change) ◇ Increase) Decision No. 41928											
EFFECTIVE SEPTEMBER 1, 1948											
Correction No. 90	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-D Cancels 165-C	<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;">16</td> </tr> <tr> <td> Second Class</td> <td style="text-align: right;">13</td> </tr> <tr> <td> Third Class</td> <td style="text-align: right;">9½</td> </tr> <tr> <td> Fourth Class, or lower</td> <td style="text-align: right;">8½</td> </tr> </table> <p> (1) Subject to minimum charge of ◇ 41 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> <p>(e) When rail pool cars are unloaded and segregated at and deliveries made from carrier's established depot, said depot will be considered as being located within Zone 1-A for the purpose of assessing transportation charges under this tariff, and transportation rates shall be applied from Zone 1-A as point of origin.</p>	(1) Merchandise classified as	◇ Rates in cents per 100 pounds	First Class	16	Second Class	13	Third Class	9½	Fourth Class, or lower	8½
	(1) Merchandise classified as	◇ Rates in cents per 100 pounds									
First Class	16										
Second Class	13										
Third Class	9½										
Fourth Class, or lower	8½										
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>										

DISPOSITION OF FRACTIONS

180

In computing a rate based on a percentage of another rate, the following rule shall be observed in the disposition of fractions:

1-1-40

Fractions of less than $\frac{1}{2}$ or .50 of a cent, omit.

Fractions of $\frac{1}{2}$ or .50 of a cent or greater, increase to next whole figure.

* Change
; Increase Decision No. 41928

EFFECTIVE SEPTEMBER 1, 1948

Issued by The Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 91

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Concluded)	Class Rating
EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Concluded)		
◊ 212 Added	Aluminum Ware, viz.: Kitchen or cooking utensils, not nested solid (Subject to Note 1 of Item No. 290 series.)	1½
◊ 215 Added	Bicycles, set up or knocked down..... (Subject to Note 1 of Item No. 290 series.)	1½
◊ 218 Added	Burial Cases, set up..... (Subject to Note 2 of Item No. 290 series.)	1½
◊ 219 Added	Cans, iron or steel, liquid capacity exceeding one gill but not exceeding 5 gallons, not nested..... (Subject to Note 1 of Item No. 290 series.)	1½
*220-B Cancels 220-A	Carriers (used packages), second-hand, empty, as described in and subject to the provisions of Item No. 300 series of the Exception Sheet. (Minimum rate restriction removed as no longer effective.)	One-half of 4
230	Flowers, fresh, cut.....	1
◊ 232 Added	Furniture as described under that heading in the Western Classification except articles knocked down and except the following: Bamboo, cane, fibre, grass, rattan, reed or willow; Bedstead rails, bedstead rails and holders combined, or bedstead slats, steel; Cabinets, filing, steel; Children's bed springs, linked or woven wire, with angle iron frames; Cots, linked or woven wire springs and steel frames, collapsed or folded. (Subject to Note 1 of Item No. 290 series.)	1½
◊ 235 Added	Glassware, viz.: Incandescent lamps; Lamp globes or bulbs; Lamp shades, (not nested)..... (Subject to Note 2 of Item No. 290 series.)	1½
240	Ice Cream.....	2
◊ 260 Added	Pads, sanitary (sanitary diapers or napkins)..... (Subject to Note 1 of Item No. 290 series.)	1½
◊ 265 Added	Paper or Articles of Paper or Pulp, viz.: Boxes, bottles or cans as described in Item No. 6125 series of the Western Classification..... Tissue, facial cleansing. (Subject to Note 1 of Item No. 290 series.)	1½
◊ 270 Added	Sheet Steel Ware, as described under that heading in the Western Classification, except articles nested or nested solid and except the following: Baking pan sets, (two or more pans strapped together with band steel); Can or pail stock, other than milk shipping can stock, tin, bodies flat, tops and bottoms formed; Forks or spoons, galvanized, tinned or plain; Pail or tub ear blanks; Panels or hoods, refrigerator cabinet, unfinished, not galvanized, painted, enameled nor lacquered; Powder keg material, (bottoms, sides, stoppers or tops); Shovels, stove. (Subject to Note 2 of Item No. 290 series.)	1½

◇ 280
Added

Trunks or Traveling Bags as described under that heading in the Western Classification.....
(Subject to Note 2 of Item No. 290 series.)

1 1/2

◇ 290
Added

(Applies in connection with items making specific reference hereto.)

- (1) Rates on shipments weighing in excess of 2,000 pounds shall be computed at the ratings shown based upon the class rates applicable to a minimum weight of 2,000 pounds.
- (2) Rates on shipments weighing in excess of 4,000 pounds shall be computed at the ratings shown based upon the class rates applicable to a minimum weight of 4,000 pounds.

* Change)
◇ Increase) Decision No. 41928

EFFECTIVE SEPTEMBER 1, 1948

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

Correction No. 92

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-D Cancels 310-C	◊ A	58	53	46	40	44	40	35	31	35	32	27	25
	◊ B	62	55	49	44	48	42	39	33	39	35	31	27
	◊ C	65	59	52	45	50	46	40	35	42	39	33	31
	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	22	19	16	15	16	15	14	13	13	12	11	9
	◊ B	25	22	19	16	18	16	15	14	15	13	12	11
	◊ C	27	25	21	19	19	18	16	15	16	14	13	12

*Change)
 ◊ Increase) Decision No. 41928

EFFECTIVE SEPTEMBER 1, 1948

Issued by The Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 93

Item No.	SECTION NO. 4 - COMMODITY RATES										
325-A Cancels 325 3-3-47	<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-C Cancels 330-B	<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> <hr/> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center; width: 60%;">Any quantity or less-carload ratings as shown in the Western Classification, Exception Sheet or this tariff</td> <td style="text-align: center; width: 40%;">◇ Added charges in cents per 100 pounds</td> </tr> <tr> <td style="text-align: center;">1st Class or Higher</td> <td style="text-align: center;">7½</td> </tr> <tr> <td style="text-align: center;">2nd Class</td> <td style="text-align: center;">6½</td> </tr> <tr> <td style="text-align: center;">3rd Class</td> <td style="text-align: center;">5½</td> </tr> <tr> <td style="text-align: center;">4th Class or Lower</td> <td style="text-align: center;">4</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	7½	2nd Class	6½	3rd Class	5½	4th Class or Lower	4
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	7½										
2nd Class	6½										
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4th Class or Lower	4										
<p>* Change) Decision No. 41928 ◇ Increase)</p>											
<p>EFFECTIVE SEPTEMBER 1, 1948</p>											
<p style="text-align: center;">Issued by The Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 94</p>											

Item No.	SECTION NO. 4--COMMODITY RATES (Continued) In Cents per 100 Pounds					
*340-F Cancels 340-E	FREIGHT, viz.:					
	Cement, portland, building, (See also Items Nos. 40 and 345 series).			Iron and Steel, structural, fabricated or unfabricated, consisting of:(Continued)		
	Flour or Corn Meal, edible, Grain and other articles as described in Item No. 400 series of the Exception Sheet.			Braces,		
	Iron and Steel Articles, viz.:			Caps, post,		
	Bands,			Channels,		
	Bars, plain, corrugated, twisted or bent,			Columns,		
	Billets,			Frames, circular,		
	Bolts,			Girders,		
	Castings, rough,			Guides, elevator,		
	Fencing,			Hangers, joist,		
Fittings, pipe,			Ladder assemblies, tank or tower,			
Forging, rough,			Piling,			
Hoops,			Plates,			
Ingots,			Plates, fish,			
Nails,			Pulleys, tank or reservoir,			
Nuts,			Railings, bridge,			
Pipe,			Rails,			
Rivets,			Shoes, riveted or cast,			
Rods,			Tees,			
Sheets, black, galvanized, corrugated or plain,			Trusses,			
Ties, bale,			Tubing, pier,			
Tinplate,			Turnbuckles,			
Washers,			Weights (not including sash weights),			
Wire.			Zees.			
Iron and Steel, structural, fabricated or unfabricated, consisting of:			Junk, viz.:			
Angles,			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.			
Bars, truss,			Paper, newsprint,			
Bases, post,			Refuse, citrus fruit, not fit for human consumption.			
Beams,						
Minimum Weight in Pounds						
10,000			20,000			
Rate Basis			Rate Basis			
A	B	C	A	B	C	
◇ 7½	◇ 9½	◇ 11	◇ 6½	◇ 7	◇ 7½	
* Change) ◇ Increase) Decision No. 41928						
EFFECTIVE SEPTEMBER 1, 1948						
Issued by The Public Utilities Commission of the State of California, San Francisco, California. Correction No. 95						

Item No.	SECTION NO. 4 -- COMMODITY RATES (Continued)						
342-B Cancels 342-A	FREIGHT, viz.:						
	(Items Nos. 341, 342 and 343 series)						
6-20-42	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.			
	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-D Cancels 343-C	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	
	◊ 9	◊ 11	◊ 12½	◊ 7½	◊ 8½	◊ 9	
*345-B Cancels 345-A	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 Over	over	Rate	But not Over	over	Rate
		0	2½	4	25	50	6
		2½	7½	4½	50	75	7½
		7½	12½	5	75	100	8½
		12½	25	5½			
(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. 41928							
EFFECTIVE SEPTEMBER 1, 1948.							
Issued by the Public Utilities Commission of the State of California, San Francisco, California.							
Correction No. 96							

Fourth Revised Page.....32

Cancel

CITY CARRIERS' TARIFF NO. 4

Third Revised Page.....32

HIGHWAY CARRIERS' TARIFF NO. 5

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-D Cancel 360-C	Rate Basis	Minimum weight in pounds						
		Any Quantity	500	2,000	4,000	10,000	20,000	30,000
	◇ A	19	16	13	11	8½	6½	6½
	◇ B	25	19	16	12	9½	7½	6½
	◇ C	30	23	19	15	11	9	7

* Change)
◇ Increase) Decision No. 41928

EFFECTIVE SEPTEMBER 1, 1948

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

Correction No. 97

Cancels

Item No.	SECTION NO. 4 - COMMODITY RATES (Concluded) In cents per 100 pounds						
*335-B Cancels 335-A	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					
10,000 pounds-----	9½						11
20,000 pounds-----	8½						9½
30,000 pounds-----	8						9
<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-E Cancels 390-D	Rate Basis	Minimum Weight in Pounds					
		Any Quantity	500	2,000	4,000	10,000	20,000
	◇ A	25	22	16	14	6½	6½
	◇ B	32	25	22	16	6½	6½
	◇ C	38	31	25	19	9	7½
<p>* Change) Decision No. 41928 ◇ Increase)</p>							
EFFECTIVE SEPTEMBER 1, 1948							
<p>Issued by The Public Utilities Commission of the State of California, San Francisco, California.</p>							
Correction No.98							

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)
<p>*401-D Cancels 401-C</p>	<p style="text-align: center;">RULES AND REGULATIONS (Concluded) (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 ◊ \$2.10 per man, per hour, minimum charge ◊ \$1.05, 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>
<p>* Change)) ◊ Increase)</p>	<p style="text-align: center;">Decision No. 41928</p>
<p>EFFECTIVE SEPTEMBER 1, 1948.</p>	
<p>Issued by The Public Utilities Commission of the State of California; San Francisco, California. Correction No. 99</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 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;">52</td> </tr> <tr> <td>250 -----</td> <td style="text-align: right;">48</td> </tr> <tr> <td>750 -----</td> <td style="text-align: right;">44</td> </tr> <tr> <td>2,000 -----</td> <td style="text-align: right;">41</td> </tr> <tr> <td>4,000 -----</td> <td style="text-align: right;">37</td> </tr> <tr> <td>6,000 -----</td> <td style="text-align: right;">35</td> </tr> <tr> <td>8,000 -----</td> <td style="text-align: right;">32</td> </tr> <tr> <td>10,000 -----</td> <td style="text-align: right;">29</td> </tr> <tr> <td>12,500 -----</td> <td style="text-align: right;">28</td> </tr> <tr> <td>15,000 -----</td> <td style="text-align: right;">26</td> </tr> <tr> <td>*25,000 -----</td> <td style="text-align: right;">25</td> </tr> </tbody> </table> <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>	Minimum Units per calendar month or any portion thereof	◇ Rates in cents per unit	Any Quantity-----	52	250 -----	48	750 -----	44	2,000 -----	41	4,000 -----	37	6,000 -----	35	8,000 -----	32	10,000 -----	29	12,500 -----	28	15,000 -----	26	*25,000 -----	25	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)
Minimum Units per calendar month or any portion thereof	◇ Rates in cents per unit																																												
Any Quantity-----	52																																												
250 -----	48																																												
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Over 150 but not over 300-----	3																																												
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Over 1,000 -----	(See Below)																																												

*410-C
 Cancels
 410-B

*Change
 ◇Increase) Decision No. 41928

EFFECTIVE SEPTEMBER 1, 1948

Issued by The Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 100

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	307	153
Over 250 but not over 2,500...	383	383
Over 2,500 but not over 5,000...	421	421
Over 5,000 but not over 8,000...	456	456
Over 8,000 but not over 12,000...	500	500
Over 12,000 but not over 20,000...	555	555
Over 20,000 but not over 30,000...	585	585
Over 30,000.....	725	725

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.

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 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.

* Change)
 ◊ Increase) Decision No. 41928

EFFECTIVE SEPTEMBER 1, 1948.

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Correction No. 101

420-D
 Cancels
 420-C

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 1	Column 2	Column 3	Column 4	Column 5
2,500 or less	126	396	459	6	287
Over 2,500 but not over 5,000	134	424	492	7½	287
Over 5,000 but not over 8,000	139	440	506	8	287
Over 8,000 but not over 12,000	150	482	551	8½	287
Over 12,000 but not over 20,000	166	520	598	10½	309
Over 20,000 but not over 30,000	179	551	639	11	309
Over 30,000	216	685	782	13½	317

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.

*430-D
 Cancels
 430-C

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.

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.

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.

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.

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.

*Change)
◇ Increase) Decision No. 41928

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