

**ORIGINAL**Decision No. 47671

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

In the Matter of the Investigation into )  
 the rates, rules, regulations, charges, )  
 allowances, and practices of all common )  
 carriers, highway carriers, and city )  
 carriers relating to the transportation )  
 of property. )

Case No. 4808

Appearances

Arlo D. Poe and J. C. Kaspar, for Motor Truck Association of  
 Southern California, petitioner.

James F. Bartholomew, Nat H. Williams, O. H. Scott,  
 H. Halverson, Claire Butler and Fred H. Garlock,  
 for various carriers, interested parties.

L. S. Osborne, John F. Kirkman, R. Ristrom, R. J. Jones,  
 and J. D. Masters, for various shippers and  
 shipper organizations, interested parties.

R. A. Lubich for Engineering Section, Transportation  
 Division, Public Utilities Commission of the  
 State of California.

SUPPLEMENTAL OPINION

This opinion deals with proposed revisions in the minimum rates, rules and regulations governing the transportation of general commodities by for-hire carriers within the portion of Los Angeles County hereinafter referred to as the "drayage area" and, under specified conditions, within Los Angeles and Orange Counties. The rates are set forth in City Carriers' Tariff No. 4, Highway Carriers' Tariff No. 5, which will be referred to as the "drayage tariff".

By petition filed June 20, 1952, the Motor Truck Association of Southern California (hereinafter called the Association) seeks increases in the rates in the drayage tariff. It alleges that since September, 1951, when the latest adjustments in the rates became effective, the costs applicable to the transportation of property within the area involved have increased substantially, primarily because of increases in labor costs and in vehicle fuel taxes, and that in relation to the higher costs the present rates are unreasonably low.

Public hearing of the matter was held before Examiner Abernathy at Los Angeles on July 23, 1952. Evidence was submitted by a consultant employed by the Association and by a member of the Association's rate committee.

The consultant testified that as a result of recent negotiations of new labor contracts between the carriers and their employees, to replace contracts which expired May 1, 1952, increased wages have been agreed upon to apply during the coming contract year. The amounts of the increases range from 15 cents to 19 cents an hour for the principal classes of employees with additional increases in the form of higher welfare and vacation allowances. Examples of the previous and present wage scales are as follows:

	<u>Wage Scale per Hour</u>		<u>Increase in Hourly Rate</u>
	<u>Prior to May 1, 1952</u>	<u>Subsequent to May 1, 1952</u>	
Drivers, Combination local and short line	\$1.67 $\frac{1}{2}$	\$1.86 $\frac{1}{2}$	\$ .19
Freight handlers	1.47 $\frac{1}{2}$	1.66 $\frac{1}{2}$	.19
Yardmen	1.55	1.74	.19
File clerks	1.22 $\frac{1}{2}$	1.37 $\frac{1}{2}$	.15
Billing clerks	1.47 $\frac{1}{2}$	1.62 $\frac{1}{2}$	.15
Lubricating operator	1.62 $\frac{1}{2}$	1.78	.15 $\frac{1}{2}$
Steam rack operator	1.58	1.73	.15

The consultant said that in addition to the foregoing wage increases the carriers granted an increase of 5 cents an hour to their mechanics and machinists in August, 1951, which increase is not reflected in the present minimum rates, and that negotiations are now in progress with respect to further wage increases for those employees. The increases in fuel taxes, he said, became effective in November, 1951, and resulted in an increase of one-half cent a gallon in carriers' fuel costs.

The witness stated that he had endeavored to ascertain the impact of the expense increases upon the carriers' earnings and for that purpose had made a revenue and expense study of 21 carriers whose operations are confined substantially to the drayage area. He said that the results of this study are generally indefinite but that they show, nevertheless, that the carriers' earnings from their operations are now below a reasonable level.

In order to arrive at a more accurate determination of the effect of the higher expenses upon the carriers' total operating costs the consultant brought up to date in certain respects the cost study upon which the present rates were adjusted to their current level. Taking the previous study, he substituted present wage and fuel costs for the figures previously used, but made no direct changes otherwise.

Although the carriers have experienced other increases in their operating costs, the witness indicated that the effect of such

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Indirectly, his computations result in an increase also in the allowance for overhead expense. In the development of the cost study the allowance for overhead expense was based on a percentage of the direct expense and would increase in proportion to increases in direct expenses. The witness said that the carriers have experienced increases in their overhead costs for the reason that they have been required to allow increases in their supervisors' salaries along with increases in wages to other employees.

increases is less accurately measurable and for that reason he had confined his adjustments in the cost study to the labor and tax items. He said that no change was made in the carriers' performance factors underlying the study because recent checks which he had made, and which had been made by a Commission engineer in a related proceeding, showed that those factors are virtually the same as when they were reviewed more than a year ago. After adjusting the cost study as indicated to arrive at revised costs of operation per mile, per hour, per week and per month, the witness expanded the costs to make provision for profit and then developed rates on the basis of the resultant figures.

The member of the Association's rate committee submitted an exhibit setting forth the specific adjustments in the minimum rates which are herein sought. With few exceptions the rates proposed by the rate witness are virtually the same as the rates which were developed by the consultant. Generally speaking, the increases which he recommended to make the present minimum rates conform to the current level of costs range from 9 to 12 percent in the class and commodity rates, 6 to 12 percent in the weekly rates,  $4\frac{1}{2}$  to 8 percent in the monthly rates, and  $1\frac{3}{4}$  percent in the rates for accessorial services. The average of the increases which are sought in the class and commodity rates amounts to about 10 percent, his exhibit shows. That somewhat lesser increases are proposed in the monthly rates than those otherwise sought was attributed by the witness to the desire of the carriers to avoid undue diversion of traffic to proprietary operations conducted with leased vehicles. He explained that the transportation which is performed under monthly rates is particularly subject to that type of competition. The increases which are sought in the rates for accessorial services were

represented as reflecting directly the increases in labor costs inasmuch as such services primarily involve labor.

No increase is proposed in present C.O.D. charges nor in certain package rates. It was explained that the C.O.D. charges are the same as those which apply as minimum outside of the drayage area in accordance with the provisions of Highway Carriers' Tariff No. 2 and that the carriers desire to retain the present uniformity in the charges. It was stated further that the package rates largely reflect the experience of a carrier specializing in the transportation of packages and that proposals to adjust the minimum package rates are being deferred pending the submission of rate proposals by that carrier. Aside from the increases proposed, the Association's rate witness asked for modification of present rules applicable to transportation performed under the monthly rates so as to permit the making of contracts for periods in excess of 31 days. He asserted that the present limitation of contracts to 31 days' duration unnecessarily adds to the clerical work of the carriers who operate under the monthly rates. Also, he asked for a rule requiring shippers to pay the costs of painting carriers' equipment or of supplying special equipment when such painting is done or equipment is supplied at shippers' request. This rule, he said, would eliminate present controversies between carriers and shippers regarding the responsibility for the costs of special painting or equipment furnished by carriers in response to requests therefor by the shippers.

Representatives of shippers and shipper organizations participated in the examination of the Association's witnesses. The representative of the California Manufacturers' Association urged that in order that effect be given to the provisions of Section 726 of the

Public Utilities Code, the cost data of record should first be segregated according to class of carrier in order to arrive at a suitable basis for making any necessary revisions in the present rates. In other respects granting of the petition was not opposed. <sup>2</sup>

The record herein is convincing that the carriers performing for-hire transportation services within the Los Angeles drayage area have experienced substantial increases in their costs of operation since the time the rates in the drayage tariff were last reviewed. The effect of the increases in labor costs and in tax expense upon the minimum costs of the service appears to be fairly disclosed by the consultant's revised cost study. It is evident that the rates which currently apply as minimum under the provisions of the drayage tariff are below a reasonable level under current conditions. They should be increased to the extent necessary to provide just, reasonable, and nondiscriminatory minimum rates and charges.

The rate proposals of the Association rate witness appear reasonable in light of the cost evidence and will be adopted, with minor exceptions, as a basis for the minimum rates hereinafter prescribed. <sup>3</sup> The proposed rule changes likewise appear reasonable and will be adopted.

<sup>2</sup>

The pertinent provisions of the section in question are as follows: "In any rate proceeding where more than one type or class of carrier, as defined in this part or in the Highway Carriers' Act, is involved, the commission shall consider all such types or classes of carriers, and, pursuant to the provisions of this part or the Highway Carriers' Act, fix as minimum rates applicable to all such types or classes of carriers the lowest of the lawful rates so determined for any such type or class of carrier."

<sup>3</sup>

A few adjustments to correct small errors in computation or in disposition of fractional rates will be made.

The absence of segregated cost data by class of carrier does not bar the rate adjustments herein found justified. The adjustments are designed to reflect the increased costs of performing service by the most efficient means of for-hire motor carriage, and are consistent with adjustments which have been made hitherto in the minimum rates prescribed by the Commission.<sup>4</sup> It is to be noted, moreover, that the costs involved herein are principally those of a single class of carriers, viz., city carriers, since a large part of the drayage area is within the city of Los Angeles.

Upon careful consideration of all of the evidence herein the Commission is of the opinion and finds that increases and other changes in present rates, rules and regulations in the drayage tariff are justified to the extent provided by the order which follows.

O R D E R

Based on the evidence of record and on the conclusions and findings set forth 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

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4

For discussion of the Commission's rate making procedures see Decision No. 46912, dated March 27, 1952, in Case No. 4808.

the revised pages attached hereto and by this reference made a part hereof, to become effective October 6, 1952, which pages are numbered as follows:

Sixth	Revised Page	16	cancels	Fifth	Revised Page	16
Fifth	"	17	"	Fourth	"	17
Seventh	"	20	"	Sixth	"	20
Sixth	"	26	"	Fifth	"	26
Sixth	"	28	"	Fifth	"	28
Eighth	"	29	"	Seventh	"	29
Ninth	"	31	"	Eighth	"	31
Sixth	"	32	"	Fifth	"	32
Seventh	"	35	"	Sixth	"	35
Third	"	37	"	Second	"	37
Sixth	"	38	"	Fifth	"	38
Fifth	"	39	"	Fourth	"	39
Sixth	"	40	"	Fifth	"	40
Seventh	"	41	"	Sixth	"	41

IT IS HEREBY FURTHER ORDERED that tariff publications required to be made by common carriers as a result of this order shall be made effective on or before October 6, 1952, on not less than five (5) days' notice to the Commission and to the public.

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 after the date hereof.

Dated at San Francisco, California, this 2nd day of September, 1952.

A. T. [Signature]  
 President  
Justin F. [Signature]  
[Signature]

\_\_\_\_\_  
 \_\_\_\_\_  
 Commissioners



CALIFORNIA PUBLIC UTILITIES COMMISSION

INTER-OFFICE CORRESPONDENCE

SAN FRANCISCO

August 28, 1952

From: Commissioner Huls

To: Commissioner Craemer

Dear Justus:

On further consideration of Order No. 22, Summary 1245, I feel that the Order should carry the following brief dissent.

"For the reasons stated in the Dissenting Opinion in Decision 46912, I dissent from the conclusion and determination ~~in the above~~ herein."

*Harold P. Huls*

HPH

*I concur in above dissent.*  
*John E. Mitchell*

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-F Cancels 110-E	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>An additional charge at the rate of \$2.80 per man per hour, minimum charge \$1.40, 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-E Cancels 120-D	<p style="text-align: center;">MINIMUM CHARGE</p> <p>Except as otherwise provided the minimum charge per shipment shall be as follows:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;"><u>Weight of shipment (in pounds)</u></th> <th style="text-align: center;"><u>Charge (in cents)</u></th> </tr> <tr> <th style="text-align: center;"><u>Over</u></th> <th style="text-align: center;"><u>But Not over</u></th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">25</td> <td style="text-align: center;">57</td> </tr> <tr> <td style="text-align: center;">25</td> <td style="text-align: center;">50</td> <td style="text-align: center;">70</td> </tr> <tr> <td style="text-align: center;">50</td> <td style="text-align: center;">75</td> <td style="text-align: center;">83</td> </tr> <tr> <td style="text-align: center;">75</td> <td style="text-align: center;">100</td> <td style="text-align: center;">100</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">-</td> <td style="text-align: center;">110</td> </tr> </tbody> </table>	<u>Weight of shipment (in pounds)</u>		<u>Charge (in cents)</u>	<u>Over</u>	<u>But Not over</u>		0	25	57	25	50	70	50	75	83	75	100	100	100	-	110
<u>Weight of shipment (in pounds)</u>		<u>Charge (in cents)</u>																				
<u>Over</u>	<u>But Not over</u>																					
0	25	57																				
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100	-	110																				
*Change ◇ Increase	Decision No. <u>47671</u>																					
EFFECTIVE October 6, 1952																						
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California          San Francisco, California</p> <p>Correction No. 129</p>																						

Item No.	SECTION NO. 1 -- RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)										
*130-E Cancels 130-D	<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 border="0" 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>308 cents</td> </tr> <tr> <td>3 to and including 5 _____</td> <td>410 cents</td> </tr> <tr> <td>6 to and including 10 _____</td> <td>513 cents</td> </tr> <tr> <td>11 or more _____</td> <td>53 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 _____	308 cents	3 to and including 5 _____	410 cents	6 to and including 10 _____	513 cents	11 or more _____	53 cents per delivery
Number of Deliveries	◊ Added Charge										
2 _____	308 cents										
3 to and including 5 _____	410 cents										
6 to and including 10 _____	513 cents										
11 or more _____	53 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. 47671</p>											
<p>EFFECTIVE October 6, 1952</p>											
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 130</p>											

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)												
*165-F Cancel 165-E	<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="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;"></td> <td style="text-align: right; vertical-align: bottom;">◇ Rates in cents per 100 pounds</td> </tr> <tr> <td>(1) Merchandise classified as</td> <td></td> </tr> <tr> <td style="padding-left: 20px;">First Class</td> <td style="text-align: right;">21</td> </tr> <tr> <td style="padding-left: 20px;">Second Class</td> <td style="text-align: right;">17</td> </tr> <tr> <td style="padding-left: 20px;">Third Class</td> <td style="text-align: right;">12½</td> </tr> <tr> <td style="padding-left: 20px;">Fourth Class, or lower</td> <td style="text-align: right;">11½</td> </tr> </table> <p>(1) Subject to minimum charge of ◇54 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>		◇ Rates in cents per 100 pounds	(1) Merchandise classified as		First Class	21	Second Class	17	Third Class	12½	Fourth Class, or lower	11½
	◇ Rates in cents per 100 pounds												
(1) Merchandise classified as													
First Class	21												
Second Class	17												
Third Class	12½												
Fourth Class, or lower	11½												
170	<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	<p style="text-align: center;">DISPOSITION OF FRACTIONS</p> <p>In computing a rate based on a percentage of another rate, the rule shall be observed in the disposition of fractions:          Fractions of less than ½ or .50 of a cent, omit.          Fractions of ½ or .50 of a cent or greater, increase to next whole figure.</p>												
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%; vertical-align: middle;">* Change ◇ Increase</td> <td style="font-size: 2em; vertical-align: middle;">}</td> <td style="vertical-align: middle;">Decision No. <b>47671</b></td> </tr> </table>		* Change ◇ Increase	}	Decision No. <b>47671</b>									
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<p>EFFECTIVE      October 6, 1952</p>													
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 131</p>													

Sixth Revised Page ... 26  
 Cancels  
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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-F Cancels 310-E	A	88	79	70	61	64	57	51	44	49	44	39	34
	B	89	80	71	62	65	58	52	45	52	45	42	36
	C	90	81	72	63	66	59	53	46	60	54	48	42
	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	29	26	23	20	22	19	17	15	16½	14½	13	11½
	B	30	27	24	21	23	20	18	16	17	15	13½	12
	C	41	37	33	29	30	27	24	21	20½	18½	16½	14½
* Change ◇ Increase		) Decision No. 47671											
EFFECTIVE OCTOBER 6, 1952													
Issued by the Public Utilities Commission of the State of California, San Francisco, California.													
Correction No. 132													

Item No.	SECTION NO. 4 - COMMODITY RATES										
325-B Cancels 325-A	<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>16 Cents per package or per piece, plus 1-3/4 cents 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-E Cancels 330-D	<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="width: 60%;">Any quantity or less-carload ratings as shown in the Western Classification, Exception Sheet or this tariff</td> <td style="width: 40%; text-align: right;">◇ Added charges in cents per 100 pounds</td> </tr> </table> <hr/> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">1st Class or Higher</td> <td style="width: 20%; text-align: right;">10</td> </tr> <tr> <td>2nd Class</td> <td style="text-align: right;">8½</td> </tr> <tr> <td>3rd Class</td> <td style="text-align: right;">7½</td> </tr> <tr> <td>4th Class or Lower</td> <td style="text-align: right;">5</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	10	2nd Class	8½	3rd Class	7½	4th Class or Lower	5
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	10										
2nd Class	8½										
3rd Class	7½										
4th Class or Lower	5										
<p>* Change }                  ◇ Increase } Decision No. 47671</p>											
<p>EFFECTIVE OCTOBER 6, 1952</p>											
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California,                  San Francisco, California.</p> <p>Correction No. 133</p>											

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents per 100 Pounds					
*340-H Cancel 340-G	FREIGHT, viz.:					
	Cement, portland, building, (See also Items Nos. 40 and 345 series), Flour or Corn Meal, edible, Grain and other articles as described in Item No. 400 series of the Exception Sheet. Iron and Steel Articles, viz.: Bands, Bars, plain, corrugated, twisted or bent, Billets, Bolts, Castings, rough, Fencing, Fittings, pipe, Forging, rough, Hoops, Ingots, Nails, Nuts, Pipe, Rivets, Rods, Sheets, black, galvanized, corrugated or plain, Ties, bale, Tinsplate, Washers, Wire. Iron and Steel, structural, fabricated or unfabricated, consisting of: Angles, Bars, truss, Bases, post, Beams, Braces, Caps, post, Channels, Columns.			Iron and Steel, structural, fabricated or unfabricated, consisting of: (Continued) Frames, circular, Girders, Guides, elevator, Hangers, joist, Ladder assemblies, tank or tower, Piling, Plates, Plates, fish, Pulleys, tank or reservoir, Railings, bridge, Rails, Shoes, riveted or cast, Tees, Trusses, Tubing, pier, Turnbuckles, Weights (not including sash weights), Zees. Junk, viz.: Paper, waste, and Rags, in machine pressed bales; Sacks, old, worn-out; Tires (rubber), old, worn-out; Tubes (rubber), pneumatic, old, worn-out; Metal, scrap, having value for remelting purposes only. Paper, newsprint, Refuse, citrus fruit, not fit for human consumption.		
Minimum Weight in Pounds						
10,000			20,000			
Rate Basis			Rate Basis			
A	B	C	A	B	C	
◇ 9	◇ 11	◇ 16	◇ 7½	◇ 8	◇ 10	
* Change ) ◇ Increase ) Decision No. <b>47671</b>						
EFFECTIVE OCTOBER 6, 1952						
Issued by the Public Utilities Commission of the State of California, San Francisco, California.						
Correction No. 134						

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents Per 100 Pounds																																																										
342-B Cancels 342-A	FREIGHT, viz.: (Items Nos. 341, 342 and 343 series) 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 percent (10%) of the aggregate weight of the shipment.																																																										
*343-F Cancels 343-E	FREIGHT, as described in Items Nos. 341 and 342 series. Minimum Weight in Pounds <table border="1" style="width:100%; text-align:center;"> <tr> <td colspan="3">10,000</td> <td colspan="3">20,000</td> </tr> <tr> <td colspan="3">Rate Basis</td> <td colspan="3">Rate Basis</td> </tr> <tr> <td>A</td><td>B</td><td>C</td> <td>A</td><td>B</td><td>C</td> </tr> <tr> <td>◇ 11</td><td>◇ 13½</td><td>◇ 18</td> <td>◇ 9</td><td>◇ 10</td><td>◇ 11½</td> </tr> </table>						10,000			20,000			Rate Basis			Rate Basis			A	B	C	A	B	C	◇ 11	◇ 13½	◇ 18	◇ 9	◇ 10	◇ 11½																													
10,000			20,000																																																								
Rate Basis			Rate Basis																																																								
A	B	C	A	B	C																																																						
◇ 11	◇ 13½	◇ 18	◇ 9	◇ 10	◇ 11½																																																						
345-C Cancels 345-B	FREIGHT, viz.: Cement clinker, Sacks, empty, cement, returning from an outbound paying load. Minimum Weight 28,500 pounds <table border="1" style="width:100%; text-align:center;"> <tr> <th colspan="2">Between</th> <th colspan="2">And</th> <th colspan="2">(1) MILES</th> <th colspan="2">(1) MILES</th> <th rowspan="2">Rate</th> </tr> <tr> <th colspan="2">Any point located within Zones 1-A, 1-B, 1-C, 1-D, 10, 11, 12 or 17</th> <th colspan="2">Any other point located within Zones 1-A, 1-B, 1-C, 1-D, 10, 11, 12 or 17</th> <th>Over</th> <th>But not over</th> <th>Over</th> <th>But not over</th> </tr> <tr> <td colspan="2"></td> <td colspan="2"></td> <td>0</td><td>2½</td> <td>4</td><td>25</td><td>6</td> </tr> <tr> <td colspan="2"></td> <td colspan="2"></td> <td>2½</td><td>7½</td> <td>4½</td><td>50</td><td>7½</td> </tr> <tr> <td colspan="2"></td> <td colspan="2"></td> <td>7½</td><td>12½</td> <td>5</td><td>75</td><td>8½</td> </tr> <tr> <td colspan="2"></td> <td colspan="2"></td> <td>12½</td><td>25</td> <td>5½</td><td>100</td><td></td> </tr> </table> <p>(1) Mileage shall be computed on the basis of the shortest actual mileage via any public highway or highways or any public street or streets.</p>						Between		And		(1) MILES		(1) MILES		Rate	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		Over	But not over	Over	But not over					0	2½	4	25	6					2½	7½	4½	50	7½					7½	12½	5	75	8½					12½	25	5½	100	
Between		And		(1) MILES		(1) MILES		Rate																																																			
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		Over	But not over	Over	But not over																																																				
				0	2½	4	25	6																																																			
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* Change } ◇ Increase } Decision No. 47671																																																											
EFFECTIVE OCTOBER 6, 1952																																																											
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 135																																																											



Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents per 100 Pounds							
	LUMBER AND FOREST PRODUCTS, as described in Item No. 530 series of the Exception Sheet:							
*360-F Cancels 360-E	Rate Basis	Minimum weight in pounds						
		Any Quantity	500	2,000	4,000	10,000	20,000	30,000
◇ A		25	23	18	14½	10½	7½	7½
◇ B		35	24	21	15	11	9	7½
◇ C		40	29	27	22	16	11½	9

\* Change }  
 ◇ Increase } Decision No. 47671

EFFECTIVE OCTOBER 6, 1952

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 San Francisco, California.

Correction No. 136

Item No.	SECTION NO. 4 - COMMODITY RATES (Concluded) In cents per 100 pounds						
*385-D Cancels 385-C	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		11		16		
	20,000 pounds		10		12		
30,000 pounds		9½		11½			
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.							
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.							
*390-C Cancels 390-F	SUGAR:						
	Rate Basis	Minimum Weight in Pounds					
		Any Quantity	500	2,000	4,000	10,000	20,000
	◇ A	34	31	22	19	7½	7½
	◇ B	45	32	29	20	7½	7½
◇ C	50	39	34	29	13½	9½	
* Change } ◇ Increase } Decision No. 47673							
EFFECTIVE OCTOBER 6, 1952							
Issued by the Public Utilities Commission of the State of California, San Francisco, California.							
Correction No. 137							

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS
	<p>RULES AND REGULATIONS (Items Nos. 400 and 401 Series)</p> <p>(a) Rates named in this section are subject to Items Nos. 10 and 11 series, Definition of Technical Terms, Items Nos. 30, 31, 32 and 33 series, Application of Tariff-Territorial, Item No. 40 series, Application of Tariff-Commodities, Item No. 85 series, Units of Measurement in Quotation of Rates and Charges, Item No. 95 series, Issuance of Shipping Document, Item No. 150 series, Collect on Delivery (C.O.D.) Shipments, and Item No. 160 series, Collection of Charges. They are not subject to other rules and regulations provided by Section No. 1.</p> <p>(b) Rates named in this section apply only when the property is transported by one carrier for one shipper.</p> <p>*(c) Prior to the transportation of the property, the shipper must enter into a written agreement with the carrier to ship at rates no lower than those provided in this section, stating specifically the class of service desired. Except as herein provided, no single agreement shall cover shipments transported over a period in excess of 31 days. EXCEPTION: An agreement covering transportation performed subject to the rates provided in Columns 3 or 4 of Item No. 430 series may be made for a period in excess of 31 days.</p> <p>The agreement shall be in substantially the following form, and the original or a copy thereof shall be retained and preserved by the carrier, subject to the Commission's inspection, for a period of not less than three (3) years from the date of its issuance.</p> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <p style="text-align: right;">Date- - - - -</p> <p>In accordance with the provisions of Item No. 400 series of City Carriers' Tariff No. 4, Highway Carriers' Tariff No. 5 (Appendix "A" of Decision No. 32504, as amended, in Case No. 4121), I hereby elect to have _____ (identify transaction) _____ transported by _____ (carrier) _____ from _____ (point of origin) _____ to _____ (point of destination) _____ at the rate of _____ (see note) _____ under the rates and provisions of Item No. _____ (see note) _____ series of said tariff.</p> <p>Shipper _____ By _____ (name in full) (name in full)</p> <p>Confirmed: Carrier _____ By _____ (name in full)</p> <p>NOTE.- In the event shipper and carrier agree to a basis higher than that provided by the Item, but in the same unit or units of measurement in which the minimum basis is stated, the agreed basis may be stated in place of the Item Number.</p> </div> <p style="text-align: center;">(Concluded on page 38)</p>

\*400-C  
Cancels  
400-B

\* Change, Decision No. 47671

EFFECTIVE OCTOBER 6, 1952

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San Francisco, California.

Correction No. 138

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)
<p>*401-F Cancels 401-E</p>	<p style="text-align: center;">RULES AND REGULATIONS (Concluded)</p> <p style="text-align: center;">(Items Nos. 400 and 401 series)</p> <p>(d) Rates named in Items Nos. 420 and 430 series are subject to an additional charge at the rate of <math>\diamond</math> \$2.80 per man, per hour, minimum charge <math>\diamond</math> \$1.40, 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>(1) (f) When in response to shipper's request carrier's equipment is painted, lettered or marked, or when special equipment or accessories are furnished by the carrier, in connection with transportation which is performed subject to the rates named in Item No. 430 series, a reasonable charge therefor shall be made by the carrier against the shipper. In no event shall the charge be less than the cost of the painting, lettering or marking or the costs applicable to the use of the special equipment or accessories.</p>
<p>* Change ) <math>\diamond</math> Increase ) (1) Addition )</p>	<p>Decision No. 47671</p>
EFFECTIVE OCTOBER 6, 1952	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 139</p>	

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:

Minimum Units per calendar month or any portion thereof	◇ Rates in cents per unit
Any Quantity-----	70
250-----	65
750-----	60
2,000-----	55
4,000-----	50
6,000-----	47
8,000-----	43
10,000-----	39
12,500-----	37
15,000-----	35
25,000-----	34

\*410-E  
Cancels  
410-D

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.

NOTE 2.—The weight of each shipment shall be the gross weight thereof. No allowance shall be made for the weight of containers.

NOTE 3.—The number of units shall be computed as follows:

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)

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.

\* Change }  
◇ Increase } Decision No. 47671

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San Francisco, California.

Correction No. 140

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)																											
*420-F Cancels 420-E	<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"> <thead> <tr> <th data-bbox="436 585 697 619">Weight in Pounds</th> <th data-bbox="882 552 1150 619">◊ Rates in Cents Per Hour</th> <th data-bbox="1167 552 1444 619">◊ Minimum Charges in Cents</th> </tr> </thead> <tbody> <tr> <td data-bbox="361 637 940 671">250 or less-----</td> <td data-bbox="1016 637 1075 671">425</td> <td data-bbox="1285 637 1344 671">425</td> </tr> <tr> <td data-bbox="361 671 940 705">Over 250 but not over 2,500-----</td> <td data-bbox="1016 671 1075 705">560</td> <td data-bbox="1285 671 1344 705">560</td> </tr> <tr> <td data-bbox="361 705 940 739">Over 2,500 but not over 5,000-----</td> <td data-bbox="1016 705 1075 739">580</td> <td data-bbox="1285 705 1344 739">580</td> </tr> <tr> <td data-bbox="361 739 940 773">Over 5,000 but not over 8,000-----</td> <td data-bbox="1016 739 1075 773">600</td> <td data-bbox="1285 739 1344 773">600</td> </tr> <tr> <td data-bbox="361 773 940 807">Over 8,000 but not over 12,000-----</td> <td data-bbox="1016 773 1075 807">615</td> <td data-bbox="1285 773 1344 807">615</td> </tr> <tr> <td data-bbox="361 807 940 841">Over 12,000 but not over 20,000-----</td> <td data-bbox="1016 807 1075 841">725</td> <td data-bbox="1285 807 1344 841">725</td> </tr> <tr> <td data-bbox="361 841 940 874">Over 20,000 but not over 30,000-----</td> <td data-bbox="1016 841 1075 874">780</td> <td data-bbox="1285 841 1344 874">780</td> </tr> <tr> <td data-bbox="361 874 940 908">Over 30,000-----</td> <td data-bbox="1016 874 1075 908">925</td> <td data-bbox="1285 874 1344 908">925</td> </tr> </tbody> </table> <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> <p>Less than 8 minutes----- omit.</p> <p>8 minutes or more but less than 23 minutes shall be <math>\frac{1}{4}</math> hour.</p> <p>23 minutes or more but less than 38 minutes shall be <math>\frac{1}{2}</math> hour.</p> <p>38 minutes or more but less than 53 minutes shall be <math>\frac{3}{4}</math> hour.</p> <p>53 minutes or more shall be 1 hour.</p> <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 ◊ 11.5 cents per hour (or fraction thereof) shall be assessed.</p>	Weight in Pounds	◊ Rates in Cents Per Hour	◊ Minimum Charges in Cents	250 or less-----	425	425	Over 250 but not over 2,500-----	560	560	Over 2,500 but not over 5,000-----	580	580	Over 5,000 but not over 8,000-----	600	600	Over 8,000 but not over 12,000-----	615	615	Over 12,000 but not over 20,000-----	725	725	Over 20,000 but not over 30,000-----	780	780	Over 30,000-----	925	925
	Weight in Pounds	◊ Rates in Cents Per Hour	◊ Minimum Charges in Cents																									
	250 or less-----	425	425																									
	Over 250 but not over 2,500-----	560	560																									
	Over 2,500 but not over 5,000-----	580	580																									
	Over 5,000 but not over 8,000-----	600	600																									
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	Over 20,000 but not over 30,000-----	780	780																									
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	* Change } ◊ Increase } Decision No. 47671																											
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	Correction No. 141																											

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	Column ◇ 6
2,500 or less	140	167	574	674	° 8½	378
Over 2,500 but not over 5,000	145	173	596	699	° 9½	378
Over 5,000 but not over 8,000	151	181	622	728	° 10½	378
Over 8,000 but not over 12,000	154	185	640	744	11	378
Over 12,000 but not over 20,000	181	217	758	865	11½	378
Over 20,000 but not over 30,000	195	234	818	931	° 13	394
Over 30,000	232	278	980	1103	° 17	400

\*430- F  
Cancels  
430- E

COLUMN 1—Rates in dollars per unit of carrier's equipment for a period of five 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 250 miles during such period, add rates provided by Column 5. When equipment is operated in excess of 8 hours in each 9 hours, add rates provided by Column 6.

COLUMN 2—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 5. When equipment is operated in excess of 8 hours in each 9 hours, add rates provided by Column 6.

COLUMN 3—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 5. When equipment is operated in excess of 8 hours in any one day, add rates provided by Column 6.

COLUMN 4—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 5. When equipment is operated in excess of 8 hours in any one day, add rates provided by Column 6.

COLUMN 5—Rates in cents per mile to be added to the Column 1, 2, 3 and 4 rates when the unit of carrier's equipment is operated in excess of the maximum mileage allowed thereunder.

COLUMN 6—Rates in cents per hour to be added to the Column 1, 2, 3 and 4 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, except as noted  
° No Change

Decision No. 47671

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