

ORIGINAL

Decision No. 48927

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

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 in Los Angeles and Orange)
 Counties (transportation for which rates)
 are provided in City Carriers' Tariff)
 No. 4 - Highway Carriers' Tariff No. 5))

Case No. 5435
 (Pet. No. 2)

Appearances

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

J. C. Kaspar, James Quintrall and Robert Boynton, for
 California Motor Transport Associations, Inc.,
 interested party.

Elmer Ahl, for Tank Truck Operators Tariff Bureau,
 interested party.

William J. Knoell, for Pacific States Motor Tariff
 Bureau, interested party.

L. E. Osborne and Ralph S. Schmitt, for California
 Manufacturers Association, interested party.

Quentin W. Bernhard, for California Retailers Associa-
 tion, interested party.

P. J. Arturo, L. A. Bey, B. F. Bolling, J. A. Gayle,
L. C. Monroe, Robert D. Gibson, A. D. Carleton,
H. L. Gunnison, Brian Pierce, L. O. Hargrove,
H. M. Schaefer, A. R. Allen, J. D. Masters,
W. O. Narry, and R. T. Hunt, for various shippers,
 interested parties.

V. W. Pope, F. P. Willette, Arnold Abajian, James F.
Bartholomew, H. J. Bischoff, Bill Campbell,
A. J. Deller, Mike Devine, L. J. Harvey, E. J.
Hunter, E. J. McSweeney, D. E. Meyers, O. M.
Melsheimer, Chas. P. Pinckard, A. R. Reader,
John P. Ward, Nat H. Williams, Jerome M. Miller,
Charles W. Schenk, and O. H. Scott, for various
 carriers, respondents.

G. L. Malquist and C. S. Abernathy of the staff of the
Public Utilities Commission of the State of
California.

O P I N I O N

By petition filed on July 2 and amended on July 13, 1953, The Motor Truck Association of Southern California seeks an immediate increase in the minimum rates and charges heretofore established for the transportation of property by city carriers and highway carriers within a portion of Los Angeles County and, under specified conditions, within Los Angeles and Orange Counties.

Public hearings were held before Examiner Bryant at Los Angeles on July 21 and 22, 1953. The matter is ready for decision.

The present minimum rates, rules and regulations are contained in City Carriers' Tariff No. 4, Highway Carriers' Tariff No. 5. The last general adjustment of rates in this tariff was effective October 6, 1952, pursuant to Decision No. 47671, dated September 2, 1952 (52 Cal. P.U.C. 36). Petitioner alleges that the proposed rate increases are necessary to compensate for certain higher costs experienced by city carriers and highway carriers since March 1, 1953. It asserts that such higher costs have been and will be experienced by all such carriers, and that the cost increases are capable of measurement with respect to their effect on total transportation expense. Petitioner declares that immediate increases in the minimum rates and charges are necessary in order to bring them to a reasonable level as required by law.

Evidence in support of the petition was introduced through the director of rate engineering activities of California

Motor Transport Associations, Inc., who testified as a transportation cost and rate analyst. This witness introduced and explained a number of exhibits designed collectively to show the effect of recent increased expenses upon the total cost of performing the various transportation and accessorial services. The increased expense items are as follows:

- (a) An increase of 1-1/2 cents a gallon in the price of gasoline which became effective on varying dates all in the early part of March, 1953;
- (b) An increase of 1-1/2 cents a gallon in the fuel tax on gasoline which became effective on July 1, 1953;
- (c) Increases in wages of drivers, helpers and certain other employees which became effective on June 1, 1953, under wage agreements; and
- (d) Minor increases in the cost of billing and collecting which became effective subsequent to the prior study.

The consultant's principal exhibit consisted of a complete revision of a detailed cost study which he introduced at hearings in July 1952 and upon which the present minimum rates are based. As thus revised, the costs range from about 3 per cent to 6-1/2 per cent higher than the 1952 costs. The witness submitted also summaries of wage agreements and detailed rate proposals. No other witness testified. No one opposed the granting of the petition.

Petitioner's proposal in general is to adjust the minimum rates and charges upward to reflect the specific cost increases. As exceptions, however, it asks that no change be made in certain C.O.D. and package charges which are based upon the tariff of a principal parcel carrier, and that the increases in the weekly and monthly vehicle unit rates be modified in recognition of unregulated truck rental competition.

The record in this proceeding is clear that the cost of performing the transportation and accessorial services herein involved has increased since the minimum rates and charges were last adjusted. The increased expenses are susceptible of accurate measurement, as petitioner has demonstrated, and should be given effect in the minimum rates at the earliest practicable date in order that the carriers may be in a position to perform their duties to those who require their services.

Upon careful consideration of all the facts and circumstances of record, it is concluded that the existing minimum rates, rules and regulations for the transportation of property within Los Angeles and Orange Counties should be revised to the extent provided in the order which follows.

O R D E R

Based upon the evidence of record and upon the conclusions and findings contained in the preceding opinion,

IT IS HEREBY ORDERED:

1. That City Carriers' Tariff No. 4, Highway Carriers' Tariff No. 5 (Appendix "A" of Decision No. 32504, as amended) be and it is hereby further amended by incorporating therein the revised pages attached hereto and listed in Appendix "A" also attached hereto, which pages and appendix by this reference are made a part hereof.

2. That tariff publications required or authorized 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, 1953, on not less than five days' notice to the Commission and to the public.

3. That in all other respects the aforesaid Decision No. 32504, as amended, shall remain in full force and effect.

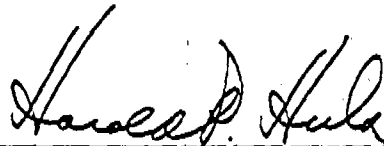
This order shall become effective twenty days after the date hereof.

Dated at San Francisco, California, this 4th day of August, 1953.

A. J. Anderson
President
Justin F. Calmes
Frederick P. Pettit
John E. Mitchell

Commissioners

I concur in this decision for the sole reason that I am of the opinion that the increase of rates authorized by said decision is justified by the additional costs incurred by the carriers herein involved. It is my opinion, however, that the existing rates herein concerned have not been prescribed in accordance with the requirements of the provisions of Section 726 of the Public Utilities Code.



Commissioner.

August 4, 1953

APPENDIX "A" TO DECISION NO. 48927

Revised Pages to City Carriers' Tariff No. 4 - Highway Carriers'
Tariff No. 5 Authorized by Said Decision.

Seventh Revised Page 16	cancel	Sixth Revised Page 16
Sixth Revised Page 17	cancel	Fifth Revised Page 17
Seventh Revised Page 18	cancel	Sixth Revised Page 18
Eighth Revised Page 20	cancel	Seventh Revised Page 20
Seventh Revised Page 26	cancel	Sixth Revised Page 26
Seventh Revised Page 28	cancel	Sixth Revised Page 28
Ninth Revised Page 29	cancel	Eighth Revised Page 29
Tenth Revised Page 31	cancel	Ninth Revised Page 31
Seventh Revised Page 32	cancel	Sixth Revised Page 32
Eighth Revised Page 35	cancel	Seventh Revised Page 35
Seventh Revised Page 38	cancel	Sixth Revised Page 38
Sixth Revised Page 39	cancel	Fifth Revised Page 39
Seventh Revised Page 40	cancel	Sixth Revised Page 40
Eighth Revised Page 41	cancel	Seventh Revised Page 41

(End of Appendix)

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																						
*100-A Cancels 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(1) 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 $\diamond 5$ cents per 100 pounds, minimum additional charge $\diamond 25$ 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-G Cancels 110-F	<p style="text-align: center;">ACCESSORIAL CHARGES .</p> <p>An additional charge at the rate of $\diamond \\$ 3.00$ per man per hour, minimum charge $\diamond \\$ 1.50$, 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-F Cancels 120-E	<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;">61</td> </tr> <tr> <td style="text-align: center;">25</td> <td style="text-align: center;">50</td> <td style="text-align: center;">75</td> </tr> <tr> <td style="text-align: center;">50</td> <td style="text-align: center;">75</td> <td style="text-align: center;">88</td> </tr> <tr> <td style="text-align: center;">75</td> <td style="text-align: center;">100</td> <td style="text-align: center;">106</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">-</td> <td style="text-align: center;">119</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	61	25	50	75	50	75	88	75	100	106	100	-	119
<u>Weight of shipment (in pounds)</u>		<u>Charge (in cents)</u>																					
<u>Over</u>	<u>But Not over</u>																						
0	25	61																					
25	50	75																					
50	75	88																					
75	100	106																					
100	-	119																					
<p>*Change } \diamond Increase } Decision No. 48927</p>																							
<p>EFFECTIVE September 1 , 1953</p>																							
<p>Issued by the Public Utilities Commission of the State of California San Francisco, California Correction No. 147</p>																							

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)										
	<p>SPLIT DELIVERY</p> <p>The charge for a split delivery shipment, as defined in Item No.11(j) series, shall be the charge applicable to the transportation of a single shipment of the same kind and quantity of property from point of origin to that point of destination of any component part which produces the highest charge, plus an added charge as provided in paragraph (1):</p> <p>(1) Table of added charges:</p> <table style="margin-left: 40px;"> <thead> <tr> <th style="text-align: left;">Number of Deliveries.</th> <th style="text-align: left;">◇ Added Charge</th> </tr> </thead> <tbody> <tr> <td>2 -----</td> <td>325 cents</td> </tr> <tr> <td>3 to and including 5 -----</td> <td>433 cents</td> </tr> <tr> <td>6 to and including 10 -----</td> <td>542 cents</td> </tr> <tr> <td>11 or more -----</td> <td>56 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 -----	325 cents	3 to and including 5 -----	433 cents	6 to and including 10 -----	542 cents	11 or more -----	56 cents per delivery
Number of Deliveries.	◇ Added Charge										
2 -----	325 cents										
3 to and including 5 -----	433 cents										
6 to and including 10 -----	542 cents										
11 or more -----	56 cents per delivery										
*130-F Cancels 130-E											
140	<p>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. 48927										
EFFECTIVE September 1, 1953											
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 148</p>											

Item
No.

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

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

(a) No carrier shall handle any C.O.D. shipment unless and until it has on file with the Commission a good and sufficient bond in such form as the Commission may deem proper, in a sum of not less than Two Thousand Dollars (\$2,000.00).

(b) The bond required by paragraph (a) hereof, shall be filed by the carrier as principal and by some solvent surety company, authorized to do business in the State of California, as surety, payable to the State of California, and/or any person or persons to whom any amount may be due on any C.O.D. shipment transported by said carrier and not remitted to the person or persons to whom it is due within ten (10) days after delivery of any such shipment; however, when the carrier has filed with any municipality or board thereof, pursuant to ordinance, a bond in a sum not less than Two Thousand Dollars (\$2,000.00), payable to said board or municipality and/or any person or persons to whom any amount may be due on any C.O.D. shipment transported by said carrier and not remitted to the person or persons to whom it is due within ten (10) days after delivery of any such shipment, the filing by such carrier of a certified copy of said bond with this Commission shall be deemed compliance herewith. Each bond filed pursuant to the foregoing shall specify the extent to which the carrier's operations are covered thereby and may cover more than one operative authority held by the same carrier. When a carrier with such a bond or bonds on file with the Commission obtains additional operative authority, said bond or bonds shall be revised or reissued to show whether or not the additional operative authority is covered thereby. No C.O.D. bond shall be canceled on less than thirty (30) days' notice to the Commission.

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

(d) The charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments weighing less than 100 pounds shall be \$15 cents for each \$100.00 or fraction thereof.

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

*150-G
Cancels
150-F

when the amount collected is ◊ Charge for collecting
and remitting will be

Not over	\$2.50	-----		◊ 0.27
Over	2.50 not over	\$ 5.00	-----	.32
Over	5.00 not over	10.00	-----	.43
Over	10.00 not over	20.00	-----	.46
Over	20.00 not over	25.00	-----	.50
Over	25.00 not over	40.00	-----	.57
Over	40.00 not over	50.00	-----	.61
Over	50.00 not over	60.00	-----	.77
Over	60.00 not over	80.00	-----	.80
Over	80.00 not over	100.00	-----	.83
Over	100.00 not over	102.50	-----	1.06
Over	102.50 not over	105.00	-----	1.08
Over	105.00 not over	110.00	-----	1.13
Over	110.00 not over	120.00	-----	1.16
Over	120.00 not over	140.00	-----	1.18
Over	140.00 not over	150.00	-----	1.23
Over	150.00 not over	160.00	-----	1.31
Over	160.00 not over	180.00	-----	1.34
Over	180.00 not over	200.00	-----	1.38
Over	200.00 not over	250.00	-----	1.54
Over	250.00 not over	300.00	-----	1.77
Over	300.00 not over	350.00	-----	1.99
Over	350.00 not over	400.00	-----	2.24
Over	400.00 not over	450.00	-----	2.47
Over	450.00 not over	500.00	-----	2.70
Over	500.00 not over	550.00	-----	2.93
Over	550.00 not over	600.00	-----	3.15
Over	600.00 not over	650.00	-----	3.39
Over	650.00 not over	700.00	-----	3.62
Over	700.00 not over	750.00	-----	3.86
Over	750.00 not over	800.00	-----	4.09
Over	800.00 not over	850.00	-----	4.31
Over	850.00 not over	900.00	-----	4.55
Over	900.00 not over	950.00	-----	4.78
Over	950.00 not over	1,000.00	-----	5.01
Over	1,000.00 at rate of \$5.01 per \$1,000			

* Change) - Decision No. 48927
◊ Increase)

EFFECTIVE September 1 , 1953

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 149

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)								
<p>*165-G Cancels 165-F</p>	<p style="text-align: center;">POOL CARS</p> <p>(a) For the service of unloading, segregating, or unloading and segregating property tendered to the carrier in pool cars, the following charges shall be made in addition to transportation charges:</p> <p style="text-align: right;">◇ Rates in cents per 100 pounds</p> <p>(1) Merchandise classified as</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">First Class -----</td> <td style="text-align: right;">22</td> </tr> <tr> <td>Second Class -----</td> <td style="text-align: right;">18</td> </tr> <tr> <td>Third Class -----</td> <td style="text-align: right;">13</td> </tr> <tr> <td>Fourth Class, or lower -----</td> <td style="text-align: right;">12</td> </tr> </table> <p>(1) Subject to minimum charge of ◇57 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>	First Class -----	22	Second Class -----	18	Third Class -----	13	Fourth Class, or lower -----	12
First Class -----	22								
Second Class -----	18								
Third Class -----	13								
Fourth Class, or lower -----	12								
<p>170</p>	<p style="text-align: center;">DELAYED DELIVERY OF SHIPMENTS</p> <p>(a) Where carrier cannot effect delivery upon arrival of shipment at point of destination, a free storage period of 48 hours from the first 7:00 A.M. thereafter may be allowed. After said free storage period, storage charges shall be assessed at not less than 1½ cents per 100 pounds per day for each of the first five days and at not less than 3 cents per 100 pounds per day for the sixth and each succeeding day until such time as instructions regarding disposition of the shipment are received by the carrier. In computing time, Sundays and legal holidays shall be excluded.</p> <p>(b) Subsequent delivery of the property from point of storage shall constitute a new shipment.</p>								
<p>180</p>	<p 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:</p> <p>Fractions of less than ½ or .50 of a cent, omit.</p> <p>Fractions of ½ or .50 of a cent or greater, increase to next whole figure.</p>								
<p>* Change) ◇ Increase) Decision No. 48927</p>									
<p>EFFECTIVE September 1, 1952</p>									
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>									
<p>Correction No. 150</p>									

Seventh Revised Page ... 26

Cancels

Sixth Revised Page ... 26

CITY CARRIERS' TARIFF NO. 4

HIGHWAY CARRIERS' TARIFF NO. 5

Item No.	SECTION NO. 3 - CLASS RATES In Cents per 100 Pounds												
	Rate Basis	Minimum Weight in Pounds											
Any Quantity				500				2,000					
1		2	3	4	1	2	3	4	1	2	3	4	
0310-G Cancels 310-F	A	94	84	75	65	68	61	54	47	51	46	41	36
	B	95	85	76	66	69	62	55	48	55	49	44	38
	C	96	86	77	67	70	63	56	49	64	57	51	45
	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	30	27	24	21	23	21	18	16	17	15	13½	12
	B	32	29	26	23	24	22	19	17	17½	16	14	12½
	C	43	39	35	30	32	28	25	22	21½	19½	17½	15
◇ Increase, Decision No. 48927.													
EFFECTIVE September 1, 1953													
Issued by the Public Utilities Commission of the State of California, San Francisco, California.													
Correction No. 151													

C. 5435*

Seventh Revised Page 28

 Cancels

Sixth Revised Page 28

CITY CARRIERS' TARIFF NO. 4

HIGHWAY CARRIERS' TARIFF NO. 5

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-F Cancels 330-E	<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: 70%;">1st Class or Higher -----</td> <td style="width: 30%; text-align: right;">10½</td> </tr> <tr> <td>2nd Class -----</td> <td style="text-align: right;">9</td> </tr> <tr> <td>3rd Class -----</td> <td style="text-align: right;">8</td> </tr> <tr> <td>4th Class or Lower -----</td> <td style="text-align: right;">5½</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 -----	10½	2nd Class -----	9	3rd Class -----	8	4th Class or Lower -----	5½
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 -----	10½										
2nd Class -----	9										
3rd Class -----	8										
4th Class or Lower -----	5½										
* Change) ◇ Increase)	Decision No. 48927										
EFFECTIVE September 1, 1953											
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 152</p>											

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents per 100 Pounds					
0340-I Cancels 340-H	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, Palleys, 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	
9½	11½	17	8	8½	10½	
♦ Increase, Decision No. .48927						
EFFECTIVE September 1, 1953						
Issued by the Public Utilities Commission of the State of California, San Francisco, California.						
Correction No. 153						

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-G Cancels 343-F	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	
11½	14	19	9½	10½	12		
345-C Cancels 345-B	FREIGHT, viz.:						
	Cement clinker, Sacks, empty, cement, returning from an outbound paying load. Minimum Weight 28,500 Pounds						
	Between		And				
	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		
			Over	But not over	Rate	Over	But not over
		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.							
◇ Increase, Decision No. 48927							
EFFECTIVE September 1, 1953							
Issued by the Public Utilities Commission of the State of California, San Francisco, California.							
Correction No. 154							

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents per 100 Pounds							
360-G Cancels 360-F	LUMBER AND FOREST PRODUCTS, as described in Item No. 580 series of the Exception Sheet:							
	Rate Basis	Minimum weight in pounds						
		Any Quantity	500	2,000	4,000	10,000	20,000	30,000
	A	26½	21½	19	15½	11	8	8
B	37	25½	22	16	11½	9½	8	
C	42½	31	28½	23½	17	12	9½	
<p>◇ Increase, Decision No. 48927</p>								
<p>EFFECTIVE September 1, 1953</p>								
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 155</p>								

Item No.	SECTION NO. 4 - COMMODITY RATES (Concluded) In cents per 100 pounds						
0385-E Cancels 385-D	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 $\frac{1}{2}$			17
	20,000 pounds -----			10 $\frac{1}{2}$			12 $\frac{1}{2}$
	30,000 pounds -----			10			12
	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.						
0390-H Cancels 390-G	SUGAR:						
		Minimum Weight in Pounds					
	Rate Basis	Any Quantity	500	2,000	4,000	10,000	20,000
	A	36	33	23 $\frac{1}{2}$	20	8	8
	B	48	34	31	21	8	8
C	53	41 $\frac{1}{2}$	36	31	14	10	
♦ Increase, Decision No. 48927							
EFFECTIVE September 1, 1953							
Issued by the Public Utilities Commission of the State of California, San Francisco, California.							
Correction No. 156							

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)
*401-G Cancels 401-F	<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 \$ 3.00 per man, per hour, minimum charge \$ 1.50 , 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>(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) Increase) Decision No. 48927</p>
	<p style="text-align: right;">EFFECTIVE September 1 , 1953</p>
	<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 157</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 -----	74
	250-----	69
	750-----	63
	2,000-----	58
	4,000-----	52
	6,000-----	50
	8,000-----	45
*410-F Cancels 410-E	10,000-----	41
	12,500-----	39
	15,000-----	37
	25,000-----	34
	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. 48927	
	EFFECTIVE September 1, 1953	
	Issued by the Public Utilities Commission of the State of California, San Francisco, California	
	Correction No. 158	

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)		
*420-G Cancels 420-F	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-----	450	450
	Over 250 but not over 2,500	590	590
	Over 2,500 but not over 5,000	615	615
	Over 5,000 but not over 8,000	640	640
	Over 8,000 but not over 12,000	655	655
	Over 12,000 but not over 20,000	760	760
	Over 20,000 but not over 30,000	815	815
	Over 30,000 -----	965	965
<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. 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.</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 ◊125 cents per hour (or fraction thereof) shall be assessed.</p>			
<p>*Change) ◊(Increase) Decision No. 48927 EFFECTIVE September 1, 1953</p>			
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 159</p>			

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Concluded)						
	FREIGHT, regardless of classification, transported between or within the zones described in Items Nos. 30, 31, 32 and 33 series:						
	Weight in pounds subject to Note 1						
		Column ◇ 1	Column ◇ 2	Column ◇ 3	Column ◇ 4	Column ◇ 5	Column ◇ 6
	2,500 or less -----	248	178	601	707	09	404
	Over 2,500 but not over 5,000	153	184	624	732	10	404
	Over 5,000 but not over 8,000	160	192	651	762	11	404
	Over 8,000 but not over 12,000	164	196	669	779	11½	404
	Over 12,000 but not over 20,000	190	228	788	900	12	404
	Over 20,000 but not over 30,000	204	245	847	965	14	418
	Over 30,000 -----	241	289	1009	1137	18	422
*430-G Cancels 430-F	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>NOTE 1. - Weight in pounds is the gross weight of the property transported by the unit of carrier's equipment at the time the equipment is transporting the greatest (heaviest) load during the period covered by the transaction. No allowance shall be made for weight of containers.</p>						

* Change
 ◇ Increase, except as noted) Decision No. 48927

EFFECTIVE September 1, 1953

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

Correction No. 160