

**ORIGINAL**Decision No. 50240

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation )  
 into 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. 4)Appearances

Arlo D. Poe and J. C. Kaspar for Motor Truck Association of Southern California, petitioner.  
R. D. Boynton for Truck Owners Association of California, interested party.  
W. G. O'Barr for Los Angeles Chamber of Commerce, interested party.  
John F. Kirkman and L. E. Osborne for California Manufacturers Association, interested party.  
Robert Hopping for California Retailers Association, interested party.  
H. M. Schafer, L. C. Monroe, James A. Gayle, Bess E. Anderson, John F. Kirkman, A. R. Allen, W. R. Czaban, L. A. Bey, P. J. Arturo, A. L. Russell, and W. N. Pedder for various shippers, interested parties.  
O. H. Scott, H. Halverson, Mrs. J. O. Murch, Cliff Bailey, Cromwell Warner, H. J. Bischoff, E. J. McSweeney, Morgan Stanley, E. O. Fleschner, D. A. Wheel, H. W. Rohde, R. D. Adams, R. H. Park, Fred H. Garlock, James F. Bartholomew, Donald M. Cooper, and Nat H. Williams, for various carriers, respondents.  
Grant 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 April 29, 1954, The Motor Truck Association of Southern California seeks an increase in the minimum rates and the 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.

A public hearing was held before Examiner Bryant at Los Angeles on June 16, 1954. The matter is ready for decision.

The present minimum rates are contained in City Carriers' Tariff No. 4, Highway Carriers' Tariff No. 5. The latest adjustment of rates in this tariff was effective September 1, 1953, pursuant to Decision No. 48927 dated August 4, 1953 (52 Cal. P.U.C. 727), and was based upon evidence adduced in July, 1953. Petitioner alleges that the rate increases now proposed are necessary to compensate for the increases in labor costs and payroll taxes experienced by city carriers and highway carriers since July, 1953. It asserts that the higher costs are applicable to all such carriers engaged in transportation services within the area embraced by the tariff. Petitioner declares that the need for the rate relief is urgent.

Evidence in support of the petition was introduced through the director of labor relations and the director of research for the petitioning association. The first witness introduced and explained an exhibit containing a summary of wage agreements showing the hourly wage rates paid in Los Angeles and

Orange counties for the various classes of carrier employees (1) on July 1, 1953, and (2) on June 1, 1954. The exhibit and testimony of this witness show that increased wages became effective on June 1, 1954, for drivers, freight handlers, helpers, checkers, forklift operators, office employees and various automotive maintenance employees.<sup>1</sup> He testified that the wage agreements in question are binding directly upon approximately 300 members of The Motor Truck Association of Southern California and set the pattern for wages paid by all other carriers in the area.

The research director introduced three exhibits. The first contains a summary of the operating profit-and-loss statements for the year 1953 and for the first quarter and the first four months of 1954 for 22 carriers engaged in local drayage within the Los Angeles area. The combined operating ratios as shown by this exhibit, before provision for income taxes, are 97.30 percent for the year 1953, 96.08 percent for the first quarter of 1954, and 96.34 percent for the first four months of 1954. His principal exhibit was a detailed study of the costs of transporting freight within the area herein involved. This study essentially is a complete revision of a report which he introduced at the hearings held in July, 1953. The revised exhibit is designed to show specifically the effect of the higher wages upon the cost of performing each of the several transportation and accessorial services. Increases in operating costs other than wages were disregarded by the witness because he found them to be relatively minor in their net effect.

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<sup>1</sup> For mechanics and machinists the wages were increased last on August 1, 1953, and are now subject to renegotiation. No prospective or speculative wages were considered by the petitioner in this proceeding.

The third exhibit introduced by the research director sets forth petitioner's rate proposal in detail. The proposal in general is to increase the minimum rates and charges sufficiently to reflect the specific cost increases as developed in the cost study. The increases in most cases range from four percent to six percent, with some exceptions. Petitioner asks that the adjustments in the weekly and monthly vehicle unit rates be moderated below the full cost-plus-profit levels as developed in the cost study in recognition of certain unregulated truck-rental competition. In a few of the tariff items, because of special circumstances or conditions as explained by the research director, no increase is proposed.

No other witness testified. Various shippers, shipper associations and the Los Angeles Chamber of Commerce assisted in development of the record through cross-examination. Granting of the application was opposed specifically by only one shipper representative. He argued that petitioner's showing is inadequate because it does not include rate bases or returns on investment, and does not establish a need of the carriers for additional revenue from transportation performed within the area herein involved.

The record in this proceeding is clear that certain of the costs of performing the transportation and accessorial services herein involved have increased since the minimum rates and the charges were last adjusted. The increased expenses, to the extent that they are significant, have been measured and set forth in the revised cost study. The evidence is convincing that

there have not been offsetting reductions in operating cost. If reasonable minimum rates are to be maintained, therefore, as is required by the statutes, the increased expenses must be given effect in the minimum rate tariff. It will be seen that this conclusion is based upon the showing of the minimum reasonable cost of performing the services. The revenue statements of the twenty-two selected carriers are of little significance except as a general check upon the accuracy and soundness of the cost estimates. The minimum rate adjustment herein involved is not predicated upon the revenue needs of any carrier or carriers. Under such circumstances the absence of data relating to rate bases and rates of return thereon is not material.

Upon careful consideration of all the facts and circumstances on 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 August 1, 1954, on not less than five days' notice to the Commission and to the public.

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 6th day of July, 1954.

John L. Mitchell  
President

Justus F. Calder  
Kenneth Dotted  
Deane Duggin

Commissioners

APPENDIX "A" TO DECISION NO. 50240

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

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

(End of Appendix)

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																						
*100-B Cancels 100-A	<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 <math>\diamond 5\frac{1}{2}</math> cents per 100 pounds, minimum additional charge <math>\diamond 27</math> 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-H Cancels 110-C	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>An additional charge at the rate of <math>\diamond \\$ 3.20</math> per man per hour, minimum charge <math>\diamond \\$ 1.60</math>, 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-G Cancels 120-F	<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;"><math>\diamond 76</math></td> </tr> <tr> <td style="text-align: center;">50</td> <td style="text-align: center;">75</td> <td style="text-align: center;"><math>\diamond 90</math></td> </tr> <tr> <td style="text-align: center;">75</td> <td style="text-align: center;">100</td> <td style="text-align: center;"><math>\diamond 109</math></td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">-</td> <td style="text-align: center;"><math>\diamond 123</math></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	$\diamond 76$	50	75	$\diamond 90$	75	100	$\diamond 109$	100	-	$\diamond 123$
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<p>*Change }  <math>\diamond</math>Increase } Decision No. 50240</p>																							
<p>EFFECTIVE AUGUST 1, 1954</p>																							
<p>Issued by the Public Utilities Commission of the State of California          San Francisco, California          Correction No. 166</p>																							



Cancels

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)										
<p>*130-G Cancels 130-F</p>	<p style="text-align: center;"><b>SPLIT DELIVERY</b></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="width: 100%;"> <thead> <tr> <th style="text-align: left;">Number of Deliveries</th> <th style="text-align: right;">◇ Added Charge</th> </tr> </thead> <tbody> <tr> <td>2 -----</td> <td style="text-align: right;">340 cents</td> </tr> <tr> <td>3 to and including 5 -----</td> <td style="text-align: right;">453 cents</td> </tr> <tr> <td>6 to and including 10 -----</td> <td style="text-align: right;">567 cents</td> </tr> <tr> <td>11 or more -----</td> <td style="text-align: right;">59 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 -----	340 cents	3 to and including 5 -----	453 cents	6 to and including 10 -----	567 cents	11 or more -----	59 cents per delivery
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<p>140</p>	<p style="text-align: center;"><b>ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</b></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)</p>	<p>Decision No. <b>50210</b></p>										
<p>EFFECTIVE AUGUST 1, 1954</p>											
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 167</p>											

Eighth Revised Page ... 26  
 Cancels  
 Seventh 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	
A	97	87	77	67	71	64	56	49	54	49	43	38	
B	98	88	78	68	72	65	57	50	58	52	46	40	
C	99	89	79	69	73	66	58	51	67	60	53	47	
310-H Cancels 310-G	Minimum Weight in Pounds												
	Rate Basis	4,000				10,000				20,000			
		1	2	3	4	1	2	3	4	1	2	3	4
	A	32	29	25	22	24	22	19	17	18	16	14	12½
	B	34	31	27	24	25	23	20	18	18½	16½	14½	13
C	45	41	36	32	33	29	26	23	22½	20	18	15½	
<p>◇ Increase, Decision No. 50240</p>													
EFFECTIVE AUGUST 1, 1954													
<p>Issued by the Public Utilities Commission of the State of California,          San Francisco, California.</p>													
Correction No. 168													

Cancels

Item No.	SECTION NO. 4 - COMMODITY RATES								
<p>325-B Cancels 325-A</p>	<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>								
<p>*330-G Cancels 330-F</p>	<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/> <p>Any quantity or less-carload ratings as shown in the Western Classification, Exception Sheet or this tariff</p> <p style="text-align: right;">◇ Added charges in cents per 100 pounds</p> <hr/> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">1st Class or Higher -----</td> <td style="text-align: right;">11</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;">5</td> </tr> </table>	1st Class or Higher -----	11	2nd Class -----	9	3rd Class -----	8	4th Class or Lower -----	5
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2nd Class -----	9								
3rd Class -----	8								
4th Class or Lower -----	5								
<p>* Change ) ◇ Increase) Decision No. 50240</p>									
<p>EFFECTIVE AUGUST 1, 1954</p>									
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 169</p>									

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents per 100 Pounds					
0340-J Cancels 340-I	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, Timpla, 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	
10	12	16	8½	9	12	
◊ Increase, Decision No. 50240						
EFFECTIVE AUGUST 1, 1954						
Issued by the Public Utilities Commission of the State of California, San Francisco, California.						
Correction No. 170						

Cancel

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents Per 100 Pounds																																																																							
342-B Cancel 342-A	<p>FREIGHT, viz.: (Items Nos. 341, 342 and 343 series)</p> <p>Roofing, Building, or Paving Material, as described in Item No. 1110 series of the Exception Sheet (subject to Note). Wine, domestic, having a declared value of not more than \$2.00 per gallon.</p> <p>NOTE —With shipments of one or more articles listed in Item No. 1110 series of the Exception Sheet as being subject to Note 1 therein, there may be included: metal fasteners, metal or wooden strips, mop yarn, nails and tin roofing caps, not to exceed ten percent (10%) of the aggregate weight of the shipment.</p>																																																																							
◇343-H Cancel 343-G	<p>FREIGHT, as described in Items Nos. 341 and 342 series.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="6" style="text-align: center;">Minimum Weight in Pounds</th> </tr> <tr> <th colspan="3" style="text-align: center;">10,000</th> <th colspan="3" style="text-align: center;">20,000</th> </tr> <tr> <th colspan="3" style="text-align: center;">Rate Basis</th> <th colspan="3" style="text-align: center;">Rate Basis</th> </tr> <tr> <th style="text-align: center;">A</th> <th style="text-align: center;">B</th> <th style="text-align: center;">C</th> <th style="text-align: center;">A</th> <th style="text-align: center;">B</th> <th style="text-align: center;">C</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">12</td> <td style="text-align: center;">14½</td> <td style="text-align: center;">20</td> <td style="text-align: center;">10</td> <td style="text-align: center;">11</td> <td style="text-align: center;">12½</td> </tr> </tbody> </table>						Minimum Weight in Pounds						10,000			20,000			Rate Basis			Rate Basis			A	B	C	A	B	C	12	14½	20	10	11	12½																																				
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◇345-D Cancel 345-C	<p>FREIGHT, viz.:</p> <p>Cement clinker, Sacks, empty, cement, returning from an outbound paying load. Minimum Weight 28,500 Pounds</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Between</th> <th style="text-align: center;">And</th> <th colspan="2" style="text-align: center;">(1) MILES</th> <th colspan="2" style="text-align: center;">(1) MILES</th> </tr> <tr> <th style="text-align: center;">Any point located within Zones 1-A, 1-B, 1-C, 1-D, 10, 11, 12 or 17</th> <th style="text-align: center;">Any other point located within Zones 1-A, 1-B, 1-C, 1-D, 10, 11, 12 or 17</th> <th style="text-align: center;">But not Over</th> <th style="text-align: center;">But not over</th> <th style="text-align: center;">But not Over</th> <th style="text-align: center;">But not over</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td style="text-align: center;">0</td> <td style="text-align: center;">2½</td> <td style="text-align: center;">25</td> <td style="text-align: center;">50</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">2½</td> <td style="text-align: center;">7½</td> <td style="text-align: center;">50</td> <td style="text-align: center;">75</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">7½</td> <td style="text-align: center;">12½</td> <td style="text-align: center;">75</td> <td style="text-align: center;">100</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">12½</td> <td style="text-align: center;">25</td> <td style="text-align: center;">50</td> <td style="text-align: center;">50</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td style="text-align: center;">Rate</td> <td style="text-align: center;">Rate</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td style="text-align: center;">4½</td> <td style="text-align: center;">6½</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td style="text-align: center;">4½</td> <td style="text-align: center;">7½</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td style="text-align: center;">5½</td> <td style="text-align: center;">9</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td style="text-align: center;">5½</td> <td style="text-align: center;">5½</td> </tr> </tbody> </table> <p>(1) Mileage shall be computed on the basis of the shortest actual mileage via any public highway or highways or any public street or streets.</p>						Between	And	(1) MILES		(1) MILES		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	But not Over	But not over	But not Over	But not over			0	2½	25	50			2½	7½	50	75			7½	12½	75	100			12½	25	50	50					Rate	Rate					4½	6½					4½	7½					5½	9					5½	5½
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Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents per 100 Pounds							
360-H Cancels 360-G	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	27½	25½	20	16½	11½	8½	8½
B	38½	26½	23	17	12	10	8½	
C	44	32½	30	24½	18	12½	10	
<p>◇ Increase, Decision No. 50240</p>								
<p>EFFECTIVE AUGUST 1, 1954</p>								
<p>Issued by the Public Utilities Commission of the State of California,          San Francisco, California.          Correction No. 172</p>								

Item No.	SECTION NO. 4 - COMMODITY RATES (Concluded) In cents per 100 pounds						
0385-F Cancels 385-E	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 -----		12	18			
	20,000 pounds -----		11	13			
30,000 pounds -----		10½	12½				
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-I Cancels 390-H	SUGAR:						
	Rate Basis	Minimum Weight in Pounds					
		Any Quantity	500	2,000	4,000	10,000	20,000
	A	37½	34½	24½	21	8½	8½
	B	49½	35½	32½	22	8½	8½
C	55	43½	38	32½	14½	10½	
◊ Increase, Decision No. 50240							
EFFECTIVE AUGUST 1, 1954							
Issued by the Public Utilities Commission of the State of California, San Francisco, California.							
Correction No. 173							

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)
	<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>\$ 3.20 per man, per hour, minimum charge <math>\diamond</math>\$ 1.60, 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>*401-H Cancels 401-B      (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 ) <math>\diamond</math> Increase) Decision No.    50240</p>
	<p>EFFECTIVE AUGUST 1, 1954</p>
	<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 174</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>	
	Minimum Units per calendar month or any portion thereof	◊ Rates in cents per unit
	Any Quantity -----	77
	250 -----	72
	750 -----	66
	2,000 -----	61
	4,000 -----	54
	6,000 -----	52
	8,000 -----	47
	10,000 -----	43
	12,500 -----	41
	15,000 -----	39
	25,000 -----	38
*410-G Cancels 410-F	<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>	
	Weight of shipment in pounds	Number of units
	50 or less	1
	Over 50 but not over 150	2
	Over 150 but not over 300	3
	Over 300 but not over 500	4
	Over 500 but not over 550	5
	Over 550 but not over 650	6
	Over 650 but not over 800	7
	Over 800 but not over 1,000	8
	Over 1,000 -----	(See Below)
	<p>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>	

\* Change )  
◊ Increase) Decision No. **50240**

EFFECTIVE AUGUST 1, 1954

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

Correction No. 175

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-----	480	480
	Over 250 but not over 2,500	620	620
	Over 2,500 but not over 5,000	640	640
	Over 5,000 but not over 8,000	670	670
	Over 8,000 but not over 12,000	685	685
	Over 12,000 but not over 20,000	795	795
	Over 20,000 but not over 30,000	850	850
	Over 30,000 -----	1000	1000
*420-H Cancels 420-G	<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 style="margin-left: 40px;">Less than 8 minutes ----- omit.</p> <p style="margin-left: 40px;">8 minutes or more but less than 23 minutes shall be <math>\frac{1}{4}</math> hour.</p> <p style="margin-left: 40px;">23 minutes or more but less than 38 minutes shall be <math>\frac{1}{2}</math> hour.</p> <p style="margin-left: 40px;">38 minutes or more but less than 53 minutes shall be <math>\frac{3}{4}</math> hour.</p> <p style="margin-left: 40px;">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 ◊135 cents per hour (or fraction thereof) shall be assessed.</p>		

\*Change )  
 (Increase) Decision No. **50240** EFFECTIVE AUGUST 1, 1954

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

Correction No. 176

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 -----	155	186	622	731	09	428
	Over 2,500 but not over 5,000	160	193	645	756	10	428
	Over 5,000 but not over 8,000	167	200	672	787	11	428
	Over 8,000 but not over 12,000	171	205	690	803	11½	428
	Over 12,000 but not over 20,000	198	238	809	925	12	428
	Over 20,000 but not over 30,000	212	255	867	990	14	441
	Over 30,000 -----	250	300	1029	1161	18	446
*430-H Cancels 430-G	<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		} Decision No. 50240					
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Correction No. 177							