

Decision No. 51868**ORIGINAL**

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 Minimum Rate Tariff No.5.)

Case No. 5435  
 Petition for Modification No. 8

(Appearances are listed in Appendix "B" hereof)

O P I N I O N

By petition filed June 22, 1955 the California Trucking Associations, Inc., seeks an upward adjustment of the minimum rates and charges heretofore established in Minimum Rate Tariff No. 5 for the transportation of property by city carriers and highway carriers between points in Los Angeles and Orange Counties.

Public hearing was held before Examiner J. E. Thompson at Los Angeles on July 19, 1955.

The last general adjustment of the rates and charges contained in Minimum Rate Tariff No. 5 was effective August 1, 1954 pursuant to Decision No. 50240 dated July 6, 1954. Petitioner alleges that since the date of the last general rate adjustment the cost of transporting property by motor vehicle within the territory involved has increased and that an immediate increase in rates and charges is necessary in order to restore such rates and charges to a reasonable level.

Evidence in support of the petition was introduced through the director of industrial relations and the director of research for the petitioner. Exhibit No. 8-1 is a summary of wage agreements showing

a comparison of the wage rates of carrier employees effective June 1, 1954 and May 1, 1955. The exhibit shows that as a result of negotiations between petitioner and several labor unions following a strike action extending from May 16 to June 10 of this year, the wages of clerical employees and operational employees except mechanics and machinists were increased substantially. In addition to the wage rate increases there were increases in the so-called fringe benefits such as holidays, vacations and pension plans. The director of industrial relations testified that the wage agreements are binding upon members of the petitioning association and set the pattern for wages paid by all other carriers in the area.

Exhibit No. 8-2 is a summary of income statements of 31 carriers whose revenues derived from transportation subject to the rates herein involved constitute over 25 per cent of their total gross operating revenues. The director of research testified that because the scope of the tariff is limited geographically to a small segment of the metropolitan Los Angeles area, few, if any, carriers derive 100 per cent of their revenue from transportation subject to the tariff. He stated that the 31 carriers represent a cross section of for-hire motor carriers operating in the area. The exhibit shows that the operating ratio before income taxes for the 31 carriers combined for the year 1954 is 97.47 per cent.

Exhibit No. 8-3 is a study showing the cost of transporting freight in the Los Angeles drayage area. This study essentially is a revision of a report which petitioner introduced at hearings which resulted in the last general rate adjustment prescribed in Decision No. 50240; that report in turn was a revision of a study introduced at hearings held in July 1953 resulting in adjustments prescribed by

the Commission in Decision No. 48927 dated August 4, 1953.<sup>1</sup> The cost study offered in this proceeding in effect has the same cost factors and performance factors except for labor costs as the study received in evidence in 1953. The director of research testified that while expenses other than wages have increased since 1953 their net effect upon the over-all result would be small because, in his opinion, in the territory involved the labor expense may represent as high as 80 per cent of the over-all cost of operation. He stated that while the cost figures in his study are predicated upon performance data secured earlier than 1953, he believed that costs based upon 1955 performance would be higher rather than lower than that shown in his study. He testified that performance data is now being developed under his direction by the petitioner and while the sample is being taken state-wide and is not yet complete, thus far it shows that there has been a sharp decline in performance rather than an improvement. The exhibit shows that the recent wage adjustments have increased carrier over-all cost by approximately 7 per cent.

Exhibit No. 8-4 is a statement of the rate adjustments proposed by petitioner. The adjustments reflect specific cost increases shown in Exhibit No. 8-3 with certain exceptions. Hourly, weekly and monthly unit rates as well as package rates set forth in Item 325 of the tariff are proposed to be increased only to a level which would be competitive with other means of transportation. It is proposed that C.O.D. charges be adjusted to the level of those prescribed in Minimum Rate Tariff No. 2 except that with respect to

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The 1954 study is Exhibit No. 4-3 in Case No. 5435, Petition for Modification No. 4. The 1953 study was received in evidence in Case No. 5435, Petition for Modification No. 2.

C.O.D. charges on shipments weighing less than 100 pounds the charge be increased from 15 cents per 100 dollars to 20 cents. The witness stated that practically all of the respondents herein also transport property subject to minimum rates prescribed in Minimum Rate Tariff No. 2 and that uniformity is desirable because it would eliminate confusion and mistakes on the part of carrier and shipper employees.

The proposed adjustment in rates in the main results in increases ranging from 3½ per cent to 10 per cent. C.O.D. charges under the proposal would result in an increase of about 10 per cent. Petitioner proposes to increase pool car rates, which were not adjusted in 1954,<sup>2</sup> by the equivalent of the increase in the wage cost for driver's helper from 1953 to 1955. The increase is approximately 15 per cent.

A respondent to the proceeding testified on his own behalf that, from the experience of his operation, he was of the opinion that the costs reflected in Exhibit No. 8-3 were far too low. He stated that, except possibly in the case of tires, the costs of equipment, fuel and repairs and maintenance have substantially increased since 1953 the latest year any costs other than wages have been considered in rate adjustments.

Various shippers, shipper associations and the Los Angeles Chamber of Commerce participated in the proceeding but did not offer any evidence. Granting the petition was specifically opposed by the Traffic Managers Conference of Southern California. Their spokesman argued that the petitioner's proposal is based upon a cost study that

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The record in Petition for Modification No. 4 in Case No. 5435 shows that the petition sought an increase of 6.101 per cent. Neither the record nor Decision No. 50240 in that proceeding discloses why the pool car rates were not increased. It is apparently an inadvertence that was not until now brought to the attention of the Commission.

does not reflect current transportation conditions. He stated that petitioner, in order to make a proper showing, should either present a cost study based upon current performance data or should undertake to show in terms of dollars and cents the amount of increase in expense incurred by the carriers since the last rate adjustment.

The record is clear that the cost of performing transportation and accessorial services in the area herein involved has increased since the minimum rates and charges were last adjusted. The increased cost of labor has been measured and has been reasonably integrated into the rate structure by the petitioner in its proposal. The record is convincing that, setting the labor expense aside, there has not been a decrease in carrier cost of operation. While as alleged by the Traffic Managers Conference of Southern California, the cost study is based upon performance data which is several years old, the testimony of the witnesses together with comparisons of profit and loss statements in evidence in this case corroborate the reasonableness of the over-all cost estimates.

Upon careful consideration of all of the facts of record, the Commission is of the opinion and hereby finds that the proposed increases in rates are justified and that the adjustments in the rates, rules and regulations provided for in the order herein are just and reasonable minimum rates for the transportation of property by city carriers and highway carriers within the geographical area described in Minimum Rate Tariff No. 5.

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 Minimum Rate Tariff No. 5 (Appendix "A" of Decision No. 32504, as amended) be and it is hereby further amended

by incorporating therein, to become effective September 20, 1955, 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 order herein may be made effective not earlier than the effective date hereof on not less than five days' notice to the Commission and to the public, and that such required tariff publications shall be made effective not later than September 20, 1955.

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 23<sup>rd</sup> day of August, 1955.

John E. Mitchell  
President  
Justin J. Crague  
William J. Dooly  
Ray E. Untereiner

Commissioners

Commissioner Ray E. Untereiner, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX "A" TO DECISION NO. 51868

Revised Pages to Minimum Rate Tariff

No. 5 Authorized by Said Decision

Eleventh Revised Page 16 Cancels Tenth Revised Page 16  
Eighth Revised Page 17 Cancels Seventh Revised Page 17  
Eighth Revised Page 18 Cancels Seventh Revised Page 18  
Tenth Revised Page 20 Cancels Ninth Revised Page 20  
Ninth Revised Page 26 Cancels Eighth Revised Page 26  
Ninth Revised Page 28 Cancels Eighth Revised Page 28  
Eleventh Revised Page 29 Cancels Tenth Revised Page 29  
Twelfth Revised Page 31 Cancels Eleventh Revised Page 31  
Ninth Revised Page 32 Cancels Eighth Revised Page 32  
Tenth Revised Page 35 Cancels Ninth Revised Page 35  
Ninth Revised Page 38 Cancels Eighth Revised Page 38  
Eighth Revised Page 39 Cancels Seventh Revised Page 39  
Ninth Revised Page 40 Cancels Eighth Revised Page 40  
Tenth Revised Page 41 Cancels Ninth Revised Page 41

(End of Appendix "A")

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

APPLICATION OF RATES

Rates provided in this tariff are for the transportation of shipments, as defined in Items Nos. 10(i) and 11(j) from point of origin to point of destination, and include loading into and unloading from the carrier's equipment, subject to Note 1.

\*100-E  
Cancels  
100-D

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 6 cents per 100 pounds, minimum additional charge 29 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.

ACCESSORIAL CHARGES

\*110-I  
Cancels  
110-H

An additional charge at the rate of \$3.50 per man per hour, minimum charge \$1.75, 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.

MINIMUM CHARGE

Except as otherwise provided the minimum charge per shipment shall be as follows:

\*120-H  
Cancels  
120-G

Weight of shipment (in pounds)

Over	But Not Over	Charge (in cents)
0	25	67
25	50	83
50	75	97
75	100	118
100	-	133

REFERENCES TO ITEMS AND OTHER TARIFFS

125

Unless otherwise provided, references herein to item numbers in this or other tariffs include references to such numbers with letter suffix, and references to other tariffs include references to amendments and successive issues of such other tariffs.

\*Change }  
Increase } Decision No. 51868

EFFECTIVE SEPTEMBER 20, 1955

Issued by the Public Utilities Commission of the State of California, San Francisco, California.  
Correction No. 195



Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)										
<p>*130-H Cancels 130-G</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(f) 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;">363 cents</td> </tr> <tr> <td>3 to and including 5 -----</td> <td style="text-align: right;">424 cents</td> </tr> <tr> <td>6 to and including 10 -----</td> <td style="text-align: right;">606 cents</td> </tr> <tr> <td>11 or more -----</td> <td style="text-align: right;">63 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 -----	363 cents	3 to and including 5 -----	424 cents	6 to and including 10 -----	606 cents	11 or more -----	63 cents per delivery
Number of Deliveries	◇ Added Charge										
2 -----	363 cents										
3 to and including 5 -----	424 cents										
6 to and including 10 -----	606 cents										
11 or more -----	63 cents per delivery										
<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 style="text-align: center;">Decision No. 51868</p>										
<p><b>EFFECTIVE SEPTEMBER 20, 1955</b></p>											
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 196</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.

(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 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, 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 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 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 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 020 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-H  
Cancels  
150-G

When the amount collected is

◇ Charge for collecting and remitting will be

Not over	\$2.50	-----		\$ 0.30
Over	2.50	not over	\$ 5.00	.35
Over	5.00	not over	10.00	.48
Over	10.00	not over	20.00	.51
Over	20.00	not over	25.00	.54
Over	25.00	not over	40.00	.63
Over	40.00	not over	50.00	.67
Over	50.00	not over	60.00	.85
Over	60.00	not over	80.00	.88
Over	80.00	not over	100.00	.91
Over	100.00	not over	102.50	1.16
Over	102.50	not over	105.00	1.18
Over	105.00	not over	110.00	1.24
Over	110.00	not over	120.00	1.27
Over	120.00	not over	140.00	1.29
Over	140.00	not over	150.00	1.36
Over	150.00	not over	160.00	1.43
Over	160.00	not over	180.00	1.46
Over	180.00	not over	200.00	1.52
Over	200.00	not over	250.00	1.69
Over	250.00	not over	300.00	1.94
Over	300.00	not over	350.00	2.18
Over	350.00	not over	400.00	2.45
Over	400.00	not over	450.00	2.70
Over	450.00	not over	500.00	2.96
Over	500.00	not over	550.00	3.21
Over	550.00	not over	600.00	3.46
Over	600.00	not over	650.00	3.71
Over	650.00	not over	700.00	3.96
Over	700.00	not over	750.00	4.23
Over	750.00	not over	800.00	4.48
Over	800.00	not over	850.00	4.73
Over	850.00	not over	900.00	4.98
Over	900.00	not over	950.00	5.24
Over	950.00	not over	1,000.00	5.49
Over	1,000.00	at rate of \$5.49 per \$1,000		

\* Change ) Decision No. 51868  
 ◇ Increase )

EFFECTIVE SEPTEMBER 20, 1955

Issued by the Public Utilities Commission of the State of California,  
 San Francisco, California.  
 Correction No. 197

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)										
<p>*165-I Cancel 165-H</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> <table style="margin-left: 40px;"> <tr> <td>(1) Merchandise classified as</td> <td></td> </tr> <tr> <td>    First Class -----</td> <td style="text-align: right;">25</td> </tr> <tr> <td>    Second Class -----</td> <td style="text-align: right;">21</td> </tr> <tr> <td>    Third Class -----</td> <td style="text-align: right;">15</td> </tr> <tr> <td>    Fourth Class, or lower -----</td> <td style="text-align: right;">14</td> </tr> </table> <p>    (1) Subject to minimum charge of ◊67 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.</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> <p>(f) Rates named in this item alternate with rates for the same services contained in tariffs filed with the Commission, pursuant to the provisions of the Public Utilities Act, and in effect on the date the services are provided.</p>	(1) Merchandise classified as		First Class -----	25	Second Class -----	21	Third Class -----	15	Fourth Class, or lower -----	14
(1) Merchandise classified as											
First Class -----	25										
Second Class -----	21										
Third Class -----	15										
Fourth Class, or lower -----	14										
<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 7:00A.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 following rule shall be observed in the disposition of fractions:</p> <p>Fractions of less than ¼ or .50 of a cent, omit.</p> <p>Fractions of ¼ or .50 of a cent or greater, increase to next whole figure.</p>										
<p>* Change } ◊ Increase }      Decision No. 51868</p>											
<p style="text-align: center;">EFFECTIVE SEPTEMBER 20, 1955</p>											
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 198</p>											

Ninth Revised Page ... 26  
 Cancels

Eighth Revised Page ... 26

MINIMUM RATE 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	105	94	84	73	76	68	61	53	58	52	46	40
	B	106	95	85	74	77	69	62	54	62	55	49	43
	C	107	96	86	75	80	70	63	55	72	64	57	50
310-I Cancels 310-H	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	34	31	27	24	26	23	20	18	19	17	15
	B	36	33	29	26	27	24	21	19	19½	17½	15½	14
C	49	44	39	34	35	31	28	25	24	21½	19	17	
<p>◇ Increase, Decision No. 51868</p>													
<p>EFFECTIVE SEPTEMBER 20, 1955</p>													
<p>Issued by the Public Utilities Commission of the State of California,          San Francisco, California.</p>													
<p>Correction No. 199</p>													

Cancel

Item No.	SECTION NO. 4 - COMMODITY RATES										
<p>* 325-C Cancels 325-B</p>	<p>FREIGHT, regardless of classification, transported between or within the zones described in Items Nos. 30, 31, 32 and 33, subject to Note 1.</p> <p style="text-align: center;">RATE</p> <p>16 cents per package or per piece, plus <math>\Delta</math> 2 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-H Cancels 330-G</p>	<p>FREIGHT transported between or within the zones described in Items Nos. 30, 31, 32 and 33 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 border="0" style="width: 100%;"> <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;"><math>\Delta</math> Added charges in cents per 100 pounds</td> </tr> </table> <hr/> <table border="0" style="width: 100%;"> <tr> <td>1st Class or Higher -----</td> <td style="text-align: right;">12</td> </tr> <tr> <td>2nd Class -----</td> <td style="text-align: right;">10</td> </tr> <tr> <td>3rd Class -----</td> <td style="text-align: right;">9</td> </tr> <tr> <td>4th Class or Lower -----</td> <td style="text-align: right;">6</td> </tr> </table>	Any quantity or less-carload ratings as shown in the Western Classification, Exception Sheet or this tariff	$\Delta$ Added charges in cents per 100 pounds	1st Class or Higher -----	12	2nd Class -----	10	3rd Class -----	9	4th Class or Lower -----	6
Any quantity or less-carload ratings as shown in the Western Classification, Exception Sheet or this tariff	$\Delta$ Added charges in cents per 100 pounds										
1st Class or Higher -----	12										
2nd Class -----	10										
3rd Class -----	9										
4th Class or Lower -----	6										
<p>* Change ) <math>\Delta</math> Increase) Decision No. 51868</p>											
<p>EFFECTIVE SEPTEMBER 20, 1955</p>											
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 220</p>											

Cancels

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents per 100 Pounds					
340-K Cancels 340-J	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, Timplate, 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	
10½	13	19	9	9½	11½	
♦ Increase, Decision No. 51868						
EFFECTIVE SEPTEMBER 20, 1955						
Issued by the Public Utilities Commission of the State of California, San Francisco, California.						
Correction No. 201						

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).						
	Roofing, Building, or Paving Material, as described in Item No. 1110 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 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 of the aggregate weight of the shipment.							
0343-I Cancels 343-E	FREIGHT, as described in Items Nos. 341 and 342.						
	Minimum Weight in Pounds						
	10,000			20,000			
	Rate Basis			Rate Basis			
	A	B	C	A	B	C	
13	15½	21	10½	11½	13		
0345-E Cancels 345-D	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	4½	25	50
		2½	7½	5	50	75	8½
		7½	12½	5½	75	100	9½
		12½	25	6			
(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. 51868							
EFFECTIVE SEPTEMBER 20, 1955							
Issued by the Public Utilities Commission of the State of California, San Francisco, California.							
Correction No. 202							



Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents per 100 Pounds							
	LUMBER AND FOREST PRODUCTS, as described in Item No. 500 of the Exception Sheet:							
Rate Basis	Minimum weight in pounds							
	Any Quantity	500	2,000	4,000	10,000	20,000	30,000	
◇ 360-I Cancels 360-H	A	29½	27½	21½	17½	12½	9	9
	B	41½	28½	24½	18	13	10½	9
	C	47	35	32	26	19	13	10½

◇ Increase, Decision No. 51868

EFFECTIVE SEPTEMBER 20, 1955

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 203

Item No.	SECTION NO. 4 - COMMODITY RATES (Concluded) In cents per 100 pounds						
0385-G Cancels 385-F	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 <sup>1</sup> , bristol, card, tar or trunk board.						
	Minimum Weight	Column A	Column B				
10,000 pounds -----	13	19					
20,000 pounds -----	11½	14					
30,000 pounds -----	11	13					
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.							
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.							
0390-J Cancels 390-I	SUGAR:						
	Rate Basis	Minimum Weight in Pounds					
		Any Quantity	500	2,000	4,000	10,000	20,000
	A	40½	37	26	22½	9	9
B	53	38	35	23½	9	9	
C	59	46½	40½	35	15½	11	
<p>◊Increase, Decision No. 51868</p>							
<p>EFFECTIVE SEPTEMBER 20, 1955</p>							
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 204</p>							

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)
*401- I Cancels 401- H	<p style="text-align: center;">RULES AND REGULATIONS (Concluded)</p> <p style="text-align: center;">(Items Nos. 400 and 401)</p> <p>(d) Rates named in Items Nos. 420 and 430 series are subject to an additional charge at the rate of <math>\\$ 3.50</math> per man, per hour, minimum charge <math>\\$ 1.75</math>, 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.</p> <p>(e) Unit rates named in Item No. 410 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, 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. 51868</p>
	EFFECTIVE SEPTEMBER 20, 1955
	<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California,            San Francisco, California.</p> <p>Correction No. 205</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 -----	82																				
	250 -----	77																				
	750 -----	71																				
	2,000 -----	65																				
	4,000 -----	58																				
	6,000 -----	56																				
	8,000 -----	50																				
	10,000 -----	46																				
	12,500 -----	44																				
	15,000 -----	42																				
	25,000 -----	41																				
*410-H Cancels 410-G	<p>NOTE 1.- When the charge accruing at the actual number of units exceeds the charge computed upon a rate based upon a greater number of units, the latter shall apply.</p> <p>NOTE 2.- The weight of each shipment shall be the gross weight thereof. No allowance shall be made for the weight of containers.</p> <p>NOTE 3.- The number of units shall be computed as follows:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Weight of shipment in pounds</th> <th style="text-align: right;">Number of units</th> </tr> </thead> <tbody> <tr> <td>50 or less</td> <td style="text-align: right;">1</td> </tr> <tr> <td>Over 50 but not over 150</td> <td style="text-align: right;">2</td> </tr> <tr> <td>Over 150 but not over 300</td> <td style="text-align: right;">3</td> </tr> <tr> <td>Over 300 but not over 500</td> <td style="text-align: right;">4</td> </tr> <tr> <td>Over 500 but not over 550</td> <td style="text-align: right;">5</td> </tr> <tr> <td>Over 550 but not over 650</td> <td style="text-align: right;">6</td> </tr> <tr> <td>Over 650 but not over 800</td> <td style="text-align: right;">7</td> </tr> <tr> <td>Over 800 but not over 1,000</td> <td style="text-align: right;">8</td> </tr> <tr> <td>Over 1,000 -----</td> <td style="text-align: right;">(See Below)</td> </tr> </tbody> </table> <p>To determine the number of units on shipments weighing over 1,000 pounds, use same method of computation as provided above for first 1,000 pounds.</p>		Weight of shipment in pounds	Number of units	50 or less	1	Over 50 but not over 150	2	Over 150 but not over 300	3	Over 300 but not over 500	4	Over 500 but not over 550	5	Over 550 but not over 650	6	Over 650 but not over 800	7	Over 800 but not over 1,000	8	Over 1,000 -----	(See Below)
Weight of shipment in pounds	Number of units																					
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	<p>* Change )          ◊ Increase) Decision No. 51868</p>																					
EFFECTIVE SEPTEMBER 20, 1955																						
<p>Issued by the Public Utilities Commission of the State of California,          San Francisco, California</p> <p>Correction No. 206</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>		
	Weight in Pounds	◇ Rates in Cents Per Hour	◇ Minimum Charges in Cents
	250 or less-----	520	520
	Over 250 but not over 2,500	660	660
	Over 2,500 but not over 5,000	680	680
	Over 5,000 but not over 8,000	710	710
	Over 8,000 but not over 12,000	725	725
	Over 12,000 but not over 20,000	835	835
	Over 20,000 but not over 30,000	890	890
	Over 30,000-----	1040	1040
*420- I Cancels 420- H	<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 \$150 cents per hour (or fraction thereof) shall be assessed.</p>		

\*Change )  
(Increase)

Decision No. 51868 EFFECTIVE SEPTEMBER 20, 1955

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 207

Cancels

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Concluded)																																																													
	<p>FREIGHT, regardless of classification, transported between or within the zones described in Items Nos. 30, 31, 32 and 33 series:</p> <p>Weight in pounds subject to Note 1</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Column ◇ 1</th> <th style="text-align: center;">Column ◇ 2</th> <th style="text-align: center;">Column ◇ 3</th> <th style="text-align: center;">Column ◇ 4</th> <th style="text-align: center;">Column 5</th> <th style="text-align: center;">Column ◇ 6</th> </tr> </thead> <tbody> <tr> <td>2,500 or less -----</td> <td style="text-align: center;">163</td> <td style="text-align: center;">196</td> <td style="text-align: center;">658</td> <td style="text-align: center;">773</td> <td style="text-align: center;">09</td> <td style="text-align: center;">445</td> </tr> <tr> <td>Over 2,500 but not over 5,000</td> <td style="text-align: center;">168</td> <td style="text-align: center;">203</td> <td style="text-align: center;">681</td> <td style="text-align: center;">798</td> <td style="text-align: center;">10</td> <td style="text-align: center;">445</td> </tr> <tr> <td>Over 5,000 but not over 8,000</td> <td style="text-align: center;">175</td> <td style="text-align: center;">210</td> <td style="text-align: center;">708</td> <td style="text-align: center;">829</td> <td style="text-align: center;">11</td> <td style="text-align: center;">445</td> </tr> <tr> <td>Over 8,000 but not over 12,000</td> <td style="text-align: center;">179</td> <td style="text-align: center;">215</td> <td style="text-align: center;">726</td> <td style="text-align: center;">845</td> <td style="text-align: center;">11½</td> <td style="text-align: center;">445</td> </tr> <tr> <td>Over 12,000 but not over 20,000</td> <td style="text-align: center;">206</td> <td style="text-align: center;">248</td> <td style="text-align: center;">845</td> <td style="text-align: center;">967</td> <td style="text-align: center;">12</td> <td style="text-align: center;">445</td> </tr> <tr> <td>Over 20,000 but not over 30,000</td> <td style="text-align: center;">220</td> <td style="text-align: center;">265</td> <td style="text-align: center;">903</td> <td style="text-align: center;">1032</td> <td style="text-align: center;">14</td> <td style="text-align: center;">460</td> </tr> <tr> <td>Over 30,000 -----</td> <td style="text-align: center;">258</td> <td style="text-align: center;">310</td> <td style="text-align: center;">1065</td> <td style="text-align: center;">1203</td> <td style="text-align: center;">18</td> <td style="text-align: center;">465</td> </tr> </tbody> </table>							Column ◇ 1	Column ◇ 2	Column ◇ 3	Column ◇ 4	Column 5	Column ◇ 6	2,500 or less -----	163	196	658	773	09	445	Over 2,500 but not over 5,000	168	203	681	798	10	445	Over 5,000 but not over 8,000	175	210	708	829	11	445	Over 8,000 but not over 12,000	179	215	726	845	11½	445	Over 12,000 but not over 20,000	206	248	845	967	12	445	Over 20,000 but not over 30,000	220	265	903	1032	14	460	Over 30,000 -----	258	310	1065	1203	18	465
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	<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>																																																													

\*430- I  
Cancels  
430- H

\* Change }  
◇ Increase } Decision No. 51868

EFFECTIVE SEPTEMBER 20, 1955

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

Correction No. 206

APPENDIX "B"

(Appearances in Case No. 5435)

For Petitioner:

ARLO D. POE, J. C. KASPAR and R. D. BOYNTON, for California  
Trucking Associations, Inc.

Respondents:

BENN W. PORTER, for Higgins Trucks, Inc.  
JACKSON W. KENDALL, for Bekins Van & Storage Co.  
W. J. MARTINDALE, for G & J Trucking Co.  
JAMES F. BARTHOLOMEW, for Signal Trucking Service  
ARTHUR SKANKE, for Star Truck & Warehouse Co.  
OREN SCOTT, JR., for J. A. Clark Draying Co.  
DONALD M. COOPER, for Western Transportation Co.  
NAT H. WILLIAMS, for Williams Transportation Co.  
JOHN H. BRIGGS, for Victorville-Barstow Truck Line  
ROGER RAMSEY and PRESTON DAVIS by ROGER RAMSEY, for United  
Parcel Service  
ED COCHRINGER, for Inter City Truck & Delivery Service  
FRED H. GARLOCK, for Marr Freight Inc.  
R. D. ADAMS, Boulevard Transportation Co.  
ARTHUR C. PORTER, for B & L Truck & Transfer Co.  
WILLIAM TAGGART, for Mercury Delivery Service  
MERLYN F. TESKEY, for Water-Land Truck Lines  
D. C. FESSENDEN, for California Warehouse Co.  
GROVE G. LAUTZENHISER, for Orange Empire Truck Lines, Inc.,  
Polar Lines, Inc.  
H. J. BISCHOFF, for Southern California Freight Lines and  
Southern California Freight Forwarders  
CECIL M. WILSON, for Same Day Delivery Service  
ROBERT HOWORTH FULLER, for Asbury Transportation Co.  
DEAN M. PORTER, for G. I. Trucking Co.  
EARL L. WILSON, for Pony Express ✓  
MILTON R. UNGER, for Mills Transfer Co., Inc. ✓  
H. B. JOHNSTON, JR., for Citizens Warehouse ✓  
WILLIAM M. EDWARDS, for Paxton Truck Company ✓

Interested Parties:

CROMWELL WARNER, for Traffic Managers Conference of  
Southern California ✓  
P. J. ARTURO, for Swift & Co.  
E. C. MARLIN, for Purex Corp., Ltd.  
A. F. SCHUMACHER, for Owens-Illinois  
W. P. McLAUCHLIN, for May Co.  
R. E. WILSON, for Barker Bros. Corporation and Western  
Traffic Conference, Inc.  
GLEN R. BAKER, for Union Oil Co. of California  
LAWRENCE R. HORKA, for Sears Roebuck & Co.  
W. G. O'BARR, for Los Angeles Chamber of Commerce

For the Commission's Staff:

LEONARD DIAMOND and RUDOLPH A. LUBICH