

ORIGINAL

Decision No. 53699

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 Minimum Rate Tariff
 No. 5.)

Case No. 5435
 Petition for Modification
 No. 10

- Arlo D. Poe and J. C. Kaspar, for California Trucking Associations, Inc., petitioner.
- R. D. Adams, for Boulevard Transportation Company;
William S. Aylmer and Grove G. Lautzenhiser, for Alco Transportation Company; James F. Bartholomew, for Signal Trucking Service, Ltd.; A. W. Merrifield, for Merrifield Trucking Co.; R. B. Meyers, for Western Transportation Co.; Roger Ramsey, for United Parcel Service; Harry Ross, for Modern Transport Service; O. H. Scott, for J. A. Clark Draying Company, Ltd.; C. V. Stadler, for S & M Transfer Co.; William Taggart, for Mercury Delivery Service; and Nat H. Williams, for Williams Transportation Co., various respondent carriers.
- Antone F. Bartolic, for Griley Security; B. F. Bolling, for Pioneer Division, Flintkote Company; R. C. Fels, for Furniture Manufacturers Association of Southern California; A. E. Norrbom, for Los Angeles Wholesale Institute and for California Shippers Associates, Inc.; H. A. Lincoln by Raymond Ristrom, for Fiber-board Paper Products Corporation; W. G. O'Barr, for Los Angeles Chamber of Commerce; L. E. Osborne, for California Manufacturers Association; A. K. Pentilla, for Sherwin-Williams Co. of California; James Quintrall, for Western Motor Tariff Bureau; and A. L. Russell, for Sears, Roebuck and Company, interested parties.
- Grant Malquist and Leonard Diamond, for the staff of the Public Utilities Commission of the State of California.

O P I N I O N

By this petition, filed May 4, 1956, the California Trucking Associations, Inc., seek increases in the minimum rates and charges promulgated in Minimum Rate Tariff No. 5 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. Petitioner alleges that since September 20, 1955, when the rates in Minimum Rate Tariff No. 5 were last adjusted, the carriers have experienced increases in their operating costs; that as a consequence the minimum rates are unreasonably low, and that increases are necessary to restore the rates to the level required by law.

On July 6, 1956, public hearing on the petition was held before Examiner C. S. Abernathy at Los Angeles.

Evidence was submitted by petitioner's director of research to show (a) the operating results of representative carriers who perform substantial amounts of transportation service in the Los Angeles area; (b) the extent that the wage rates of carriers operating in Los Angeles and Orange Counties have increased in the past year; and (c) present costs of the transportation services for which rates are provided in Minimum Rate Tariff No. 5.

The financial data which petitioner's witness presented were set forth in condensed revenue and expense statements covering the operations of 28 carriers for the year 1955. According to these data the combined revenues, expenses, and net revenues of the carriers were as follows:

Revenues	\$13,657,671
Expenses	<u>13,254,390</u>
Net Operating Revenues	\$ 403,281*
Operating Ratio	97.21%*

* Before allowance for income taxes.

Similar data for the carriers individually shows earnings as indicated by operating ratios ranging from a low of 90.58 per cent to a high of 115.72 per cent.

The witness set forth in his wage exhibit a comparison of the wage rates which were in effect as of July 1, 1955 and July 1, 1956 for various classifications of carrier employees. Generally speaking, the exhibit reports wage increases of between 4 and 5 per cent during the period.

The cost showing of petitioner's witness was in effect a revision of a previous study which he had submitted in the prior phase of this general proceeding. Applying present wage rates to performance data used in the previous study, he developed separate cost figures for transportation services performed under class rates and under other rates which the tariff provides. Upon the basis of these figures he proposed rates which were constructed to result in an operating ratio of approximately 93 per cent, before allowance for income taxes. The witness asserted that in actual application, however, the carriers' earnings under the rates would be less than indicated. He said that in the revision of the cost study he had compared the performance data upon which the study was developed with the carriers' performance under present conditions and had found that the carriers are operating generally at lower performance levels than those reflected in the study. He said, moreover, that he had not taken into consideration various expense increases such as those which became effective July 1, 1956, as a result of the enactment of federal tax legislation establishing increased taxes on fuel for motor vehicles and on tires. He asserted that consideration of these increases had been purposely omitted from the current study in order that it might be completed and presented as quickly as possible. He declared that the carriers are under such

urgent need for additional revenues that they concluded it would be preferable in the interest of bringing about a speedy conclusion to the present phase of this proceeding to forego, for the time being, such further rate increases as might be justified by a fuller cost showing.^{1/}

Advance notices of the hearing on this petition were sent by the Commission's secretary to numerous persons and organizations believed to be interested. Representatives of various shippers and of the Commission's staff participated in the development of the record. No one opposed the granting of the petition.

The evidence herein is clear that since the close of the record upon which the most recent adjustments of the rates in Minimum Rate Tariff No. 5 were based, city carriers and highway carriers engaged in transportation services subject to the provisions of Minimum Rate Tariff No. 5 have experienced increases in their costs of operations, particularly in their costs of labor. The expense increases, it appears, have become effective without any appreciable reductions in the carriers' operating costs otherwise. It likewise appears that under the cost study of petitioner's witness the cost increases are reasonably apportioned to the various services involved. Upon careful consideration of all of the facts and circumstances of record it is concluded and found that the sought increases in the minimum rates and charges have been shown to be reasonable and justified, and that the existing minimum rates, rules and regulations

^{1/} It appears that petitioner is initiating further studies to develop a more complete cost portrayal of the services, and that such studies will be presented subsequently.

in Minimum Rate Tariff No. 5 for the transportation of property within Los Angeles and Orange Counties should therefore be revised to the extent provided in the order which follows.^{2/}

O R D E R

Based upon the evidence of record and on 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 hereby is further amended by incorporating therein to become effective October 1, 1956, 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 October 1, 1956.

^{2/} The conclusions herein are reached without reference to petitioner's showing of operating results of selected carriers for the year 1955. This showing may tend to support petitioner's claim that at present the carriers' earnings from their operations are insufficient. However, it has but little probative value for minimum rate purposes inasmuch as in various respects it was only remotely related not only to the actual services involved but also to the representativeness of the revenues under minimum rates, the propriety of the expenses, and the efficiency of the operations, all of which are basic considerations in the establishment of reasonable minimum rates.

(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 Los Angeles, California, this 29th day of August, 1956.

[Signature]
Secretary

[Signature]

[Signature]

[Signature]

[Signature]
Commissioners

Certified as a True Copy

[Signature]

ASST. SECRETARY, PUBLIC UTILITIES COMMISSION
STATE OF CALIFORNIA

APPENDIX "A" TO DECISION NO. 53699

Revised Pages to Minimum Rate Tariff

No. 5 Authorized by Said Decision

First Revised Page 1 Cancels Original Page 1
Twelfth Revised Page 16 Cancels Eleventh Revised Page 16
Ninth Revised Page 17 Cancels Eighth Revised Page 17
Ninth Revised Page 18 Cancels Eighth Revised Page 18
Eleventh Revised Page 20 Cancels Tenth Revised Page 20
Tenth Revised Page 26 Cancels Ninth Revised Page 26
Tenth Revised Page 28 Cancels Ninth Revised Page 28
Thirteenth Revised Page 29 Cancels Twelfth Revised Page 29
Thirteenth Revised Page 31 Cancels Twelfth Revised Page 31
Tenth Revised Page 32 Cancels Ninth Revised Page 32
Eleventh Revised Page 35 Cancels Tenth Revised Page 35
Tenth Revised Page 38 Cancels Ninth Revised Page 38
Ninth Revised Page 39 Cancels Eighth Revised Page 39
Tenth Revised Page 40 Cancels Ninth Revised Page 40
Eleventh Revised Page 41 Cancels Tenth Revised Page 41

(End of Appendix "A")

CORRECTION NUMBER CHECKING SHEET

This tariff is issued in loose leaf form. All added and revised pages will be numbered consecutively in the lower left hand corner. These correction numbers should be checked below on this checking sheet before pages are filed in tariff.

CORRECTION NUMBERS

211	241	271	301	331	361	391
212	242	272	302	332	362	392
213	243	273	303	333	363	393
214	244	274	304	334	364	394
215	245	275	305	335	365	395
216	246	276	306	336	366	396
217	247	277	307	337	367	397
218	248	278	308	338	368	398
219	249	279	309	339	369	399
220	250	280	310	340	370	400
221	251	281	311	341	371	401
222	252	282	312	342	372	402
223	253	283	313	343	373	403
224	254	284	314	344	374	404
225	255	285	315	345	375	405
226	256	286	316	346	376	406
227	257	287	317	347	377	407
228	258	288	318	348	378	408
229	259	289	319	349	379	409
230	260	290	320	350	380	410
231	261	291	321	351	381	411
232	262	292	322	352	382	412
233	263	293	323	353	383	413
234	264	294	324	354	384	414
235	265	295	325	355	385	415
236	266	296	326	356	386	416
237	267	297	327	357	387	417
238	268	298	328	358	388	418
239	269	299	329	359	389	419
240	270	300	330	360	390	420

EFFECTIVE OCTOBER 1, 1956

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

Correction No. 211

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																				
*100-F Cancel 100-E	<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) 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 6½ cents per 100 pounds, minimum additional charge 31 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-J Cancel 110-I	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>An additional charge at the rate of \$3.70 per man per hour, minimum charge \$1.85, 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-I Cancel 120-H	<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 rowspan="2" 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> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">25</td> <td style="text-align: center;">70</td> </tr> <tr> <td style="text-align: center;">25</td> <td style="text-align: center;">50</td> <td style="text-align: center;">87</td> </tr> <tr> <td style="text-align: center;">50</td> <td style="text-align: center;">75</td> <td style="text-align: center;">101</td> </tr> <tr> <td style="text-align: center;">75</td> <td style="text-align: center;">100</td> <td style="text-align: center;">123</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">-</td> <td style="text-align: center;">139</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	70	25	50	87	50	75	101	75	100	123	100	-	139
<u>Weight of shipment (in pounds)</u>		<u>Charge (in cents)</u>																			
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0	25	70																			
25	50	87																			
50	75	101																			
75	100	123																			
100	-	139																			
125	<p style="text-align: center;">REFERENCES TO ITEMS AND OTHER TARIFFS</p> <p>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.</p>																				
<p>*Change } Increase } Decision No. 53699</p>																					
<p>EFFECTIVE OCTOBER 1, 1956</p>																					
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 212</p>																					

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)										
	<p style="text-align: center;">SPLIT DELIVERY</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="margin-left: 40px;"> <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;">377 cents</td> </tr> <tr> <td>3 to and including 5 -----</td> <td style="text-align: right;">503 cents</td> </tr> <tr> <td>6 to and including 10 -----</td> <td style="text-align: right;">629 cents</td> </tr> <tr> <td>11 or more -----</td> <td style="text-align: right;">65 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 -----	377 cents	3 to and including 5 -----	503 cents	6 to and including 10 -----	629 cents	11 or more -----	65 cents per delivery
Number of Deliveries	◇ Added Charge										
2 -----	377 cents										
3 to and including 5 -----	503 cents										
6 to and including 10 -----	629 cents										
11 or more -----	65 cents per delivery										
140	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Common carrier rates may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation between the same points of origin and destination, and for the same accessorial services, than results from the application of rates herein provided.</p>										
<p>* Change) ◇ Increase)</p>	<p>Decision No. 53699</p>										
<p>EFFECTIVE OCTOBER 1, 1956</p>											
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 213</p>											

MINIMUM RATE TARIFF NO. 5

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 20 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-I
Cancels
150-H

When the amount collected is

◇ Charge for collecting and remitting will be

Not over \$2.50	-----			\$0.33
Over 2.50 not over	\$	5.00	-----	.39
Over 5.00 not over		10.00	-----	.53
Over 10.00 not over		20.00	-----	.56
Over 20.00 not over		25.00	-----	.59
Over 25.00 not over		40.00	-----	.69
Over 40.00 not over		50.00	-----	.74
Over 50.00 not over		60.00	-----	.94
Over 60.00 not over		80.00	-----	.97
Over 80.00 not over		100.00	-----	1.00
Over 100.00 not over		102.50	-----	1.28
Over 102.50 not over		105.00	-----	1.30
Over 105.00 not over		110.00	-----	1.36
Over 110.00 not over		120.00	-----	1.40
Over 120.00 not over		140.00	-----	1.42
Over 140.00 not over		150.00	-----	1.50
Over 150.00 not over		160.00	-----	1.57
Over 160.00 not over		180.00	-----	1.61
Over 180.00 not over		200.00	-----	1.67
Over 200.00 not over		250.00	-----	1.86
Over 250.00 not over		300.00	-----	2.13
Over 300.00 not over		350.00	-----	2.40
Over 350.00 not over		400.00	-----	2.70
Over 400.00 not over		450.00	-----	2.97
Over 450.00 not over		500.00	-----	3.26
Over 500.00 not over		550.00	-----	3.53
Over 550.00 not over		600.00	-----	3.81
Over 600.00 not over		650.00	-----	4.08
Over 650.00 not over		700.00	-----	4.36
Over 700.00 not over		750.00	-----	4.65
Over 750.00 not over		800.00	-----	4.93
Over 800.00 not over		850.00	-----	5.20
Over 850.00 not over		900.00	-----	5.48
Over 900.00 not over		950.00	-----	5.76
Over 950.00 not over		1,000.00	-----	6.04
Over 1,000.00 at rate of \$6.04 per \$1,000				

* Change)
 ◇ Increase) Decision No. 53699

EFFECTIVE OCTOBER 1, 1956

Issued by the Public Utilities Commission of the State of California;
 San Francisco, California.
 Correction No. 214

Cancel

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)								
<p>*165-J Cancels 165-I</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="width: 20%; text-align: right;">27</td> </tr> <tr> <td>Second Class -----</td> <td style="text-align: right;">22</td> </tr> <tr> <td>Third Class -----</td> <td style="text-align: right;">16</td> </tr> <tr> <td>Fourth Class, or lower -----</td> <td style="text-align: right;">15</td> </tr> </table> <p>(1) Subject to minimum charge of ◊ 70 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>	First Class -----	27	Second Class -----	22	Third Class -----	16	Fourth Class, or lower -----	15
First Class -----	27								
Second Class -----	22								
Third Class -----	16								
Fourth Class, or lower -----	15								
<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 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</p>	<p style="text-align: center;">Decision No. 53699</p>								
<p style="text-align: center;">EFFECTIVE OCTOBER 1, 1956</p>									
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>									
<p>Correction No. 215</p>									

Item No.	SECTION NO. 3 - CLASS RATES In Cents per 100 Pounds												
	Rate Basis	Minimum Weight in Pounds											
Any Quantity				500				2,000					
1		2	3	4	1	2	3	4	1	2	3	4	
310-J Cancel 310-I	A	109	98	87	76	79	71	63	55	60	54	48	42
	B	110	99	88	77	80	72	64	56	64	58	51	45
	C	111	100	89	78	82	73	65	57	74	67	59	52
	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	36	32	28	25	27	24	21	19	20	18	16	14
	B	38	34	30	26	28	25	22	20	20½	18½	16½	14½
	C	50	45	40	35	37	33	29	26	25	22	20	17½

◇ Increase, except as noted } Decision No. 53699
 △ No change }

EFFECTIVE OCTOBER 1, 1956

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

Correction No. 216

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 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.</p>										
<p>*330-I Cancels 330-H</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 style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Any quantity or less-carload ratings as shown in the Western Classification, Exception Sheet or this tariff</th> <th style="text-align: right;">◇ Added charges in cents per 100 pounds</th> </tr> </thead> <tbody> <tr> <td>1st Class or Higher -----</td> <td style="text-align: right;">13</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> </tbody> </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 -----	13	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	◇ Added charges in cents per 100 pounds										
1st Class or Higher -----	13										
2nd Class -----	10										
3rd Class -----	9										
4th Class or Lower -----	6										
<p>* Change) ◇ Increase) Decision No. 53699</p>											
<p style="text-align: center;">EFFECTIVE OCTOBER 1, 1956</p>											
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, Correction No. 217 San Francisco, California.</p>											

Cancels

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents per 100 Pounds	
	FREIGHT, viz.:	
	Cement, Portland, building. (See also Items Nos. 40 and 345), Flour or Corn Meal, edible, Grain and other articles as described in Item No. 400 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, Pig Iron, Pipe, Rivets, Rods, Sheets, black, galvanized, corrugated or plain, Ties, bale, Tinsplate, Washers, Wire. Iron and Steel, structural, fabricated or unfabricated, consisting of: Angles, Bars, truss, Bases, post, Beams, Braces, Caps, post, Channels, Columns,	Iron and Steel, structural, fabricated or unfabricated, consisting of: (Continued) Frames, circular, Girders, Guides, elevator, Hangers, joist Ladder assemblies, tank or tower, Piling, Plates, Plates, fish, Pulleys, tank or reservoir, Railings, bridge, Rails, Shoes, riveted or cast, Tees, Trusses, Tubing, pier, Turnbuckles, Weights (not including sash weights), Zees. Junk, viz.: Paper, waste, and Rags, in machine pressed bales; Sacks, old, worn-out; Tires (rubber), old, worn-out; Tubes (rubber), pneumatic, old, worn-out; Metal scrap, having value for remelting purposes only. Paper, newsprint, Refuse, citrus fruit, not fit for human consumption.

340-M
Cancels
340-L

Minimum Weight in Pounds					
10,000			20,000		
Rate Basis			Rate Basis		
A	B	C	A	B	C
11	13½	19½	9½	10	12

◇ Increase, Decision No. **53699**

EFFECTIVE OCTOBER 1, 1956

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 218

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-J Cancels 343-I	FREIGHT, as described in Items Nos. 341 and 342. Minimum Weight in Pounds <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <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="width:16.6%;">A</th> <th style="width:16.6%;">B</th> <th style="width:16.6%;">C</th> <th style="width:16.6%;">A</th> <th style="width:16.6%;">B</th> <th style="width:16.6%;">C</th> </tr> </thead> <tbody> <tr> <td style="text-align:center;">13½</td> <td style="text-align:center;">16</td> <td style="text-align:center;">22</td> <td style="text-align:center;">11</td> <td style="text-align:center;">12</td> <td style="text-align:center;">13½</td> </tr> </tbody> </table>						10,000			20,000			Rate Basis			Rate Basis			A	B	C	A	B	C	13½	16	22	11	12	13½																											
10,000			20,000																																																						
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A	B	C	A	B	C																																																				
13½	16	22	11	12	13½																																																				
*345-F Cancels 345-E	FREIGHT, viz.: Cement clinker, Sacks, empty, cement, returning from an outbound paying load. Minimum Weight 28,500 Pounds <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" 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 colspan="2"></th> <th></th> <th colspan="2" style="text-align:center;">But not</th> <th colspan="2" style="text-align:center;">But not</th> </tr> <tr> <th colspan="2"></th> <th></th> <th style="text-align:center;">Over</th> <th style="text-align:center;">over</th> <th style="text-align:center;">Over</th> <th style="text-align:center;">over</th> </tr> </thead> <tbody> <tr> <td rowspan="4" style="vertical-align: top;">Any point located within Zones 1-A, 1-B, 1-C, 1-D, 10, 11, 12 or 17</td> <td rowspan="4" style="vertical-align: top;">Any other point located within Zones 1-A, 1-B, 1-C, 1-D, 10, 11, 12 or 17</td> <td></td> <td style="text-align:center;">0</td> <td style="text-align:center;">2½</td> <td style="text-align:center;">4½</td> <td style="text-align:center;">25</td> <td style="text-align:center;">50</td> <td style="text-align:center;">7</td> </tr> <tr> <td></td> <td style="text-align:center;">2½</td> <td style="text-align:center;">7½</td> <td style="text-align:center;">5</td> <td style="text-align:center;">50</td> <td style="text-align:center;">75</td> <td style="text-align:center;">9</td> </tr> <tr> <td></td> <td style="text-align:center;">7½</td> <td style="text-align:center;">12½</td> <td style="text-align:center;">5½</td> <td style="text-align:center;">75</td> <td style="text-align:center;">100</td> <td style="text-align:center;">10</td> </tr> <tr> <td></td> <td style="text-align:center;">12½</td> <td style="text-align:center;">25</td> <td style="text-align:center;">6</td> <td></td> <td></td> <td></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					But not		But not					Over	over	Over	over	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		0	2½	4½	25	50	7		2½	7½	5	50	75	9		7½	12½	5½	75	100	10		12½	25	6			
Between		And	(1) MILES		(1) MILES																																																				
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Correction No. 219																																																									

Cancel

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-J Cancel 360-I	A	30½	28½	22½	18	13	9½	9½
	B	43	29½	25½	18½	13½	11	9½
	C	49	36½	33	27	19½	13½	11

◇ Increase, Decision No. 53699

EFFECTIVE OCTOBER 1, 1956

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 220

Item No.	SECTION NO. 4 - COMMODITY RATES (Concluded) In cents per 100 pounds						
◇385-H Cancels 385-G	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 ----- 20,000 pounds ----- 30,000 pounds -----	13½ 12 11½			19½ 14½ 13½		
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.							
◇390-K Cancels 390-J	SUGAR:						
	Rate Basis	Minimum Weight in Pounds					
		Any Quantity	500	2,000	4,000	10,000	20,000
	A	42	38½	27	23½	9½	9½
B	55	39½	36½	24½	9½	9½	
C	61½	48½	42	36½	16	11½	
◇ Increase, Decision No. 53699							
EFFECTIVE OCTOBER 1, 1956							
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 221							

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)
<p>*401-J Cancels 401-I</p>	<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 are subject to an additional charge at the rate of \diamond \$3.70 per man, per hour, minimum charge \diamond \$1.85, 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) \diamond Increase) Decision No. 53699</p>
	<p style="text-align: center;">EFFECTIVE OCTOBER 1, 1956</p> <p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California</p> <p>Correction No. 222</p>

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)																																												
	<p>FREIGHT, regardless of classification, transported between or within the zones described in Items Nos. 30, 31, 32 and 33 series, subject to Notes 1, 2 and 3:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Minimum Units per calendar month or any portion thereof</th> <th style="text-align: right;">◊ Rates in cents per unit</th> </tr> </thead> <tbody> <tr><td>Any Quantity -----</td><td style="text-align: right;">85</td></tr> <tr><td>250 -----</td><td style="text-align: right;">80</td></tr> <tr><td>750 -----</td><td style="text-align: right;">74</td></tr> <tr><td>2,000 -----</td><td style="text-align: right;">67</td></tr> <tr><td>4,000 -----</td><td style="text-align: right;">60</td></tr> <tr><td>6,000 -----</td><td style="text-align: right;">58</td></tr> <tr><td>8,000 -----</td><td style="text-align: right;">52</td></tr> <tr><td>10,000 -----</td><td style="text-align: right;">48</td></tr> <tr><td>12,500 -----</td><td style="text-align: right;">46</td></tr> <tr><td>15,000 -----</td><td style="text-align: right;">44</td></tr> <tr><td>25,000 -----</td><td style="text-align: right;">43</td></tr> </tbody> </table> <p>*LLO-Y Cancels LLO-H</p> <p>NOTE 1.- When the charge accruing at the actual number of units exceeds the charge computed upon a rate based upon a greater number of units, the latter shall apply.</p> <p>NOTE 2.- The weight of each shipment shall be the gross weight thereof. No allowance shall be made for the weight of containers.</p> <p>NOTE 3.- The number of units shall be computed as follows:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Weight of shipment in pounds</th> <th style="text-align: right;">Number of units</th> </tr> </thead> <tbody> <tr><td>50 or less</td><td style="text-align: right;">1</td></tr> <tr><td>Over 50 but not over 150</td><td style="text-align: right;">2</td></tr> <tr><td>Over 150 but not over 300</td><td style="text-align: right;">3</td></tr> <tr><td>Over 300 but not over 500</td><td style="text-align: right;">4</td></tr> <tr><td>Over 500 but not over 550</td><td style="text-align: right;">5</td></tr> <tr><td>Over 550 but not over 650</td><td style="text-align: right;">6</td></tr> <tr><td>Over 650 but not over 800</td><td style="text-align: right;">7</td></tr> <tr><td>Over 800 but not over 1,000</td><td style="text-align: right;">8</td></tr> <tr><td>Over 1,000 -----</td><td style="text-align: right;">(See Below)</td></tr> </tbody> </table> <p>To determine the number of units on shipments weighing over 1,000 pounds, use same method of computation as provided above for first 1,000 pounds.</p>	Minimum Units per calendar month or any portion thereof	◊ Rates in cents per unit	Any Quantity -----	85	250 -----	80	750 -----	74	2,000 -----	67	4,000 -----	60	6,000 -----	58	8,000 -----	52	10,000 -----	48	12,500 -----	46	15,000 -----	44	25,000 -----	43	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)
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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																																												
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	<p>* Change) ◊ Increase) Decision No. 53699</p>																																												
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Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)																																
	<p>*FREIGHT, regardless of classification, transported between or within the Metropolitan Los Angeles Zone consisting of Los Angeles and Orange Counties, subject to Notes 1, 2 and 3:</p> <table border="0"> <thead> <tr> <th data-bbox="420 522 672 573">Weight in Pounds</th> <th data-bbox="873 496 1125 573">◊ Rates in Cents Per Hour</th> <th data-bbox="1176 496 1428 573">◊ Minimum Charges in Cents</th> </tr> </thead> <tbody> <tr> <td data-bbox="378 598 823 637">250 or less-----</td> <td data-bbox="982 598 1033 637">545</td> <td data-bbox="1285 598 1335 637">545</td> </tr> <tr> <td data-bbox="378 637 856 675">Over 250 but not over 2,500</td> <td data-bbox="982 637 1033 675">685</td> <td data-bbox="1285 637 1335 675">685</td> </tr> <tr> <td data-bbox="378 675 856 713">Over 2,500 but not over 5,000</td> <td data-bbox="982 675 1033 713">710</td> <td data-bbox="1285 675 1335 713">710</td> </tr> <tr> <td data-bbox="378 713 856 751">Over 5,000 but not over 8,000</td> <td data-bbox="982 713 1033 751">735</td> <td data-bbox="1285 713 1335 751">735</td> </tr> <tr> <td data-bbox="378 751 856 789">Over 8,000 but not over 12,000</td> <td data-bbox="982 751 1033 789">750</td> <td data-bbox="1285 751 1335 789">750</td> </tr> <tr> <td data-bbox="378 789 856 828">Over 12,000 but not over 20,000</td> <td data-bbox="982 789 1033 828">860</td> <td data-bbox="1285 789 1335 828">860</td> </tr> <tr> <td data-bbox="378 828 856 866">Over 20,000 but not over 30,000</td> <td data-bbox="982 828 1033 866">915</td> <td data-bbox="1285 828 1335 866">915</td> </tr> <tr> <td data-bbox="378 866 856 904">Over 30,000 -----</td> <td data-bbox="966 866 1050 904">1065</td> <td data-bbox="1268 866 1352 904">1065</td> </tr> </tbody> </table> <p>NOTE 1. - Weight in pounds is the greatest (heaviest) gross weight of the property transported by the unit of carrier's equipment at one time during a single transaction. No allowance shall be made for weight of containers.</p> <p>NOTE 2. - (a) The total of the loading, unloading and driving time computed from the arrival of carrier's equipment at point of origin, or first point of origin when more than one point of origin is involved, to the time unloading is completed at point of destination, or last point of destination when more than one point of destination is involved, subject to paragraph (b) hereof, shall be used to compute charges.</p> <p>(b) In computing time under the basis outlined in paragraph (a) hereof the various time factors shall be not less than the actual time involved in minutes. After the total time has been determined under the provisions of paragraph (a) hereof, it shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the following table:</p> <table border="0"> <tr> <td data-bbox="411 1465 907 1503">Less than 8 minutes ----- omit.</td> </tr> <tr> <td data-bbox="411 1503 1335 1541">8 minutes or more but less than 23 minutes shall be $\frac{1}{4}$ hour.</td> </tr> <tr> <td data-bbox="411 1541 1335 1579">23 minutes or more but less than 38 minutes shall be $\frac{1}{2}$ hour.</td> </tr> <tr> <td data-bbox="411 1579 1369 1617">38 minutes or more but less than 53 minutes shall be $\frac{3}{4}$ hour.</td> </tr> <tr> <td data-bbox="411 1617 949 1656">53 minutes or more shall be 1 hour.</td> </tr> </table> <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 ◊175 cents per hour (or fraction thereof) shall be assessed.</p>	Weight in Pounds	◊ Rates in Cents Per Hour	◊ Minimum Charges in Cents	250 or less-----	545	545	Over 250 but not over 2,500	685	685	Over 2,500 but not over 5,000	710	710	Over 5,000 but not over 8,000	735	735	Over 8,000 but not over 12,000	750	750	Over 12,000 but not over 20,000	860	860	Over 20,000 but not over 30,000	915	915	Over 30,000 -----	1065	1065	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.
Weight in Pounds	◊ Rates in Cents Per Hour	◊ Minimum Charges in Cents																															
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*Change) ◊Increase)	Decision No. 53699 EFFECTIVE OCTOBER 1, 1956																																
Correction No. 224	Issued by the Public Utilities Commission of the State of California, San Francisco, California.																																

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Item No. SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Concluded)

*FREIGHT, regardless of classification, transported between or within the Metropolitan Los Angeles Zone consisting of Los Angeles and Orange Counties:

Weight in pounds subject to Note 1	Column	Column	Column	Column	Column	Column
	01	02	03	04	5	06
2,500 or less -----	171	205	678	797	09	462
Over 2,500 but not over 5,000	177	212	701	822	10	462
Over 5,000 but not over 8,000	183	220	728	853	11	462
Over 8,000 but not over 12,000	187	225	746	869	11 1/2	462
Over 12,000 but not over 20,000	215	258	865	991	12	462
Over 20,000 but not over 30,000	229	275	923	1056	14	477
Over 30,000 -----	266	320	1085	1227	18	482

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.

*430-5
Cancel
430-I

COLUMN 2 - Rates in dollars per unit of carrier's equipment for a period of six successive days or any portion thereof, excluding Sundays and holidays, and limited to 8 hours out of each 9 consecutive hours. When equipment is operated in excess of 300 miles during such period, add rates provided by Column 5. When equipment is operated in excess of 8 hours in each 9 hours, add rates provided by Column 6.

COLUMN 3 - Rates in dollars per unit of carrier's equipment for a period of twenty-one successive days or, when the equipment is not operated on Saturdays, Sundays and holidays, for a period of twenty-one successive days exclusive of Saturdays, Sundays and holidays, or any portion of such periods. When equipment is operated in excess of 1,050 miles during the period, add rates provided by Column 5. When equipment is operated in excess of 8 hours in any one day, add rates provided by Column 6.

COLUMN 4 - Rates in dollars per unit of carrier's equipment for a period of twenty-five successive days or, when the equipment is not operated on Sundays and holidays, for a period of twenty-five successive days, exclusive of Sundays and holidays, or any portion of such periods. When equipment is operated in excess of 1,250 miles during the period, add rates provided by Column 5. When equipment is operated in excess of 8 hours in any one day, add rates provided by Column 6.

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

COLUMN 6 - Rates in cents per hour to be added to the Column 1, 2, 3 and 4 rates when the unit of carrier's equipment is operated in excess of the maximum hours allowed thereunder.

NOTE 1. - Weight in pounds is the gross weight of the property transported by the unit of carrier's equipment at the time the equipment is transporting the greatest (heaviest) load during the period covered by the transaction. No allowance shall be made for weight of containers.

* Change }
 ◊ Increase } Decision No. . 53699

EFFECTIVE OCTOBER 1, 1956

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 San Francisco, California.

Correction No. 225