

ORIGINAL

Decision No. 55369

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 No. 11

Arlo D. Poe and J. C. Kaspar, for California
 Trucking Associations, Inc., petitioners.

Lee Astor, for S & M Transfer and Storage Co.;
Harold M. Brake for Brake Delivery Service
 and Meier Transfer Service; Oren Scott, Jr.
 for J. A. Clark Draying Co.; James F.
Bartholomew, for Signal Trucking Service,
 Ltd.; Nat H. Williams for Williams Transpor-
 tation Co.; E. J. Bischoff, for Southern
 California Freight Lines and Southern
 California Freight Forwarders; Roger Ramsey,
 for United Parcel Service, respondent; and
Floyd E. Darling, for Pony Express, various
 respondent carriers.

H. A. Lincoln, by Raymond Ristrom for Fiberboard
 Paper Products Corporation; A. E. Norrbom for
 Los Angeles Wholesale Institute and California
 Shippers Associates; A. L. Russell, for Sears
 Roebuck & Co., W. E. Czaban, for Purex Corp-
 oration, Ltd., Kenneth H. Crawford, for
 Broadway Department store; and E. F. Bolling,
 for The Flintkote Co., various interested
 shippers.

James Quintrall, for Western Motor Tariff Bureau,
 interested party.

R. A. Lubich, and John F. Specht, for the staff
 of the Public Utilities Commission of the
 State of California.

INTERIM OPINION

Minimum rates, rules and regulations apply for the transportation of property by city carriers and highway carriers within the so-called Los Angeles drayage area which consists of a portion of Los Angeles County and, under specified conditions, Orange County also. Minimum rates for this transportation were first established May 1, 1938. They have since been adjusted to reflect various changes in the costs of the services and in other transportation circumstances which have occurred subsequently. The present rates, rules and regulations are set forth in Minimum Rate Tariff No. 5.

By Petition 11 in this proceeding, filed April 3, 1957, the California Trucking Associations, Inc. allege that since the establishment of the minimum rates and the determination of the territory in which they apply, industrial and commercial changes have occurred in the Los Angeles metropolitan area which are of such magnitude that there is need for substantial revisions in the minimum rates, both in the structure thereof and in the territory of application. Petitioners state, that to this end, they are engaged in studies of the present costs and other economic conditions applicable to transportation within the metropolitan area. They further state that the completion of their studies and of similar studies that may be made by other parties, and the consideration of the results of such studies by the Commission, will require many months.

The rates in Minimum Rate Tariff No. 5 were last adjusted on October 1, 1956, pursuant to Decision No. 53699. Petitioners

allege that since the development of the data upon which Decision No. 53699 was based, the costs of providing transportation within the Los Angeles drayage area have been materially affected by increases in taxes, by increased wage rates, and by other factors, and that as a consequence of such increases the present rates are now unreasonably low. They allege that pending the revisions in the tariff to be made as a result of the studies now in progress there is a pressing need for compensating adjustments in the present rate level. By this petition they seek increases of approximately 4 percent in the present rates.

A public hearing on the petition was held before Examiner C. S. Abernathy at Los Angeles on May 16, 1957.

Evidence in support of the petition was submitted by petitioners' director of research. According to this witness, carriers whose operations are governed by the provisions of Minimum Rate Tariff No. 5 have been subjected to increases in almost all forms of their operating costs since their costs were considered in conjunction with the previous adjustment of the rates. He said that of the costs increases which are readily measurable the main increases are those for taxes on fuel, tires, and vehicles as a result of federal legislation effective July 1, 1956, and for labor. With respect to the latter he submitted a comparative summary of wage rates paid in Los Angeles and Orange counties to various classes of carrier employees on May 1, 1956 and May 1, 1957, showing that the present wage rates are approximately 4 percent more than those which were in effect on May 1, 1956. He said that the present wage rates are reflected in wage agreements binding the carriers in southern California that are members of the

California Trucking Associations, Inc., and that they also set the pattern for wages paid by other carriers in the area.

The director of research said that in this phase of this proceeding petitioners seek increases in the minimum rates only to the extent necessary to compensate for the increased tax and wage costs. He submitted and explained an exhibit by which he had undertaken to show the results of the increases in taxes and wages upon the carriers' costs of operations. This exhibit, he said, is essentially the same as an exhibit which was submitted in connection with the previous adjustment in the rates of Minimum Rate Tariff No. 5, except that it is based upon present tax and wage rates. By comparison with the previous exhibit it provides a measure of the changes in costs due to the increases in taxes and wages. The witness declared that the costs which are set forth throughout the exhibit are conservative in relation to the carriers' actual operating costs. He said that in conjunction with the development of the exhibit he had made checks of present cost and performance factors applicable to carrier operations in the Los Angeles drayage area and that he had not found any instances where present cost factors are less than those used in the construction of the exhibit.

In another exhibit which petitioners' director of research introduced the specific rate increases which are sought herein are set forth. Generally speaking, the sought increases are designed for the purposes heretofore stated, namely, to compensate for only the tax and wage increases. As exceptions, however, petitioners propose that somewhat lesser increases be made in the weekly and monthly vehicle unit rates which Minimum Rate Tariff No. 5 provides.

These lesser increases, the director of research said, are proposed in view of unregulated competition in the truck rental field. With respect to charges for services provided in connection with cash-on-delivery shipments petitioners request that for the convenience of carriers and shippers alike the charges be made the same as those prescribed for statewide application in the Commission's Minimum Rate Tariff No. 2.

No other witnesses testified. Representatives of various shippers and shipper organizations and of the Commission's staff participated in the development of the record through cross-examination of petitioners' witness. One shipper representative moved for dismissal of the petition for the reason that petitioner had not established that need for adjustment of the rates is so urgent as to justify interim relief. In support of this matter he cited the Commission's Decision No. 54625, dated March 5, 1957, by which a sought adjustment of the minimum rates applicable to San Francisco drayage operations was denied for lack of showing of need for interim action.¹ The motion was denied by the Examiner on the grounds of dissimilarity of circumstances in that the studies in which petitioners are engaged toward a general revision of Minimum Rate Tariff No. 5 will not culminate until some distant time in the future, and that in the meantime consideration of the adequacy of the minimum rates under present conditions is proper.

¹ In that proceeding the Draymen's Association of San Francisco sought an interim increase of 3.1 percent in the minimum rates applicable to San Francisco drayage operations pending the development and submission of a full showing in approximately 90 days' time. In denying the requested interim increase the Commission stated that to justify granting the request there must be a showing that carriers are in such dire need of relief that they cannot await ordinary procedures.

The record in this matter is clear that during the past year carriers which are engaged in transportation subject to the rates set forth in Minimum Rate Tariff No. 5 have experienced increases in taxes and in labor costs and that as a consequence of such increases the rates in Minimum Rate Tariff No. 5 are unreasonably low. It appears that the data which petitioners have submitted in support of their proposals reasonably measure the effect of the increases in taxes and in labor costs upon the total costs of performing the transportation involved. It appears also that with exception of the increases which are sought in the rates for accessorial services and in the overtime rates, the increased rates which petitioners propose reasonably reflect the cost increases and should be authorized. No increase in the rates for accessorial services and for overtime appear necessary, however, inasmuch as these rates are sufficient to cover the increased costs. The denial of the motion to dismiss by the Examiner, hereinbefore referred to, is approved.

Upon careful consideration of all of the facts and circumstances of record it is concluded and found as a fact that increases as hereinafter provided in the existing minimum rates in Minimum Rate Tariff No. 5 for the transportation of property within the area to which the tariff applies have been shown to be justified, and that said minimum rates should be revised to the extent provided in the order which follows.

O R D E R

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

IT IS HEREBY ORDERED,

1. That Minimum Rate Tariff No. 5 (Appendix "A" of Decision No. 32504, as amended) be and it is hereby further amended by incorporating therein the revised pages attached hereto and listed in Appendix "A", also attached hereto, which pages and appendix by this reference are made a part hereof.
2. That tariff publications required or authorized to be made by common carriers as a result of the 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 10, 1957.
3. That in all other respects the aforesaid Decision No. 32504, as amended, shall remain in full force and effect.
4. That except as otherwise provided herein the rate adjustments which are sought in this interim phase of Petition 11, in Case No. 5435, be and they are hereby denied.

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

Dated at San Francisco, California, this 5th day of August, 1957.

[Signature]
[Signature] President
[Signature]
[Signature]
 Commissioners

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

C. 5435-AMS

APPENDIX "A" TO DECISION NO. 55800

Revised Pages to Minimum Rate Tariff
No. 5 Authorized by Said Decision

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

(End of Appendix "A")

Cancels

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-F
Cancels
100-E

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.

ACCESSORIAL CHARGES

110-J
Cancels
110-I

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.

MINIMUM CHARGE

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

◇120-J
Cancels
120-I

<u>Weight of shipment (in pounds)</u>		<u>Charge (in cents)</u>
<u>Over</u>	<u>But Not Over</u>	
0	25	73
25	50	91
50	75	107
75	100	129
100	-	145

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. 55368

EFFECTIVE SEPTEMBER 10, 1957

Issued by the Public Utilities Commission of the State of California, San Francisco, California.
Correction No. 229

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

SPLIT DELIVERY

The charge for a split delivery shipment, as defined in Item No. 11(j) 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):

(1) Table of added charges:

	Number of Deliveries	◊ Added Charge
*130-J Cancels 130-I	2 -----	392 cents
	3 to and including 5 -----	522 cents
	6 to and including 10 -----	653 cents
	11 or more -----	68 cents per delivery

(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.

(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.

ALTERNATIVE APPLICATION OF COMMON CARRIER RATES

140 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.

* Change } Decision No. 55368
◊ Increase }

EFFECTIVE SEPTEMBER 10, 1957

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

Correction No. 236

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- J
Cancels
150- i

When the amount collected is	◇ Charge for collecting and remitting will be
Not over \$2.50-----	\$0.40
Over 2.50 not over \$ 5.00-----	.46
Over 5.00 not over 10.00-----	.60
Over 10.00 not over 20.00-----	.63
Over 20.00 not over 25.00-----	.66
Over 25.00 not over 40.00-----	.77
Over 40.00 not over 50.00-----	.82
Over 50.00 not over 60.00-----	1.04
Over 60.00 not over 80.00-----	1.07
Over 80.00 not over 100.00-----	1.10
Over 100.00 not over 102.50-----	1.39
Over 102.50 not over 105.00-----	1.44
Over 105.00 not over 110.00-----	1.48
Over 110.00 not over 120.00-----	1.53
Over 120.00 not over 140.00-----	1.58
Over 140.00 not over 150.00-----	1.63
Over 150.00 not over 160.00-----	1.74
Over 160.00 not over 180.00-----	1.78
Over 180.00 not over 200.00-----	1.81
Over 200.00 not over 250.00-----	2.05
Over 250.00 not over 300.00-----	2.35
Over 300.00 not over 350.00-----	2.66
Over 350.00 not over 400.00-----	2.94
Over 400.00 not over 450.00-----	3.27
Over 450.00 not over 500.00-----	3.58
Over 500.00 not over 550.00-----	3.88
Over 550.00 not over 600.00-----	4.17
Over 600.00 not over 650.00-----	4.49
Over 650.00 not over 700.00-----	4.80
Over 700.00 not over 750.00-----	5.11
Over 750.00 not over 800.00-----	5.39
Over 800.00 not over 850.00-----	5.71
Over 850.00 not over 900.00-----	6.01
Over 900.00 not over 950.00-----	6.33
Over 950.00 not over 1,000.00-----	6.62
Over 1,000.00 at rate of \$6.62 per \$1,000	

* Change }
 ◇ Increase } Decision No. 55389

EFFECTIVE SEPTEMBER 10, 1957

Issued by the Public Utilities Commission of the State of California;
 San Francisco, California.
 Correction No. 231

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)								
	<p style="text-align: center;">POOL CARS</p> <p>(a) For the service of unloading, segregating, or unloading and segregating property tendered to the carrier in pool cars, the following charges shall be made in addition to transportation charges:</p> <p style="text-align: right;">◊ Rates in cents per 100 pounds</p> <p>(1) Merchandise classified as</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">First Class -----</td> <td style="text-align: right;">28</td> </tr> <tr> <td>Second Class -----</td> <td style="text-align: right;">23</td> </tr> <tr> <td>Third Class -----</td> <td style="text-align: right;">17</td> </tr> <tr> <td>Fourth Class, or lower -----</td> <td style="text-align: right;">16</td> </tr> </table> <p>(1) Subject to minimum charge of 073 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 -----	28	Second Class -----	23	Third Class -----	17	Fourth Class, or lower -----	16
First Class -----	28								
Second Class -----	23								
Third Class -----	17								
Fourth Class, or lower -----	16								
<p>*165-K Cancels 165-J</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>170</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. Fractions of ½ or .50 of a cent or greater, increase to next whole figure.</p>								
<p>* Change ◊ Increase</p>	<p>Decision No. 55369</p>								
<p>EFFECTIVE SEPTEMBER 10, 1957</p>									
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>									
<p>Correction No. 232</p>									

Cancel

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-K Cancel 310-J	A	114	103	91	79	83	74	66	57	62	56	50	44
	B	115	104	92	80	84	75	67	58	67	60	53	47
	C	116	105	93	81	86	76	68	59	77	69	62	54
	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	38	34	30	27	28	25	22	20	20½	18½	16½	14½
	B	40	36	32	28	29	26	23	21	21	19	17	15
	C	52	47	42	37	38	34	30	27	25½	23	20½	18

◇ Increase , Decision No. 55363

EFFECTIVE SEPTEMBER 10, 1957

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

Correction No. 233

Cancels

Item No.	SECTION NO. 4 - COMMODITY RATES										
<p>*325-D Cancels 325-C</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 $\text{\textcircled{2}}$ 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-J Cancels 330-I</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> <table border="0" style="width: 100%;"> <tr> <td style="width: 60%;">Any quantity or loss-carload ratings as shown in the Western Classification, Exception Sheet or this tariff</td> <td style="width: 40%; text-align: right;">Added charges in cents per 100 pounds</td> </tr> <tr> <td>1st Class or Higher -----</td> <td style="text-align: right;">13½</td> </tr> <tr> <td>2nd Class -----</td> <td style="text-align: right;">11</td> </tr> <tr> <td>3rd Class -----</td> <td style="text-align: right;">10</td> </tr> <tr> <td>4th Class or Lower -----</td> <td style="text-align: right;">7</td> </tr> </table>	Any quantity or loss-carload ratings as shown in the Western Classification, Exception Sheet or this tariff	Added charges in cents per 100 pounds	1st Class or Higher -----	13½	2nd Class -----	11	3rd Class -----	10	4th Class or Lower -----	7
Any quantity or loss-carload ratings as shown in the Western Classification, Exception Sheet or this tariff	Added charges in cents per 100 pounds										
1st Class or Higher -----	13½										
2nd Class -----	11										
3rd Class -----	10										
4th Class or Lower -----	7										
<p>* Change) ◊ Increase) Decision No. 55369</p>											
<p>EFFECTIVE SEPTEMBER 10, 1957</p>											
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 234</p>											

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents per 100 Pounds					
0340-N Cancel 340-M	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.:			Iron and Steel, structural, fabricated or unfabricated, consisting of: (Continued)		
	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, Tinplate, Washers, Wire.			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.		
	Iron and Steel, structural, fabricated or unfabricated, consisting of:			Junk, viz.:		
	Angles, Bars, truss, Bases, post, Beams, Braces, Caps, post, Channels, Columns,			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
	11½	14	20	10	10½	12½
◇ Increase, Decision No. 55369						
EFFECTIVE SEPTEMBER 10, 1957						
Issued by the Public Utilities Commission of the State of California, San Francisco, California.						
Correction No. 235						

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.									
343-K Cancels 343-J	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			
14	16 $\frac{1}{2}$	23	11 $\frac{1}{2}$	12 $\frac{1}{2}$	14				
345-F Cancels 345-E	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		
					But not Over over Rate		But not Over over Rate		
				0	2 $\frac{1}{2}$	4 $\frac{1}{2}$	25	50	7
				2 $\frac{1}{2}$	7 $\frac{1}{2}$	5	50	75	9
				7 $\frac{1}{2}$	12 $\frac{1}{2}$	5 $\frac{1}{2}$	75	100	10
				12 $\frac{1}{2}$	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. 55369									
EFFECTIVE SEPTEMBER 10, 1957									
Issued by the Public Utilities Commission of the State of California, San Francisco, California.									
Correction No. 236									

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-K Cancels 360-J	A	32	29½	23½	18½	13½	10	10
	B	45	30½	26½	19	14	11½	10
	C	51	38	34	28	20	14	11½

◊ Increase, Decision No. 55389

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 San Francisco, California.
 Correction No. 237

Item No.	SECTION NO. 4 - COMMODITY RATES (Concluded) In cents per 100 pounds						
◊385- I Cancels 385- H	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	14			20		
	20,000 pounds	12½			15		
30,000 pounds	12			14			
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- L Cancels 390- K	SUGAR:						
	Rate Basis	Minimum Weight in Pounds					
		Any Quantity	500	2,000	4,000	10,000	20,000
	A	44	40	28	24½	10	10
B	57	41	38	25½	10	10	
C	64	50½	43½	38	16½	12	
◊ Increase, Decision No. 55369							
EFFECTIVE SEPTEMBER 10, 1957							
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Item No. SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)

FREIGHT, regardless of classification, transported between or within the zones described in Items Nos. 30, 31, 32 and 33 series, subject to Notes 1, 2 and 3:

Minimum Units per calendar month or any portion thereof ◊ Rates in cents per unit

Any Quantity -----	88
250-----	83
750-----	77
2,000-----	70
4,000-----	62
6,000-----	60
8,000-----	54
10,000-----	50
12,500-----	48
15,000-----	46
25,000-----	45

*LLO-V
 Cancels
 LLO-I

NOTE 1.- When the charge accruing at the actual number of units exceeds the charge computed upon a rate based upon a greater number of units, the latter shall apply.

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

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

Weight of shipment in pounds	Number of units
50 or less	1
Over 50 but not over 150	2
Over 150 but not over 300	3
Over 300 but not over 500	4
Over 500 but not over 550	5
Over 550 but not over 650	6
Over 650 but not over 800	7
Over 800 but not over 1,000	8
Over 1,000 -----	(See Below)

To determine the number of units on shipments weighing over 1,000 pounds, use same method of computation as provided above for first 1,000 pounds.

* Change)
 ◊ Increase) Decision No. 55369

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 San Francisco, California

Correction No. 239

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)		
	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:		
	Weight in Pounds	◊ Rates in Cents Per Hour	◊ Minimum Charges in Cents
	250 or less-----	570	570
	Over 250 but not over 2,500	710	710
	Over 2,500 but not over 5,000	735	735
	Over 5,000 but not over 8,000	760	760
	Over 8,000 but not over 12,000	775	775
	Over 12,000 but not over 20,000	890	890
	Over 20,000 but not over 30,000	950	950
	Over 30,000 -----	1100	1100
*120-K Cancels 120-J	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.		
	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. (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: 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.		
	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.		
*Change) (Increase)	Decision No.	55309 EFFECTIVE	SEPTEMBER 10, 1957
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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 1	Column 2	Column 3	Column 4	Column 5	Column 6
2,500 or less	178	226	700	864	09	478
Over 2,500 but not over 5,000	184	233	723	889	10	478
Over 5,000 but not over 8,000	190	241	751	920	011½	478
Over 8,000 but not over 12,000	194	246	768	936	012	478
Over 12,000 but not over 20,000	222	279	888	1059	012½	478
Over 20,000 but not over 30,000	237	298	952	1131	014½	493
Over 30,000	275	344	1117	1306	015½	498

COLUMN 1 - Rates in dollars per unit of carrier's equipment for a period of five successive days or any portion thereof, excluding Sundays and holidays, and limited to 8 hours out of each 9 consecutive hours. When equipment is operated in excess of 250 miles during such period, add rates provided by Column 5. When equipment is operated in excess of 8 hours in each 9 hours, add rates provided by Column 6.

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

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

COLUMN 4 - Rates in dollars per unit of carrier's equipment for a period of twenty-five successive days or, when the equipment is not operated on Sundays and holidays, for a period of twenty-five successive days, exclusive of Sundays and holidays, or any portion of such periods. When equipment is operated in excess of 1,250 miles during the period, add rates provided by Column 5. When equipment is operated in excess of 2 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.

*430-K
Cancels
430-J

* Change)
◊ Increase) Decision No. 55369

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