

Decision No. 57546**ORIGINAL**

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,
First Supplemental

Arlo D. Poe, J. C. Kaspar, and James Quintrall, for California Trucking Associations, Inc., petitioners.
Clyde R. Hoagland, E. J. Hunter, Herbert Williams, O. H. Scott, Roger Ramsey, Jay Frederick, H. H. Halverson, Joe Araiza, C. V. Stadler, and Jack Cranshaw by William E. Crawford, for various respondent carriers.
V. A. Bordelon, for the Los Angeles Chamber of Commerce, interested party.
Ralph B. Harlan, A. E. Norrbom, Robert F. Staib, R. Ristrom, R. A. Morin, J. A. Sullivan, W. M. Stigers, A. L. Russell, Robert Dempster, B. F. Bolling, C. G. Rickenbaugh, Reed B. Tibbetts, William E. Davis, and Warren L. Carroll, for various interested shippers and shipper organizations.
Grant L. Malquist and Leonard Diamond, for the staff of the Public Utilities Commission of the State of California.

INTERIM OPINION

Petitioners, California Trucking Associations, Inc., seek increases in the minimum rates and charges in Minimum Rate Tariff No. 5 which apply for the transportation of general commodities by highway carriers within a portion of Los Angeles County and, under specified conditions, for transportation throughout Los Angeles and Orange Counties. They allege that increases in the minimum rates are necessary to compensate for increases in operating costs which the carriers have recently experienced.

On October 9, 1958, after notice to persons and organizations believed to be interested, public hearing on the petition was held before Examiner C. S. Abernathy at Los Angeles. Evidence was presented by petitioners through their director of research. Representatives of the Los Angeles Chamber of Commerce, of various shippers and shipper organizations, and of the Commission's staff participated in the development of the record.

According to evidence presented by petitioners' witness, highway carriers serving the Los Angeles area entered into contracts on or about September 16, 1958, which provide for the payment of increased wages and related benefits to virtually all classes of their employees. These wage contracts followed prolonged negotiations which terminated in strike action by various of the employees. The granting of the increased wages and benefits resulted in an increase of about 8 percent in the carriers' total operating costs.

The rates in Minimum Rate Tariff No. 5 were established at their present level on September 10, 1957. They do not reflect the recent increases in labor costs. Petitioners' primary purpose in this matter is to bring about rate adjustments which will offset such increases. In addition petitioners seek adjustments in the weekly and monthly vehicle unit rates which will otherwise return the costs of record for services provided under said rates. The sought increases are proposed as interim rate adjustments pending the completion of studies now being made for the purpose of determining to what extent Minimum Rate Tariff No. 5 should be revised to conform to changes in transportation conditions which have occurred in the Los Angeles metropolitan area since the basic provisions of the tariff were established in 1940.

Data were presented by petitioners' witness to show the respects that the rates and charges in Minimum Rate Tariff No. 5 should be adjusted to offset the increases in labor costs.¹ In the development of these data petitioners' witness employed the same underlying cost factors as those used in the derivation of the rates in effect at present except that he used current labor costs in his calculations. By comparison of the resulting figures with corresponding data upon which the present rates are based, he calculated the impact of the cost increases for labor upon the costs of transporting shipments of various weights for various distances within the area involved. This method assumes in effect that other changes in the carriers' operating costs have not occurred since the previous adjustment of the rates in Minimum Rate Tariff No. 5 which would offset in whole or in part the increases in labor costs. In this regard the witness stated that he had made checks of carriers' performance and of other factors affecting the costs of operation and had not found reductions in costs that would offset the cost increases involved herein.

With some exceptions the increases which petitioners propose be made in the rates and charges in Minimum Rate Tariff No. 5 range from 5 to 10 percent.² As applied to the monthly vehicle unit

¹ The data of petitioners' witness also include provision for an increase of one-quarter of one percent in social security taxes which will become effective January 1, 1959. The references hereinafter to the increases in the costs of labor may be deemed to include the increase in social security taxes also.

² One of the increases which are proposed in the weekly vehicle unit rates exceeds 60 percent. The proposed rate, which is \$297, obviously is erroneous and should be \$197. On this corrected basis the amount of the increase would be 7.1 percent.

rates in the tariff, the increases would range as high as 15 percent in some instances. Regarding the greater increases which are sought in certain of the monthly rates, petitioners' witness said that in prior proceedings during the past several years petitioners have not sought, and the Commission has not prescribed, monthly rates of the same volume, relatively, as that of other of the minimum rates. He explained that the rates have been maintained at a lower level in order that the carriers might meet unregulated competition in the truck rental field. He asserted that because of cost increases which have become applicable to the rental of trucks, the competitive considerations that formerly prevailed are no longer as present, and that the carriers are now of the view that continuation of the rates on a depressed basis is not necessary. The increases which are proposed in the monthly vehicle unit rates are intended to compensate for the increases in labor costs and to restore said rates to the level of other of the rates in the tariff.

Granting of the petition, insofar as it involves the package rates contained in Item No. 130 of the tariff, was supported by a representative of United Parcel Service. He stated that for competitive reasons said rates have been maintained at the same level as those of his company, the principal package carrier in the Los Angeles area. He pointed out that the package rates which are proposed are the same as those which were recently authorized for United Parcel Service by Decision No. 56950, dated July 8, 1958, on a showing of increases in labor costs, fuel costs, and in various other cost items.

Two of the shipper representatives who participated in the proceeding opposed the sought increases in the monthly vehicle rates to the extent that said increases would return revenues greater than those necessary to compensate for the increased labor costs. To this extent they asserted that the sought increases are exorbitant. However, they did not offer any evidence to support their allegations in this regard.

The record in this matter is convincing that as a consequence of the increases in labor costs which the carriers have incurred pursuant to the wage contracts which were entered into on September 16, 1958, or thereabouts, the rates and charges in Minimum Rate Tariff No. 5 are not sufficient to provide reasonable compensation for the services provided thereunder. It appears that petitioners' showing herein reasonably measures the extent that the cost increases have become applicable to the separate services involved. Upon careful consideration of all of the facts and circumstances of record, it is found and concluded that the sought increases in the minimum rates and charges, including those sought in the monthly vehicle unit rates, have been shown to be justified.³ It is further found and concluded that the revisions in the minimum rates, rules and regulations in Minimum Rate Tariff No. 5 which are hereinafter prescribed will result in just, reasonable and nondiscriminatory minimum rates for transportation governed by said tariff.

³ The full amount of the increases which are sought in the monthly vehicle unit rates appears justified, notwithstanding the allegations that the increases are exorbitant. The evidence shows that the resulting rates will produce earnings (before allowance for income taxes) as represented by an operating ratio of about 94 percent. Such earnings do not appear excessive.

O R D E R

Based on 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 December 8, 1958, 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 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 tariff publications shall be made effective not later than December 8, 1958.

3. That common carriers, in establishing and maintaining the rates and charges provided by this order, be and they are authorized to depart from the provisions of Article XII, Section 21, of the Constitution of the State of California, and Section 460 of the Public Utilities Code, to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; that such outstanding authorizations be and they are hereby modified only to the extent necessary to comply with this order; and that common carriers, in publishing rates under the authority conferred in this ordering paragraph, shall make reference in their schedules to the prior orders authorizing the long- and short-haul departures and to this order.

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

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California,
this 3rd day of November, 1958.

L. J. Fox
President
[Signature]
[Signature]
[Signature]
Commissioners

APPENDIX "A" TO DECISION NO. 57546

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

Fourteenth Revised Page 16

Twelfth Revised Page 17

Fourteenth Revised Page 20

Twelfth Revised Page 26

Twelfth Revised Page 28 .

Fifteenth Revised Page 29

Fifteenth Revised Page 31

Twelfth Revised Page 32

Thirteenth Revised Page 35

Eleventh Revised Page 38

Eleventh Revised Page 39

Twelfth Revised Page 40

Fourteenth Revised Page 41

(End of Appendix "A")

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																				
100-F Cancels 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-K Cancels 110-J	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>In additional charge at the rate of \$1.10 per man per hour, minimum charge \$2.05, 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-K Cancels 120-J	<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="margin-left: auto; margin-right: auto;"> <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;">80</td> </tr> <tr> <td style="text-align: center;">25</td> <td style="text-align: center;">50</td> <td style="text-align: center;">100</td> </tr> <tr> <td style="text-align: center;">50</td> <td style="text-align: center;">75</td> <td style="text-align: center;">116</td> </tr> <tr> <td style="text-align: center;">75</td> <td style="text-align: center;">100</td> <td style="text-align: center;">140</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">-</td> <td style="text-align: center;">157</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	80	25	50	100	50	75	116	75	100	140	100	-	157
<u>Weight of shipment (in pounds)</u>		<u>Charge (in cents)</u>																			
<u>Over</u>	<u>But Not Over</u>																				
0	25	80																			
25	50	100																			
50	75	116																			
75	100	140																			
100	-	157																			
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>																				
<table style="width: 100%; border: none;"> <tr> <td style="width: 20%; border: none;"> * Change ♦ Increase </td> <td style="width: 5%; border: none;">) </td> <td style="border: none;"> Decision No. 57546 </td> </tr> </table>		* Change ♦ Increase)	Decision No. 57546																	
* Change ♦ Increase)	Decision No. 57546																			
<p>EFFECTIVE DECEMBER 8, 1958</p>																					
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 249</p>																					

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-K	2 -----	425 cents
Cancels	3 to and including 5 -----	565 cents
130-J	6 to and including 10 -----	705 cents
	11 or more -----	75 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

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. (See Note.)

140-A
Cancels
140

NOTE.--In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.

* Change) Decision No. 57546
 o Increase)

EFFECTIVE DECEMBER 8, 1958

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 250

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	POOL CARS
	(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:
	◊ Rates in cents per 100 pounds
	(1) Merchandise classified as
	First Class ----- 31
	Second Class ----- 25
	Third Class ----- 19
	Fourth Class, or lower ----- 18
	(1) Subject to minimum charge of ◊ 80 cents for each point of destination involved.
	(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.
*165-II Cancels 165-I	(c) Classification ratings shall be based upon the L.C.L. (less than carload) ratings in the Western Classification, Exception Sheet or this tariff.
	(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.
	(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.
	(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.
	(g) The provisions of this item do not apply on iron or steel articles, hereinafter listed, in open top rail cars when unloading is provided with crane facilities furnished by or at the expense of the rail carrier. Provided, however, when more than one man is furnished by carrier for the unloading, help in addition to one man shall be charged for at the rates provided in Item No. 110.
	Iron or Steel Articles, viz.:
	Angles Columns Shoes
	Bars Girders Tees
	Bases, post Piling Tin Plate
	Beams Plates Trusses
	Billets Rods Zees
	Channels Sheets

DELAYED DELIVERY OF SHIPMENTS

170

(a) Where carrier cannot effect delivery upon arrival of shipment at point of destination, a free storage period of 48 hours from the first 7:00 A.M. thereafter may be allowed. After said free storage period, storage charges shall be assessed at not less than $1\frac{1}{2}$ 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.

(b) Subsequent delivery of the property from point of storage shall constitute a new shipment.

DISPOSITION OF FRACTIONS

180

In computing a rate based on a percentage of another rate, the following rule shall be observed in the disposition of fractions:

Fractions of less than $\frac{1}{2}$ or .50 of a cent, omit.
Fractions of $\frac{1}{2}$ or .50 of a cent or greater, increase to next whole figure.

* Change)
o Increase) Decision No. 57546

EFFECTIVE DECEMBER 8, 1958

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 251

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	123	111	98	86	90	80	71	62	67	60	54	47
	B	124	112	99	87	71	61	72	63	72	65	57	50
	C	125	113	100	88	92	82	73	64	63	75	67	58
*310-L Cancels 310-X	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	40	36	32	29	30	27	24	21	22	19½	17½	15½
B	42	38	34	30	31	28	25	22	22½	20	18	16	
C	56	51	45	40	41	37	33	29	27½	24½	22	19	

* Change)
 ◊ Increase) Decision No. 57546

EFFECTIVE DECEMBER 8, 1958

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 252

Item No.	SECTION NO. 4 - COMMODITY RATES										
<p>*325-E Cancels 325-D</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 ◊ 3 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-X Cancels 330-J</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 less-carload ratings as shown in the Western Classification, Exception Sheet or this tariff</td> <td style="width: 40%; text-align: right;">◊ Added charges in cents per 100 pounds</td> </tr> <tr> <td>1st Class or Higher _____</td> <td style="text-align: right;">15</td> </tr> <tr> <td>2nd Class _____</td> <td style="text-align: right;">12</td> </tr> <tr> <td>3rd Class _____</td> <td style="text-align: right;">11</td> </tr> <tr> <td>4th Class or Lower _____</td> <td style="text-align: right;">7 3/4</td> </tr> </table>	Any quantity or less-carload ratings as shown in the Western Classification, Exception Sheet or this tariff	◊ Added charges in cents per 100 pounds	1st Class or Higher _____	15	2nd Class _____	12	3rd Class _____	11	4th Class or Lower _____	7 3/4
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 _____	15										
2nd Class _____	12										
3rd Class _____	11										
4th Class or Lower _____	7 3/4										
<p>* Change) ◊ Increase)</p>	<p>Decision No. 57546</p>										
<p>EFFECTIVE DECEMBER 8, 1958</p>											
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 253</p>											

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents per 100 Pounds					
340-O Canceled 340-N	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: 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: Angles, Bars, truss, Bases, post, Beams, Braces, Caps, post, Channels, Columns,			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
	12½	15	22	10½	11	13½
	◊ Increase, Decision No. 57546					
	EFFECTIVE DECEMBER 8, 1958					
Issued by the Public Utilities Commission of the State of California, San Francisco, California.						
Correction No. 254						

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- L Cancels 343- X	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			
15	12	25	12½	13½	15				
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			
					Over	But not over	Rate	Over	But not over
				0	2½	4½	25	50	7
				2½	7½	5	50	75	9
				7½	12½	5½	75	100	10
				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. 57546									
EFFECTIVE DECEMBER 8, 1958									
Issued by the Public Utilities Commission of the State of California; Correction No. 255									
San Francisco, California.									

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents per 100 Pounds							
0360-L Cancels 360-K	LUMBER AND FOREST PRODUCTS, as described in Item No. 580 of the Exception Sheet:							
	Rate Basis	Minimum weight in pounds						
		Any Quantity	500	2,000	4,000	10,000	20,000	30,000
	A	35	32	25	20	15	10½	10½
B	49	33	29	21	15	12½	10½	
C	55	41	37	30	22	15	12½	

◊ Increase, Decision No. 57546

EFFECTIVE DECEMBER 8, 1958

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 256

Item No.	SECTION NO. 4 - COMMODITY RATES (Concluded) In cents per 100 pounds						
0385- J Cancels 385- I	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	_____	15	21½			
	20,000 pounds	_____	13½	16			
	30,000 pounds	_____	13	15			
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- M Cancels 390- L	SUGAR:						
	Rate Basis	Minimum Weight in Pounds					
		Any Quantity	500	2,000	4,000	10,000	20,000
	A	48	43	30	26	11	10½
B	62	44	41	28	11	10½	
C	69	55	47	41	18	13	
♦ Increase, Decision No. 57546							
EFFECTIVE DECEMBER 8, 1953							
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 257							

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)
*401-K Cancels 401-J	<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 \$4.10 per man, per hour, minimum charge \$2.05, 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>

* Change } Decision No. 57546
 ◊ Increase }

EFFECTIVE DECEMBER 8, 1958

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 258

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;">95</td> </tr> <tr> <td>250 -----</td> <td style="text-align: right;">89</td> </tr> <tr> <td>750 -----</td> <td style="text-align: right;">83</td> </tr> <tr> <td>2,000 -----</td> <td style="text-align: right;">75</td> </tr> <tr> <td>4,000 -----</td> <td style="text-align: right;">67</td> </tr> <tr> <td>6,000 -----</td> <td style="text-align: right;">65</td> </tr> <tr> <td>8,000 -----</td> <td style="text-align: right;">58</td> </tr> <tr> <td>10,000 -----</td> <td style="text-align: right;">54</td> </tr> <tr> <td>12,500 -----</td> <td style="text-align: right;">52</td> </tr> <tr> <td>15,000 -----</td> <td style="text-align: right;">50</td> </tr> <tr> <td>25,000 -----</td> <td style="text-align: right;">49</td> </tr> </tbody> </table> <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 -----	95	250 -----	89	750 -----	83	2,000 -----	75	4,000 -----	67	6,000 -----	65	8,000 -----	58	10,000 -----	54	12,500 -----	52	15,000 -----	50	25,000 -----	49	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)
Minimum Units per calendar month or any portion thereof	◇ Rates in cents per unit																																												
Any Quantity -----	95																																												
250 -----	89																																												
750 -----	83																																												
2,000 -----	75																																												
4,000 -----	67																																												
6,000 -----	65																																												
8,000 -----	58																																												
10,000 -----	54																																												
12,500 -----	52																																												
15,000 -----	50																																												
25,000 -----	49																																												
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)																																												
LIC-K Cancels LIC-J	<p> Change) ◇ Increase) Decision No. 57546</p>																																												
EFFECTIVE DECEMBER 8, 1956																																													
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California</p> <p>Correction No. 259</p>																																													

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 -----	625	625
Over 250 but not over 2,500	765	765
Over 2,500 but not over 5,000	790	790
Over 5,000 but not over 8,000	815	815
Over 8,000 but not over 12,000	830	830
Over 12,000 but not over 20,000	940	940
Over 20,000 but not over 30,000	1005	1005
Over 30,000 -----	1155	1155

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.

*L20- L
 Cancels
 L20- K

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 \$200 cents per hour (or fraction thereof) shall be assessed.

*Change)
 (Increase)

Decision No. 57546

EFFECTIVE DECEMBER 8, 1958

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 260

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Concluded)					
<p>FREIGHT, regardless of classification, transported between or within the Metropolitan Los Angeles Zone consisting of Los Angeles and Orange Counties:</p>						
<p>— Weight in pounds subject to Notes 1 and 2</p>						
	◊Column 1	◊Column 2	◊Column 3	◊Column 4	◊Column 5	◊Column 6
2,500 or less	192	244	800	1000	09	536
Over 2,500 but not over 5,000	197	250	825	1025	10	536
Over 5,000 but not over 8,000	204	258	850	1050	11½	536
Over 8,000 but not over 12,000	208	263	875	1075	12	536
Over 12,000 but not over 20,000	235	296	975	1175	12½	536
Over 20,000 but not over 30,000	251	316	1050	1250	14½	549
Over 30,000	289	361	1200	1400	18½	554
<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>*430-M Cancels 430-L</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>						

NOTE 2.- Transportation performed under the rates in Columns 3 and 4 may be combined with transportation performed under the monthly vehicle unit rates in Section 3-A of Minimum Rate Tariff No. 2 under the same written agreement. Such combined transportation shall be subject to the highest charge applicable under the provisions of either tariff.

* Change
♦ Increase) Decision No. 57546

EFFECTIVE DECEMBER 8, 1958

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 261