

ORIGINAL

60622

Decision No. _____

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation)
 into rates, rules, regulations,)
 charges, allowances and practices)
 of all common carriers, highway)
 carriers and city carriers relating)
 to the transportation of property)
 in Los Angeles and Orange Counties)
 (transportation for which rates are)
 provided in Minimum Rate Tariff)
 No. 5).

Case No. 5435
 Petition for Modification
 No. 21

Arlo D. Poe, J. C. Kaspar, and James Quintrall,
 for California Trucking Associations, Inc.,
 petitioner.
Harold M. Brake, for Brake Delivery Service and
Meier Transfer Service; and W. H. Schaeffer,
 for J. A. Clark Cartage, Division of Consolidated
 Freightways; respondents.
P. J. Arturo, for Swift & Company; B. F. Bolling,
for The Flintkote Company; V. A. Bordelon, for
Los Angeles Chamber of Commerce; Warren L.
Carroll, for Ducommun Metals & Supply Company;
Jay G. Dodd, for General Mills, Inc.; R. C. Fels,
for Furniture Manufacturers Association of
California; Howard L. Frisbie, for U. S. Gypsum
Company; Joseph Q. Joint and C. S. Connolly, for
Carnation Company; Keith E. Miller, for himself;
R. A. Morin, for Fibreboard Paper Products
Corporation; A. E. Norrbom, for Toy Manufacturers
of the U.S.A.; Allen K. Penttila, for Sherwin
Williams Company; Eugene A. Read, for California
Manufacturers Association; Raymond Ristrom, for
Fibreboard Paper Products Corporation; L. J.
Rowley, for Lockheed Aircraft Corporation,
California Division; Robert R. Schwenig, for
Sears Roebuck & Company; Gerald C. Turner, for
Owens Illinois Glass, interested parties.
Grant L. Malquist and Leonard R. Diamond, for the
Commission staff.

O P I N I O N

By petition filed March 2, 1960, California Trucking Associations, Inc., requests the Commission to increase the minimum rates established in Minimum Rate Tariff No. 5 for the transportation of property in the Los Angeles Drayage Area by various amounts centering about four percent.

Public hearing was held in this matter April 20, 1960, before Examiner J. E. Thompson at Los Angeles.

The last general adjustment of the rates in Minimum Rate Tariff No. 5 was effective December 8, 1958, pursuant to Decision No. 57546 dated November 3, 1958. Since that date carriers have incurred increases in wages and other labor costs, payroll taxes and fuel costs. Drivers' and helpers' wages were increased $5\frac{1}{2}$ cents per hour. The employer's contributions to the health and welfare fund and pension fund increased 75 cents per man per month and \$8.65 per man per month respectively. Employer's social security tax increased from $2\frac{1}{2}$ percent on a maximum of \$4,200 earnings to 3 percent on \$4,800 maximum earnings. The amounts paid to the State Unemployment Insurance Fund also were increased. In October 1959 an additional fuel tax of one cent per gallon was imposed by the Federal Government. All of these increases were added into the cost study which was the basis of the adjustment in rates prescribed in said Decision No. 57546. The resultant calculations show increases in the cost of transporting property of between 3 and 5 percent. Petitioner proposes that the minimum rates be increased by the percentage increase in cost reflected in that study.

Carnation Company opposed the granting of the petition. It contends that no showing has been made because there is no evidence that the carriers need an increase in revenues. It is contended that some evidence of the financial condition of the carriers is required before an increase in rates may be justified.

California Manufacturers Association was not opposed to an increase in the minimum rates but suggested that the Commission give some thought to establishing rates in multiples of $\frac{1}{2}$ cent rather than rounding off to the nearest cent. It was asserted that when rates are subject to a number of percentage increases, as has been the case in connection with Minimum Rate Tariff No. 5, there is a

pyramiding of increases and rounding off of figures which make for greater increases than required in some cases and not sufficient increases in others. The establishment of rates in multiples of $\frac{1}{2}$ cent, especially those rates less than 30 cents, will reduce the pyramiding effect.

Except for certain vehicle unit rates applicable in Los Angeles and Orange counties, the rates in Minimum Rate Tariff No. 5 have application only in a small portion of Los Angeles County which we shall call the Los Angeles Drayage Area. The boundaries of this area and the zones established for minimum rate purposes reflect the so-called manufacturing, wholesale and retail districts of metropolitan Los Angeles as they existed in the period 1936 to 1938 (41 CRC 100, 41 CRC 222). Those boundaries have not been changed materially since that time. It has been generally recognized that industry and commerce have expanded in the metropolitan Los Angeles area so that the boundaries of the Los Angeles Drayage Area no longer represent the boundaries of the manufacturing, wholesale and retail districts. The Commission instituted an investigation into the matter of establishing minimum rates for an extended area in recognition of this circumstance, such investigation being designated Case No. 6322. Decision No. 59913, dated April 14, 1960, in Case No. 6322 defined the scope of that investigation, setting the stage for the development by the Commission's staff of cost and rate studies.

As was stated in a prior decision involving the adjustment of the minimum rates in Minimum Rate Tariff No. 5, there are no carriers engaged solely in transporting property within the Los Angeles Drayage Area. Profit and loss statements of carriers whose operations include transportation subject to that tariff are of little value in determining whether the rates are at reasonable levels because the revenues earned by the carriers under Minimum Rate Tariff No. 5 are but a small part of their total revenues. The case

presented by petitioner was described by its counsel as "the conventional type case in which adjustments in Minimum Rate Tariff No.5 have been made by the Commission in the past". The case consists of the measure, in terms of percentage, of the increase in costs of operation over the costs of operation reflected in a prior proceeding in which the existing rates were adjusted. The proposed rates were determined by applying the increases in costs to the existing rates. The method of supplementing prior cost studies has been used many times in minimum rate proceedings by the petitioner and by the Commission's staff. It is reasonably reliable as a measure of reasonableness of minimum rates, particularly when the supplementation is made to a fairly current cost study. While the basic cost study is many supplements away from the supplementary analysis presented herein, having been introduced in evidence on May 21, 1951, in a prior proceeding, after consideration of all of the facts and circumstances we find that the supplementary cost estimates reasonably reflect the increases in the costs of providing the services. We wish, however, to impress upon petitioner that the basic data is getting old.

The present rates will be increased by the increases in costs reflected in the supplementary cost analysis, and, as suggested by the California Manufacturers Association, will be rounded off to the nearest one-half cent on amounts to and including 30 cents.

Upon consideration of all of the facts, we are of the opinion and find that the rates and charges which will be established in the order which follows are the just, reasonable and nondiscriminatory minimum rates for the transportation of property by city carriers and highway carriers in the Los Angeles Drayage Area and that the increases which will result from the establishment of said rates are justified.

O R D E R

Based on the evidence of record and on the findings and conclusions set forth in the preceding opinion,

IT IS ORDERED:

1. That Minimum Rate Tariff No. 5 (Appendix "A" of Decision No. 32504, as amended) is further amended by incorporating therein, to become effective September 23, 1960, 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.

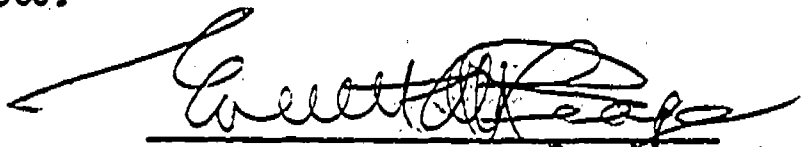
2. That tariff publications required to be made by common carriers as a result of the order herein may be filed not earlier than the effective date hereof, to become effective on not less than five days' notice to the Commission and to the public, and that such tariff publications shall be made effective not later than September 23, 1960.


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.

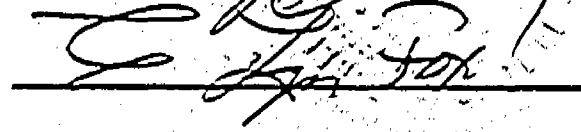
4. That in all other respects said Decision No. 32504, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 23rd day of August, 1960.



President




Commissioners

Peter E. Mitchell
Commissioner Theodore H. Jones, being
necessarily absent, did not participate
in the disposition of this proceeding.

APPENDIX "A" TO DECISION NO. 60622

Revised Pages to Minimum Rate Tariff No. 5

Authorized by Said Decision

Fifteenth Revised Page 16

Thirteenth Revised Page 17

Fifteenth Revised Page 20

Thirteenth Revised Page 26

Thirteenth Revised Page 28

Sixteenth Revised Page 29

Sixteenth Revised Page 31

Thirteenth Revised Page 32

Fourteenth Revised Page 35

Twelfth Revised Page 38

Twelfth Revised Page 39

Thirteenth Revised Page 40

Fifteenth 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>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 the service in connection with shipments weighing less than 100 pounds.</p>																				
*110-L Cancels 110-K	<p>ACCESSORIAL CHARGES</p> <p>An additional charge at the rate of ¢\$4.30 per man per hour, minimum charge ¢\$2.15, 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-L Cancels 120-K	<p>MINIMUM CHARGE</p> <p>Except as otherwise provided the minimum charge per shipment shall be as follows:</p> <table><tr><th colspan="2">Weight of shipment (in pounds)</th><th rowspan="2">Charge (in cents)</th></tr><tr><th>Over</th><th>But Not Over</th></tr><tr><td>0</td><td>25</td><td>85</td></tr><tr><td>25</td><td>50</td><td>105</td></tr><tr><td>50</td><td>75</td><td>122</td></tr><tr><td>75</td><td>100</td><td>147</td></tr><tr><td>100</td><td>-</td><td>165</td></tr></table>	Weight of shipment (in pounds)		Charge (in cents)	Over	But Not Over	0	25	85	25	50	105	50	75	122	75	100	147	100	-	165
Weight of shipment (in pounds)		Charge (in cents)																			
Over	But Not Over																				
0	25	85																			
25	50	105																			
50	75	122																			
75	100	147																			
100	-	165																			
125	<p>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>																				
* Change ◊ Increase) Decision No. SC622																				
EFFECTIVE SEPTEMBER 23, 1960																					
Issued by the Public Utilities Commission of the State of California, San Francisco, California.																					
Correction No. 273																					

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(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):</p> <p>(1) Table of added charges:</p> <table> <tr> <th>Number of Deliveries</th><th>Added Charge</th></tr> <tr> <td>2 -----</td><td>445 cents</td></tr> <tr> <td>3 to and including 5 -----</td><td>590 cents</td></tr> <tr> <td>6 to and including 10 -----</td><td>735 cents</td></tr> <tr> <td>11 or more -----</td><td>78 cents per delivery</td></tr> </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 -----	445 cents	3 to and including 5 -----	590 cents	6 to and including 10 -----	735 cents	11 or more -----	78 cents per delivery
Number of Deliveries	Added Charge										
2 -----	445 cents										
3 to and including 5 -----	590 cents										
6 to and including 10 -----	735 cents										
11 or more -----	78 cents per delivery										
*130-L Cancels 130-K											
	<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. (See Note.)</p> <p>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.</p>										
140-A Cancels 140											
<p>* Change) o Increase)</p> <p>Decision No. 60622</p>											
EFFECTIVE SEPTEMBER 23, 1960											
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 274</p>											

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 _____ 33
	Second Class _____ 26
	Third Class _____ 20
	Fourth Class, or lower _____ 19
	(1) Subject to minimum charge of 08¢ 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-N Cancels 165-M	(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. SC622

EFFECTIVE SEPTEMBER 23, 1960

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 275

Item No.	SECTION NO. 3 - CLASS RATES In Cents per 100 Pounds												
*310-M Cancels 310-L	Rate Basis	Minimum Weight in Pounds											
		Any Quantity				500				2,000			
		1	2	3	4	1	2	3	4	1	2	3	4
	A	129	116	103	90	92	83	73	64	70	63	56	49
	B	130	117	104	91	93	84	74	65	75	68	60	53
	C	131	118	105	92	94	85	75	66	87	78	69	61
	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	42	38	33	29	31	28	25	22	23	20½	18	16	
B	44	40	35	31	32	29	26	22½	23½	21	19	16½	
C	58	52	46	41	43	38	34	30	29	26	23	20	
* Change) o Increase, except as noted) Decision No. 60622 o No change)													
EFFECTIVE SEPTEMBER 23, 1960													
Issued by the Public Utilities Commission of the State of California, San Francisco, California.													
Correction No. 276													

Cancels

Item No.	SECTION NO. 4 - COMMODITY RATES										
325-E Cancels 325-D	<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>										
*330-L Cancels 330-K	<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> </table> <table border="0" style="width: 100%;"> <tr> <td style="width: 60%;">1st Class or Higher _____</td><td style="width: 40%; text-align: right;">15½</td></tr> <tr> <td>2nd Class _____</td><td style="text-align: right;">12½</td></tr> <tr> <td>3rd Class _____</td><td style="text-align: right;">11½</td></tr> <tr> <td>4th Class or Lower _____</td><td style="text-align: right;">8½</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 _____	15½	2nd Class _____	12½	3rd Class _____	11½	4th Class or Lower _____	8½
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 _____	15½										
2nd Class _____	12½										
3rd Class _____	11½										
4th Class or Lower _____	8½										
* Change) ◊ Increase)	Decision No. 60622										
EFFECTIVE SEPTEMBER 23, 1960											
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 277</p>											

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents per 100 Pounds					
0340-P Cancels 340-0	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, Tinplate, Washers, Wire.			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.		
	Iron and Steel Articles, viz.:			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
	13	15½	23	11	11½	14
	◆ Increase, Decision No. 60622					
EFFECTIVE SEPTEMBER 23, 1960						
Issued by the Public Utilities Commission of the State of California, San Francisco, California.						
Correction No. 278						

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-M Cancels 343-L	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		
	15½	19	26	13	14	15½		
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		But			
			Not		Not			
			Over	Over	Rate	Over	Over	Rate
			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.								
o Increase, Decision No. 60622								
EFFECTIVE SEPTEMBER 23, 1960								
Issued by the Public Utilities Commission of the State of California, San Francisco, California.								
Correction No. 279								

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents per 100 Pounds							
0360-M Cancels 360-L	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	37	33	26	21	15½	11	11
	B	51	34	30	22	15½	13	11
	C	58	43	39	31	23	15½	13
<p>♦ Increase, Decision No. SCS22</p>								
EFFECTIVE SEPTEMBER 23, 1960								
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>								
Correction No. 280								

Item No.	SECTION NO. 4 - COMMODITY RATES (Concluded) In Cents Per 100 Pounds						
0385-K Cancels 385-J	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 -----	15½			22		
	20,000 pounds -----	14			16½		
	30,000 pounds -----	13½			15½		
	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-N Cancels 390-M	SUGAR:					
Rate Basis		Minimum Weight in Pounds					
		Any Quantity	500	2,000	4,000	10,000	20,000
A		50	45	31	27	11½	11
B		65	46	43	29	11½	11
C		72	57	49	43	19	13½
◊ Increase, Decision No. 60622							
EFFECTIVE SEPTEMBER 23, 1960							
Issued by the Public Utilities Commission of the State of California, San Francisco, California.							
Correction No. 281							

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS(Continued)
*401-L Cancels 401-K	<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 \$4.30 per man, per hour, minimum charge \$2.15, 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) o Increase) Decision No. 60622</p>
	<p style="text-align: right;">EFFECTIVE SEPTEMBER 23, 1960</p> <p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 282</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, subject to Notes 1, 2 and 3:</p> <table> <tr> <th>Minimum Units per Calendar Month or Any Portion Thereof</th><th>◊ Rates in Cents per Unit</th></tr> <tr> <td>Any Quantity -----</td><td>99</td></tr> <tr> <td>250 -----</td><td>93</td></tr> <tr> <td>750 -----</td><td>87</td></tr> <tr> <td>2,000 -----</td><td>78</td></tr> <tr> <td>4,000 -----</td><td>70</td></tr> <tr> <td>6,000 -----</td><td>68</td></tr> <tr> <td>8,000 -----</td><td>60</td></tr> <tr> <td>10,000 -----</td><td>56</td></tr> <tr> <td>12,500 -----</td><td>54</td></tr> <tr> <td>15,000 -----</td><td>52</td></tr> <tr> <td>25,000 -----</td><td>51</td></tr> </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>*410-L Cancels 410-K</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> <tr> <th>Weight of Shipment in Pounds</th><th>Number of Units</th></tr> <tr> <td>50 or less</td><td>1</td></tr> <tr> <td>Over 50 but not over 150</td><td>2</td></tr> <tr> <td>Over 150 but not over 300</td><td>3</td></tr> <tr> <td>Over 300 but not over 500</td><td>4</td></tr> <tr> <td>Over 500 but not over 550</td><td>5</td></tr> <tr> <td>Over 550 but not over 650</td><td>6</td></tr> <tr> <td>Over 650 but not over 800</td><td>7</td></tr> <tr> <td>Over 800 but not over 1,000</td><td>8</td></tr> <tr> <td>Over 1,000 -----</td><td>(See Below)</td></tr> </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 -----	99	250 -----	93	750 -----	87	2,000 -----	78	4,000 -----	70	6,000 -----	68	8,000 -----	60	10,000 -----	56	12,500 -----	54	15,000 -----	52	25,000 -----	51	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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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 -----	650	650
	Over 250 but not over 2,500	800	800
	Over 2,500 but not over 5,000	820	820
	Over 5,000 but not over 8,000	850	850
	Over 8,000 but not over 12,000	865	865
	Over 12,000 but not over 20,000	975	975
	Over 20,000 but not over 30,000	1040	1040
	Over 30,000 -----	1190	1190
	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.		
*420-M Can- cels 420-L	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 \$2.10 per hour (or fraction thereof) shall be assessed.		
*Change) ◇Increase)	Decision No. 60622		
EFFECTIVE SEPTEMBER 23, 1960			
Issued by the Public Utilities Commission of the State of California, San Francisco, California.			
Correction No. 254			

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 Notes 1 and 2					
		Column 1	Column 2	Column 3	Column 4	Column 5
		1	2	3	4	5
	2,500 or less	200	254	800	1000	09
	Over 2,500 but not over 5,000	205	260	825	1025	10
	Over 5,000 but not over 8,000	212	268	850	1050	11½
	Over 8,000 but not over 12,000	216	274	875	1075	12
	Over 12,000 but not over 20,000	243	306	975	1175	12½
	Over 20,000 but not over 30,000	260	326	1050	1250	14½
	Over 30,000	298	372	1200	1400	18½
	<p>COLUMN 1 - Rates in dollars per unit of carrier's equipment for a period of five successive days or any portion thereof, excluding Sundays and holidays, and limited to 8 hours out of each 9 consecutive hours. When equipment is operated in excess of 250 miles during such period, add rates provided by Column 5. When equipment is operated in excess of 8 hours in each 9 hours, add rates provided by Column 6.</p> <p>COLUMN 2 - Rates in dollars per unit of carrier's equipment for a period of six successive days or any portion thereof, excluding Sundays and holidays, and limited to 8 hours out of each 9 consecutive hours. When equipment is operated in excess of 300 miles during such period, add rates provided by Column 5. When equipment is operated in excess of 8 hours in each 9 hours, add rates provided by Column 6.</p> <p>COLUMN 3 - Rates in dollars per unit of carrier's equipment for a period of twenty-one successive days or, when the equipment is not operated on Saturdays, Sundays and holidays, for a period of twenty-one successive days exclusive of Saturdays, Sundays and holidays, or any portion of such periods. When equipment is operated in excess of 1,050 miles during the period, add rates provided by Column 5. When equipment is operated in excess of 8 hours in any one day, add rates provided by Column 6.</p> <p>COLUMN 4 - Rates in dollars per unit of carrier's equipment for a period of twenty-five successive days or, when the equipment is not operated on Sundays and holidays, for a period of twenty-five successive days, exclusive of Sundays and holidays, or any portion of such periods. When equipment is operated in excess of 1,250 miles during the period, add rates provided by Column 5. When equipment is operated in excess of 8 hours in any one day, add rates provided by Column 6.</p> <p>COLUMN 5 - Rates in cents per mile to be added to the Column 1, 2, 3 and 4 rates when the unit of carrier's equipment is operated in excess of the maximum mileage allowed thereunder.</p> <p>COLUMN 6 - Rates in cents per hour to be added to the Column 1, 2, 3 and 4 rates when the unit of carrier's equipment is operated in excess of the maximum hours allowed thereunder.</p> <p>NOTE 1. - Weight in pounds is the gross weight of the property transported by the unit of carrier's equipment at the time the equipment is transporting the greatest (heaviest) load during the period covered by the transaction. No allowance shall be made for weight of containers.</p>					

*430-N
Cancels
430-M

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.

66622

EFFECTIVE SEPTEMBER 23, 1960

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