

ORIGINAL

Decision No. 63825

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation into the rates, rules and regulations, charges, allowances and practices of all common carriers, highway carriers and city carriers, relating to the transportation of any and all commodities between and within all points and places in the State of California (including, but not limited to, transportation for which rates are provided in Minimum Rate Tariff No. 2).

Case No. 5432

Petition No. 260

(Filed April 2, 1962)

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. 35

(Filed April 2, 1962)

Arlo D. Poe, James Quintrall, and J. C. Kaspar,
for California Trucking Associations, Inc.,
petitioner.

Louie F. Rodriguez, Nat H. Williams, G. L. Chappell, Richard G. Lynd, E. J. McSweeney, and A. J. Konick, for various respondent carriers.

V. A. Bordelon, for Los Angeles Chamber of Commerce, interested party.

R. P. Longabaugh (by L. J. Reimbolt) for Andrew Jergens Company, protestant.

Robert E. Dempster, C. H. Costello, Dale Finley (by H. M. Long), Robert R. Schwenig, William Sawtelle, W. R. Czaban, Mortorn S. Colgrove, A. K. Pentilla, Eugene A. Read, A. E. Norrbom, K. Paul Thorpe, William Davidson, Louis L. Fox, Vincent P. Staunton, B. F. Bolling, Lester A. Bey, Max E. Boyer, R. T. Hunt (by W. Y. Bell), George M. McPheeters, for various shippers and shipper organizations, interested parties.

R. A. Lubich and Carl B. Blaubach, for the Commission's staff.

O P I N I O N

By these petitions the California Trucking Associations, Inc., seeks increases of about 3 to 5 percent in the rates and charges in Minimum Rate Tariff No. 5 and in the monthly vehicle rates and charges in Minimum Rate Tariff No. 2. The rates and charges in Minimum Rate Tariff No. 5 are those which apply as minimum for the transportation of property by city carriers, highway contract carriers and radial highway common carriers within the so-called Los Angeles Drayage Area, and also within the Metropolitan Los Angeles Zone (Los Angeles and Orange Counties) in specified circumstances. The monthly vehicle rates in Minimum Rate Tariff No. 2 apply for the transportation of property by for-hire highway carriers when the vehicles which are used in the transportation are engaged on a monthly basis. In general, said rates apply, with certain exceptions, for hauls throughout the State for hauls up to 125 miles.

Public hearing on the petitions was held before Examiner C. S. Abernathy at Los Angeles on April 27, 1962. Evidence in the matters was submitted by petitioner's assistant director of research and by a representative of the Continental Can Co., Inc., an interested shipper. Representatives of several other shippers and members of the Commission's staff also participated in the development of the record.

According to the presentation which petitioner's assistant director of research made in this matter, the increases which are sought in the minimum rates and charges are necessary to offset

increases in labor costs and related expenses which will become effective July 1, 1962, and which will apply to the carriers that are engaged in performing transportation services subject to the rates in Minimum Rate Tariff No. 5 and to the vehicle rates in Minimum Rate Tariff No. 2. The assistant director of research said that the wage contract under which the carriers are operating provides that as of July 1, 1962, the carriers will grant specified increases to their drivers, freight handlers, automotive maintenance employees and employees of various other classifications. He said, furthermore, that with the granting of the wage increases to the employees designated in the contract, the carriers will have to grant increases to various of their other employees also.

The witness for petitioner submitted and explained an exhibit which he had prepared to show the extent that the carriers' costs of service would be increased by the aforesaid increases in wage and related costs. In the development of this exhibit he applied the cost increases to the same factors as those upon which the cost data that underlie the present rates were calculated. By comparing the resultant figures with the earlier cost data, he computed the increases in rates needed to compensate for the increases in costs. The rate increases which petitioner seeks correspond to amounts of increase which were thus computed.

The establishment of the sought increases was opposed in part by the Continental Can Co., Inc. The representative of this company submitted an exhibit in which he pointed out that some of the monthly vehicle rates which petitioner proposes would be at a higher level than other vehicle rates which apply under Minimum Rate Tariff No. 5 on a weekly basis. The sought increases in the monthly vehicle rates were also opposed by a representative of Wm. Volker & Co. who urged that, in order to avoid a multiplicity of

changes in said rates within a short time, no adjustments in the rates should be made pending the outcome of investigations which the Commission is making of the monthly rates in other phases of these and related proceedings (Order Setting Hearing, dated April 24, 1962, Cases Nos. 5432, 5435, 5439, 5441 and 5603). In other respects the increases which petitioner seeks were not opposed.

It is clear from the evidence in this matter that as of July 1, 1962, the carriers will be subjected to increases in labor costs for which provision is not included in the minimum rates which are involved herein. It appears that petitioner's showing reasonably measures the cost increases that will become applicable and the extent that the minimum rates should be increased to compensate for the increased costs. With the exception of increases in some of the monthly rates, we find that the minimum rates should be increased as sought in order to restore them to a just and reasonable level. Where under petitioner's proposals, charges under the monthly vehicle rates will exceed those for corresponding periods under the weekly vehicle rates, the latter charges will be adopted as the just and reasonable charges for vehicles on a monthly basis. The monthly rates should be adjusted as indicated, notwithstanding the other investigations of said rates, since a deferral of the adjustments would result in a continuation of rates which are unreasonably low in present circumstances.

In addition to the increases which petitioner seeks in the minimum rates, petitioner also asks that common carriers be authorized to effect corresponding increases in their rates for exempt commodities.¹ Petitioner's proposals in this respect are directed to

¹ The common carriers to whom petitioner refers in connection with this request are those carriers which are designated as common carriers in the Public Utilities Act and which are required by minimum rate orders of the Commission to assess rates and charges not less than those which apply under the provisions of Minimum Rate Tariffs Nos. 5 and 2.

those commodities which are not subject to the provisions of either or both of said minimum rate tariffs. However, at the hearing on this aspect of its petitions, petitioner modified its requests to apply only to the exempt commodities which the common carriers transport at class rates within the Los Angeles Drayage Area.²

As justification for this request, petitioner pointed out through its assistant director of research that the class rates which the common carriers publish apply for the transportation of virtually all commodities, whether exempt from the minimum rates or not. Were the carriers not permitted to increase their rates for exempt commodities to correspond with increases which are prescribed in the rates for the nonexempt commodities, they would be obliged to maintain separate scales of class rates for the exempt and nonexempt commodities respectively. Petitioner's witness declared that for the purposes of tariff simplicity the carriers should be able to apply the same class rates to both groups of commodities. He asserted, furthermore, that the carriers transport the exempt and nonexempt commodities at the same time on the same vehicles under the same level of costs, and that the circumstances which warrant increases in rates for the nonexempt commodities apply equally to the exempt commodities.

² The commodities which are identified herein as exempt commodities are those which are listed in Item 40 of Minimum Rate Tariff No. 5 and in Items Nos. 40 and 41 of Minimum Rate Tariff No. 2, and which are exempted by these items from the other provisions of said tariffs. Some of such commodities are subject to minimum rates which are published in other minimum rate tariffs of the Commission. Rates for various other of such commodities are contained in tariffs of the individual carriers involved, and are considered by the Commission in application proceedings of such carriers.

To the extent that the exempt commodities are transported at the level of the minimum class rates and at the same general level of costs as those which apply to other commodities that are transported at the minimum class rates, it appears that petitioner justifiably argues that increases in the rates for such exempt commodities should be authorized. Where, however, the transportation is being performed under transportation circumstances different from those on which the minimum class rates are based, petitioner's showing herein obviously does not provide a measure of the extent that the rates of exempt commodities should be increased to compensate for the increases in costs which will become effective July 1, 1962. In this respect petitioner's request that increases be authorized in rates for exempt commodities should be denied.

Upon consideration of the facts and circumstances of record, the Commission finds (a) that the increased minimum rates and charges which are prescribed in the following order have been shown to be justified; (b) that said increased rates and charges are, and will be, just, reasonable and nondiscriminatory minimum rates and charges for the transportation services to which they will apply; and (c) that to the extent that the provisions of Minimum Rate Tariffs Nos. 5 and 2 have been found heretofore to constitute reasonable minimum rates, rules and regulations for common carriers as defined in the Public Utilities Act, said provisions, as hereinafter adjusted, are, and will be, reasonable

minimum rate provisions for said common carriers. To the extent that the existing rates and charges of said common carriers for the transportation involved are less in volume or effect than the minimum rates and charges herein designated as reasonable for said carriers, to that same extent the rates and charges of said carriers are hereby found to be, now and for the future, unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the costs of other means of transportation. In order to avoid duplication of tariff distribution, Minimum Rate Tariff No. 2 will be amended by separate order.

The Commission also finds that increases in the class rates of common carriers (as identified in Footnote 1, hereinabove) for the transportation of exempt commodities are justified to the extent that increases in class rates for said commodities are authorized by the following Order.

In connection with the establishment of increased rates in conformity with the order herein, petitioner asks that common carriers be relieved from the so-called long- and short-haul prohibitions of Article XII, Section 21, of the Constitution of the State of California, and of Section 460 of the Public Utilities Code. Relief from said prohibitions is necessary because of the fact that the rates which are prescribed in Minimum Rate Tariff No. 5 for transportation within the Los Angeles Drayage Area result in higher charges, in some instances, than the charges which apply under the rates named in Minimum Rate Tariff No. 2 for like transportation over the same routes to points beyond the Los Angeles Drayage Area. Where the aforesaid common carriers have been heretofore authorized to depart from the long- and short-haul prohibitions, their outstanding authorities will be modified to the extent necessary to carry out the effect of the order herein.

O R D E R

Based on the evidence of record and on the findings and conclusions contained 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 July 28, 1962, 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 common carriers subject to the Public Utilities Act, to the extent that they are subject also to said Decision No. 32504, as amended, be and they are directed to establish in their tariffs the increases necessary to conform with the further increases herein of said decision.

3. That, except as is otherwise stated hereinbelow, the increased class rates, surcharges, minimum charges and accessorial service charges which are established by Ordering Paragraph 1 hereof be, and they hereby are, authorized to be made applicable to the transportation of the commodities listed in Item No. 40-T of Minimum Rate Tariff No. 5, by common carriers as identified in

Footnote No. 1 above, provided (a) that said transportation is performed between origins and destinations which are both located within the Los Angeles Drayage Area (as described in Minimum Rate Tariff No. 5); and (b) that said transportation is now subject to class rates in the tariffs of said common carriers.

EXCEPTIONS: The rate increase authority which is granted by this paragraph does not apply,

- (1) To transportation for which minimum rates apply in accordance with the provisions of other minimum rate tariffs of the Commission; and
- (2) To transportation which is being performed by dump or tank vehicles.

4. 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 tenth day after the effective date of this order, on not less than ten days' notice to the Commission and to the public; that such tariff publications as are required shall be made effective not later than July 28, 1962; and that as to tariff publications which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date hereof.

5. 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-

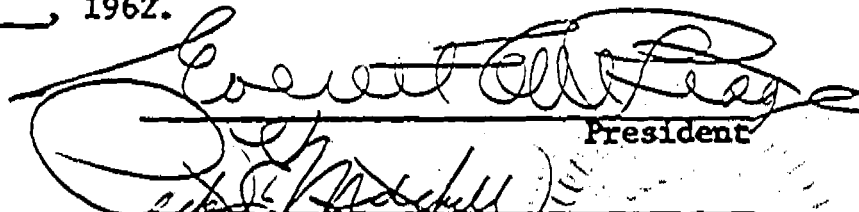
and short-haul departures now maintained under outstanding authorizations, that such outstanding authorizations be and they are hereby modified only to the extent necessary to comply with this order; and that common carriers, in publishing rates under the authority conferred in this ordering paragraph, shall make reference in their schedules to the prior orders authorizing the long- and short-haul departures and to this order.

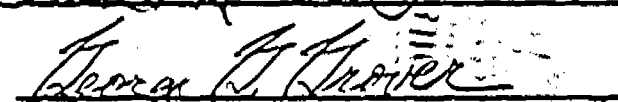
6. That in all other respects said Decision No. 32504, as amended, shall remain in full force and effect.

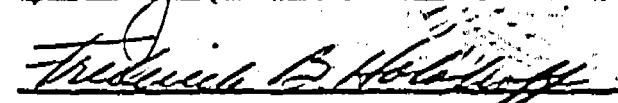
7. That except as is otherwise provided herein, Petition No. 260 in Case No. 5432 and Petition No. 35 in Case No. 5435 be, and they hereby are, denied.

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

Dated at San Francisco, California, this 15th
day of JUNE 4, 1962.



President




Commissioners

Commissioner C. Lyn Fox, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A TO DECISION NO. 63825

List of Revised Pages to Minimum Rate Tariff No. 5

Authorized by Said Decision

Seventeenth Revised Page 16
Second Revised Page 16-A
Fifteenth Revised Page 17
Seventeenth Revised Page 20
Fifteenth Revised Page 26
Fifteenth Revised Page 28
Eighteenth Revised Page 29
Eighteenth Revised Page 31
Fifteenth Revised Page 32
Sixteenth Revised Page 35
Fourteenth Revised Page 38
Fourteenth Revised Page 39
Fifteenth Revised Page 40
Seventeenth Revised Page 41

(END OF APPENDIX A LIST)

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																				
ø100	<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 07½ cents per 100 pounds, minimum additional charge 035 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>																				
ø110	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>An additional charge at the rate of 0\$5.00 per man per hour, minimum charge 0\$2.50, 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>																				
ø120	<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="0" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;"><u>Weight of shipment (in pounds)</u></th> <th rowspan="2" style="text-align: center;"><u>0 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;">100</td> </tr> <tr> <td style="text-align: center;">25</td> <td style="text-align: center;">50</td> <td style="text-align: center;">120</td> </tr> <tr> <td style="text-align: center;">50</td> <td style="text-align: center;">75</td> <td style="text-align: center;">140</td> </tr> <tr> <td style="text-align: center;">75</td> <td style="text-align: center;">100</td> <td style="text-align: center;">170</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">-</td> <td style="text-align: center;">190</td> </tr> </tbody> </table>	<u>Weight of shipment (in pounds)</u>		<u>0 Charge (in cents)</u>	<u>Over</u>	<u>But Not Over</u>	0	25	100	25	50	120	50	75	140	75	100	170	100	-	190
<u>Weight of shipment (in pounds)</u>		<u>0 Charge (in cents)</u>																			
<u>Over</u>	<u>But Not Over</u>																				
0	25	100																			
25	50	120																			
50	75	140																			
75	100	170																			
100	-	190																			
125	<p style="text-align: center;">REFERENCES TO ITEMS AND OTHER TARIFFS</p> <p>Unless otherwise provided, references herein to item numbers in this or other tariffs include references to such numbers with letter suffix, and references to other tariffs include references to amendments and successive issues of such other tariffs.</p>																				
<p>ø Change) 0 Increase) Decision No. 63825</p>																					
<p>EFFECTIVE JULY 26, 1962</p>																					
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 310</p>																					

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																					
<p>¶126</p>	<p style="text-align: center;">CHARGES FOR ESCORT SERVICE</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring escort service:</p> <p>(a) A charge of \$5.80 per hour, plus 8½ cents per actual mile, shall be made for each escort vehicle and driver furnished, for the time and distance said vehicle and driver are engaged in such service. (See Notes 1 and 2.)</p> <p>(b) A charge shall be made equal to the actual cost of any bridge or ferry tolls incurred for each escort car.</p> <p>NOTE 1.—Service shall commence with departure of each escort vehicle from its point of dispatch and terminate with the return of each escort car to its point of dispatch, excluding off-duty hours.</p> <p>NOTE 2.—Charges for fractions of an hour shall be determined in accordance with the following table:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;">MINUTES</th> <th></th> </tr> <tr> <th style="text-align: center;">Over</th> <th style="text-align: center;">But Not Over</th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">8</td> <td style="text-align: right;">.....omit</td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">23</td> <td style="text-align: right;">..... shall be 1/4 hour</td> </tr> <tr> <td style="text-align: center;">23</td> <td style="text-align: center;">38</td> <td style="text-align: right;">..... shall be 1/2 hour</td> </tr> <tr> <td style="text-align: center;">38</td> <td style="text-align: center;">53</td> <td style="text-align: right;">..... shall be 3/4 hour</td> </tr> <tr> <td style="text-align: center;">53</td> <td style="text-align: center;">60</td> <td style="text-align: right;">..... shall be 1 hour</td> </tr> </tbody> </table>	MINUTES			Over	But Not Over		0	8omit	8	23 shall be 1/4 hour	23	38 shall be 1/2 hour	38	53 shall be 3/4 hour	53	60 shall be 1 hour
MINUTES																						
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53	60 shall be 1 hour																				
<p>¶128</p>	<p style="text-align: center;">CHARGES FOR PERMIT SHIPMENTS</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring transportation permits:</p> <p>(a) A charge of \$6.95 shall be made for the service of securing each permit, and</p> <p>(b) A charge shall be made equal to the fee, if any, assessed by the governmental agency for issuing each permit.</p>																					
<p> ◇ Change) ◇ Increase) Decision No. 63825 </p>																						
<p style="text-align: center;">EFFECTIVE JULY 26, 1962</p>																						
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 311</p>																						

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION(Continued)										
	<p style="text-align: center;">SPLIT DELIVERY</p> <p>The charge for a split delivery shipment, as defined in Item No. 11(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 border="0" style="margin-left: 40px;"> <thead> <tr> <th style="text-align: left;">Number of Deliveries</th> <th style="text-align: left;">◊ Added Charge</th> </tr> </thead> <tbody> <tr> <td>2 -----</td> <td>500 cents</td> </tr> <tr> <td>3 to and including 5 -----</td> <td>660 cents</td> </tr> <tr> <td>6 to and including 10 -----</td> <td>830 cents</td> </tr> <tr> <td>11 or more -----</td> <td>88 cents per delivery</td> </tr> </tbody> </table> <p>(2) At time of tender of shipment carrier shall issue a single bill of lading or shipping document for the composite shipment, and be furnished with manifest or written delivery instructions showing the name of each consignee, the point of destination, and the kind and quantity of property in each component part.</p> <p>(3) In the event a lower aggregate charge results from treating one or more component parts as a separate shipment, such lower basis may be applied.</p>	Number of Deliveries	◊ Added Charge	2 -----	500 cents	3 to and including 5 -----	660 cents	6 to and including 10 -----	830 cents	11 or more -----	88 cents per delivery
Number of Deliveries	◊ Added Charge										
2 -----	500 cents										
3 to and including 5 -----	660 cents										
6 to and including 10 -----	830 cents										
11 or more -----	88 cents per delivery										
140	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Common carrier rates may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation between the same points of origin and destination, and for the same accessorial services, than results from the application of rates herein provided. (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>										
<p>◊ Change) ◊ Increase) Decision No. 63825</p>											
<p>EFFECTIVE JULY 28, 1962</p>											
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>											
<p>Correction No. 312</p>											

DELAYED DELIVERY OF SHIPMENTS

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(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.

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DISPOSITION OF FRACTIONS

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
Increase

Decision No.

63825

EFFECTIVE JULY 26, 1962

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

Correction No. 313

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	
0310	A	146	131	116	102	105	94	83	73	79	71	63	55
	B	147	132	117	103	106	95	84	74	84	75	67	59
	C	148	133	118	104	107	96	85	75	97	88	78	68
	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	47	42	38	33	35	32	28	24	25	22½	20	17½
	B	50	45	40	35	37	33	29	25	26	23½	21	18
	C	66	59	53	46	48	43	38	34	31½	28½	25	22
♦ Increase, Decision No. 63825													
EFFECTIVE JULY 28, 1962													
Issued by the Public Utilities Commission of the State of California, San Francisco, California.													
Correction No. 314													

Item No.	SECTION NO. 4 - COMMODITY RATES	
325	<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>18 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	<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 style="text-align: center;">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>	
	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 -----	18
	2nd Class -----	14
	3rd Class -----	13
	4th Class or Lower -----	9½
<p>Change } Increase } Decision No. 63825</p>		
EFFECTIVE JULY 28, 1962		
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 315</p>		

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents per 100 Pounds					
0340	FREIGHT, viz.:			Iron and Steel, structural, fabricated or unfabricated, consisting of: (Continued)		
	Cement, Portland, building (See Item No. 40),			Frames, circular,		
	Flour or Corn Meal, edible,			Girders,		
	Grain and other articles as described in Item No. 400 of the Exception Sheet,			Guides, elevator,		
	Iron and Steel Articles, viz.:			Hangers, joist,		
	Bands,			Ladder assemblies, tank or tower,		
	Bars, plain, corrugated, twisted or bent,			Piling,		
	Billets,			Plates,		
	Belts,			Plates, fish,		
	Castings, rough,			Pulleys, tank or reservoir,		
Fencing,			Railings, bridge,			
Fittings, pipe,			Rails,			
Forging, rough,			Shoes, riveted or cast,			
Hoops,			Tees,			
Ingrts,			Trusses,			
Nails,			Tubing, pier,			
Nuts,			Turnbuckles,			
Pig Iron,			Weights (not including sash weights),			
Pipe,			Zees,			
Rivets,			Junk, viz.:			
Rods,			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,			
Sheets, black, galvanized, corrugated or plain,			Paper, newsprint,			
Ties, bale,			Refuse, citrus fruit, not fit for human consumption.			
Tinplate,						
Washers,						
Wire,						
Iron and Steel, structural, fabricated or unfabricated, consisting of:						
Angles,						
Bars, truss,						
Bases, post,						
Beams,						
Braces,						
Caps, post,						
Channels,						
Columns,						
Minimum Weight in Pounds						
10,000			20,000			
Rate Basis			Rate Basis			
A	B	C	A	B	C	
14½	17	26	12½	13	15½	
◇ Increase, Decision No. 63825						
EFFECTIVE JULY 26, 1962						
Issued by the Public Utilities Commission of the State of California, San Francisco, California.						
Correction No. 316						

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents Per 100 Pounds																																		
342	<p>FREIGHT, viz.:</p> <p style="text-align: center;">(Items Nos. 341, 342 and 343)</p> <p>Roofing, Building, or Paving Material, as described in Item No. 1110 of the Exception Sheet (subject to Note).</p> <p style="text-align: right;">Wine, domestic, having a declared value of not more than \$2.00 per gallon.</p> <p>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.</p>																																		
	<p>FREIGHT, as described in Items Nos. 341 and 342.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="6" style="text-align: center;">Minimum Weight in Pounds</th> </tr> <tr> <th colspan="3" style="text-align: center;">10,000</th> <th colspan="3" style="text-align: center;">20,000</th> </tr> <tr> <th colspan="3" style="text-align: center;">Rate Basis</th> <th colspan="3" style="text-align: center;">Rate Basis</th> </tr> <tr> <th style="text-align: center;">A</th> <th style="text-align: center;">B</th> <th style="text-align: center;">C</th> <th style="text-align: center;">A</th> <th style="text-align: center;">B</th> <th style="text-align: center;">C</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">17</td> <td style="text-align: center;">21</td> <td style="text-align: center;">29½</td> <td style="text-align: center;">14½</td> <td style="text-align: center;">15½</td> <td style="text-align: center;">17</td> </tr> </tbody> </table>						Minimum Weight in Pounds						10,000			20,000			Rate Basis			Rate Basis			A	B	C	A	B	C	17	21	29½	14½	15½
Minimum Weight in Pounds																																			
10,000			20,000																																
Rate Basis			Rate Basis																																
A	B	C	A	B	C																														
17	21	29½	14½	15½	17																														
345	<p>FREIGHT, viz.:</p> <p>Cement clinker, Sacks, empty, cement, returning from an outbound paying load.</p> <p style="text-align: center;">Minimum Weight 28,500 Pounds</p>																																		
	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 But Not Over Over	Rate	(1) MILES But Not Over Over	Rate																												
				0 2½ 7½ 12½	2½ 7½ 12½ 25	4½ 5 5½ 6	25 50 75 100	7 9 10																											
<p>(1) Mileage shall be computed on the basis of the shortest actual mileage via any public highway or highways or any public street or streets.</p>																																			
<p>◊ Increase, Decision No. 63825</p>																																			
<p>EFFECTIVE JULY 26, 1962</p>																																			
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>																																			
<p>Correction No. 317</p>																																			

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents per 100 Pounds							
	LUMBER AND FOREST PRODUCTS, as described in Item No. 580 of the Exception Sheet:							
0360	Rate Basis	Minimum Weight in Pounds						
		Any Quantity	500	2,000	4,000	10,000	20,000	30,000
	A	42	37	29	24	17	12½	12½
	B	58	38	33	25	17	14½	12½
	C	65	48	44	35	26	17	14½

◊ Increase, Decision No. **63825**

EFFECTIVE JULY 28, 1962

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

Correction No. 318

Item No.	SECTION NO. 4 - COMMODITY RATES (Concluded) In Cents Per 100 Pounds																										
0385	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 ¹ , bristol, card, tar or trunk board.																										
	<table border="0" style="width: 100%;"> <tr> <td style="text-align: left;">Minimum Weight</td> <td style="width: 20%;"></td> <td style="text-align: center;">Column A</td> <td style="width: 20%;"></td> <td style="text-align: center;">Column B</td> <td colspan="2"></td> </tr> </table>							Minimum Weight		Column A		Column B															
	Minimum Weight		Column A		Column B																						
<table border="0" style="width: 100%;"> <tr> <td style="width: 20%;">10,000 pounds</td> <td style="width: 20%; border-top: 1px dashed black;">-----</td> <td style="width: 20%; text-align: center;">17</td> <td style="width: 20%;"></td> <td style="width: 20%; text-align: center;">25</td> <td colspan="2"></td> </tr> <tr> <td>20,000 pounds</td> <td style="border-top: 1px dashed black;">-----</td> <td style="text-align: center;">15½</td> <td></td> <td style="text-align: center;">15</td> <td colspan="2"></td> </tr> <tr> <td>30,000 pounds</td> <td style="border-top: 1px dashed black;">-----</td> <td style="text-align: center;">15</td> <td></td> <td style="text-align: center;">17</td> <td colspan="2"></td> </tr> </table>							10,000 pounds	-----	17		25			20,000 pounds	-----	15½		15			30,000 pounds	-----	15		17		
10,000 pounds	-----	17		25																							
20,000 pounds	-----	15½		15																							
30,000 pounds	-----	15		17																							
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	SUGAR:																										
	Rate Basis	Minimum Weight in Pounds																									
		Any Quantity	500	2,000	4,000	10,000	20,000																				
	A	57	50	35	30	13	12½																				
B	73	51	48	33	13	12½																					
C	81	64	56	48	21	15																					
◊ Increase, Decision No. 63825																											
EFFECTIVE JULY 28, 1962																											
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 319																											

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS(Continued)
	<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 \$5.00 per man, per hour, minimum charge \$2.50, 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>6401 (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>6 Change) 6 Increase) Decision No. 63825</p>
EFFECTIVE JULY 28, 1962	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 320	

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, subject to Notes 1, 2 and 3:

Minimum Units per Calendar Month or Any Portion Thereof ◊ Rates in Cents per Unit

Any Quantity -----	111
250 -----	105
750 -----	97
2,000 -----	88
4,000 -----	79
6,000 -----	77
8,000 -----	67
10,000 -----	63
12,500 -----	61
15,000 -----	59
25,000 -----	58

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.

◊410

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. 63825

EFFECTIVE JULY 28, 1962

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

Correction No. 321

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	740	740
Over 250 but not over 2,500	895	895
Over 2,500 but not over 5,000	915	915
Over 5,000 but not over 8,000	945	945
Over 8,000 but not over 12,000	960	960
Over 12,000 but not over 20,000	1070	1070
Over 20,000 but not over 30,000	1110	1110
Over 30,000	1295	1295

6420

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 Saturdays, Sundays or holidays, an additional charge at the rate of ◊\$2.50 per hour (or fraction thereof) shall be assessed.

◊ Change } Decision No. 63825
 ◊ Increase }

EFFECTIVE JULY 28, 1962

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 322

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>							
	Weight in Pounds Subject to Notes 1 and 2	Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
	2,500 or less -----	223	284	937	1177	9	627
	Over 2,500 but not over 5,000	229	291	962	1203	10	627
	Over 5,000 but not over 8,000	235	299	987	1235	11½	627
	Over 8,000 but not over 12,000	240	304	1008	1253	12	627
	Over 12,000 but not over 20,000	267	337	1121	1380	12½	627
	Over 20,000 but not over 30,000	285	358	1197	1464	14½	640
	Over 30,000 -----	324	405	1361	1645	18½	644
<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>							
6430	<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>							

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. 63825

EFFECTIVE JULY 28, 1962

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San Francisco, California.
Correction No. 323