

ORIGINALDecision No. 66007

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 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. 294)
Filed March 22, 1963

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. 45)
Filed March 22, 1963

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

Harold M. Brake, Nat H. Williams, Eugene J.
McSweeney, Anthony J. Konicki, Jackson W.
Kendall, and W. H. Schaeffer, for various
 respondent carriers.

A. E. Norrbom, Eugene A. Read, B. F. Bolling,
V. A. Bordelon, Donald P. Lynott, Allen K.
Pentilla, Charles H. Costello, J. P. Hellman,
Louis L. Fox, Merrill E. Blau, Don M. Enos,
W. J. Knoell, and F. V. Phillips, for various
 interested shippers and shipper and other
 organizations.

Fred P. Hughes and Carl B. Blaubach, for the
 Transportation Division of the Commission's
 staff.

O P I N I O N

On May 6, 1963, public hearing was held before Examiner Abernathy on the above-numbered petitions by which the California Trucking Association seeks increases in the rates and charges in Minimum Rate Tariff No. 5 and in certain monthly vehicle rates which, at the time of the filing of the petitions, were set forth 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 highway carriers within the Los Angeles Drayage Area and, in specified circumstances, within the Metropolitan Los Angeles Zone. On May 1, 1963, the monthly vehicle rates in Minimum Rate Tariff No. 2 were revised and transferred to another tariff, Minimum Rate Tariff No. 15. In view of the changes then made in said rates, petitioner requested that its petition relating thereto (Petition No. 294 in Case No. 5432) be dismissed. Accordingly, the evidence which was presented at the hearing was limited to that pertaining to the rates and charges in Minimum Rate Tariff No. 5.

Those who participated in the hearing through the presentation of evidence or through examination of the witnesses include representatives of petitioner, of the Los Angeles Chamber of Commerce, of the California Manufacturers Association, of the Continental Can Company, of the Los Angeles Wholesale Institute, of California Shippers Associates, of the Toy Manufacturers Association of U.S.A., of The Flintkote Company, and of the Commission's staff.

The increases which petitioner seeks to have made in the rates and charges range from about 4 to 10 percent in amount. Petitioner alleges that such increases are necessary to compensate for increased operating costs which highway carriers in the Los Angeles area must pay commencing with July 1, 1963. The cost increases are principally in the form of wage increases and related benefits to which the carriers are committed under their present contract with the International Brotherhood of Teamsters.

Petitioner's assistant director of research submitted and explained figures which he had developed to measure the extent that the costs of the carriers' services will be increased by the increases in wage and related costs. In general, these figures were developed by applying the increased wage rates to cost exhibits of record upon which the present minimum rates were developed. By comparison of the resultant figures with the corresponding figures in the exhibits the amounts of the increases in costs were calculated and the increases in rates deemed necessary to compensate for the increased costs were determined.

No evidence or representations were made by other parties to the hearing to contradict petitioner's showing that, effective July 1, 1963, the carriers that operate in the Los Angeles area will experience increases in their operating costs which are not reflected in the minimum rates in Minimum Rate Tariff No. 5. The record is clear that if the rates are to be maintained at a just and reasonable level, adjustments should be made in the rates to compensate for the increases in costs. The question to be decided to this end is whether increases in the rates to the extent sought by petitioner are justified.

Examples of increases in the carriers' total operating costs resulting from the increases in wages and related expenses, as

calculated by petitioner's assistant director of research, are shown in the following table:

TABLE NO. 1

Increases in Total Operating Costs Resulting
from Increases in Labor Costs
Rate Base "A" Shipments*

Weight of Shipment (in pounds)		Increase in Costs (in percent)
<u>More than</u>	<u>But not more than</u>	
0	25	8.06
25	50	7.72
50	75	7.57
75	100	7.40
100	500	6.92
500	2,000	6.48
2,000	4,000	6.59
4,000	10,000	6.65
10,000	20,000	6.83
20,000	-	6.25

*Rate Base "A" shipments are those which move between points of origin and destination within the same drayage zone or within the same drayage subzone where a drayage zone is divided into subzones.

The percentage relationship of the increase in total costs to the increases in labor costs which are shown in Table No. 1 may be developed by dividing the former by the latter.

The resulting percentages are as follows:

TABLE NO. 2

Percentage Relationship of Increases in Total Costs
to Increases in Labor Costs with Respect to
Rate Base "A" Shipments

Weight of Shipment (in pounds)		Percentage Relationship (percent)
<u>More than</u>	<u>But not more than</u>	
0	25	107.4
25	50	102.9
50	75	100.9
75	100	98.7
100	500	92.3
500	2,000	86.4
2,000	4,000	87.8
4,000	10,000	88.6
10,000	20,000	91.0
20,000	-	83.3

As may be noted, the data in Table No. 2 above show that for shipments of 75 pounds and less the increases in total costs which petitioner calculated exceed the increase in labor costs and that for all other shipments except those of 20,000 pounds or more the increases in total costs are greater than 86 percent of the increase in labor costs. These same percentages may be read as indicative of the proportion that the labor costs are of total costs. Thus the figure 91 percent in the case of shipments of 10,000 to 20,000 pounds may be read as indicating that for such shipments labor costs are 91 percent of the total costs of transporting said shipments.¹

The increases in the rates and charges which will hereinafter be prescribed in Minimum Rate Tariff No. 5 will be those which in our judgment are sufficient to compensate for the increases in the labor and related costs which this record shows will become applicable after July 1, 1963. Such rate increases in the class rates will range from about 5 percent for shipments of 20,000 pounds or more to about 7 percent for shipments of less than 100 pounds.² Proportionate changes will be made in the other of the rates for which increases were proposed based on the increases in class rates. Increases in the hourly vehicle rates will be made as sought.

The Commission finds that the showing made by the petitioner does not justify granting the full request made, but such showing, although containing infirmities, is sufficient upon which to base the increases which are authorized herein.

¹ This relationship arises out of a variation of the formula $\frac{ab}{c}$ equals $\frac{c}{a}$ where $\frac{a}{b}$ equals the percentage of increase in labor costs; $\frac{b}{c}$ equals the proportion that labor costs are of total costs; and $\frac{c}{a}$ equals the percentage of increase in total costs. Thus, the value for $\frac{b}{c}$ may be derived by dividing $\frac{c}{a}$ by $\frac{a}{b}$.

² The percentages of increase which are prescribed are about a tenth to one and one-quarter percent less than the average percentages of increase sought by petitioner.

To the extent that the provisions of Minimum Rate Tariff No. 5 have been found heretofore to constitute reasonable minimum rates, rules and regulations for common carriers as defined in the Public Utilities Act, we find that 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 addition to increases in the rates and charges in Minimum Rate Tariff No. 5, petitioner's proposals include a request that certain common carriers be authorized to make corresponding increases in their rates for the transportation of exempt commodities -- commodities which are not subject to the rates in Minimum Rate Tariff No. 5. The authority which is sought in this respect is of the same kind as that granted by Decision No. 63825, dated June 15, 1962, in connection with the previous adjustment of the rates in Minimum Rate Tariff No. 5. Said decision found increases in certain common carrier rates to be justified in those instances in which the exempt commodities are transported at the level of the minimum class rates and under the same transportation conditions as those which apply to transportation which is subject to the minimum class rates. Inasmuch as in these circumstances the increased costs shown herein would also apply to the transportation of the exempt commodities, we find that increases as sought in the rates for the exempt commodities are likewise justified.

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. Where 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

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 October 19, 1963, 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 rate increases necessary to conform to the further increases herein in the rates and charges established by 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 of Minimum Rate Tariff No. 5, by common carriers (as defined in Section 211 of the Public Utilities Act), except

common carriers by railroad with respect to their carload rates and charges, 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 October 19, 1963, 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 schedules containing the rates published under this authority shall make reference 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. 45 in Case No. 5435 be, and it hereby is, denied.

8. That Petition No. 294 in Case No. 5432 be, and it hereby is, dismissed.

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

Dated at San Francisco, California,
this 10th day of SEPTEMBER, 1963.

William L. Berglund
President
George L. Hoover
Frederick B. Hohlhoff

Commissioners

~~_____~~
~~_____~~
~~_____~~

I concur in the order.

However, because of the allusion to certain "infirmities" ^{1/} in the showing made by the petitioner, it is my opinion that for the enlightenment of the parties, said infirmities warrant further comment.

The method by which petitioner's rate increase proposals were developed in this matter corresponds to one which the Commission has accepted on various occasions heretofore as providing a valid basis for adjustment of the rates in Minimum Rate Tariff No. 5. It now appears, however, that there is serious question whether this method, without further supporting studies, any longer provides sufficient basis for prescription of the full amount of the rate increases which petitioner has proposed be made on the basis of the mathematical processes employed.

The reliability of the results of the method rests largely upon whether the underlying data are reasonably representative of the transportation services which are involved. In this connection, it should be pointed out that in important respects the data upon which petitioner's proposals rest are old. Some of the data stem from studies dating back to studies upon which Minimum Rate Tariff No. 5 was established in 1940. Some other of the data were developed in studies upon which revisions in the tariff were made in 1951. That such data may no longer be representative of present transportation conditions within the Los Angeles Drayage Area was recognized by the Commission in Decision No. 53218 dated June 12, 1956, in which the

^{1/} See last paragraph, page 5 in the majority opinion


Commission's staff was directed to undertake studies leading to adjustment of the minimum rates to conform to present conditions. Petitioner itself has also recognized a need for comprehensive rate changes. In a filing made in 1957 as Petition No. 11 in Case No. 5435, petitioner alleged that industrial and commercial changes have occurred in the Los Angeles area which are of such magnitude as to require substantial revisions in the minimum rates.^{2/} In the circumstances it cannot be concluded that the data upon which petitioner's proposals were developed are such that the results of petitioner's calculations can be accepted as wholly reliable in the absence of adequate supplementary evidence to relate the data reasonably to present conditions.

Aside from the fact that the underlying data upon which petitioner relies are old, petitioner's showing in itself appears to be inherently defective. This fact is evident from comparison of the increases in labor costs which became effective after July 1, 1963, and the amounts of increases in the carriers' total operating costs which petitioner calculated would result from the increases in labor costs. The record does not show specifically what the average amount of the labor increase is. However, the increase appears to be approximately 7½ percent. Labor costs constitute the largest part of the carriers' total operating costs, but they are not all of the costs and by no means more than the total costs. Other costs which also

^{2/} In its Petition No. 11 petitioner stated that it was engaged in studies of the costs and of other economic conditions applicable to transportation within the Los Angeles area. It appears that the studies both of petitioner and of the Commission's staff have been initiated but that said studies have not yet been completed.

C 5432, Pet. 294; C 5435, Pet. 45

apply, amongst others, are those for the maintenance and operation of the vehicles (repair parts, fuel, oil and tires), depreciation expense, licenses and insurance. The proportions of labor costs to total costs which are reflected in petitioner's showing are either obviously excessive or excessive and inconsistent with general experience. The infirmities of petitioner's showing must necessarily be resolved against petitioner.



Peter E. Mitchell
Commissioner

Appendix A to Decision No. 66007

List of Revised Pages to Minimum Rate Tariff No. 5

Authorized by Said Decision

Eighteenth Revised Page 16

Third Revised Page 16-A

Sixteenth Revised Page 17

Eighteenth Revised Page 20

Sixteenth Revised Page 26

Sixteenth Revised Page 28

Nineteenth Revised Page 29

Nineteenth Revised Page 31

Sixteenth Revised Page 32

Seventeenth Revised Page 35

Sixteenth Revised Page 38

Fifteenth Revised Page 39

Sixteenth Revised Page 40

(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 and 11 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 ø 8 cents per 100 pounds, minimum additional charge ø38 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 ø\$5.40 per man per hour, minimum charge ø\$2.70, 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="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;"><u>Weight of shipment (in pounds)</u></th> <th style="text-align: center;"><u>øCharge (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> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">25</td> <td style="text-align: center;">107</td> </tr> <tr> <td style="text-align: center;">25</td> <td style="text-align: center;">50</td> <td style="text-align: center;">129</td> </tr> <tr> <td style="text-align: center;">50</td> <td style="text-align: center;">75</td> <td style="text-align: center;">150</td> </tr> <tr> <td style="text-align: center;">75</td> <td style="text-align: center;">100</td> <td style="text-align: center;">182</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">-</td> <td style="text-align: center;">205</td> </tr> </tbody> </table>	<u>Weight of shipment (in pounds)</u>		<u>øCharge (in cents)</u>	<u>Over</u>	<u>But Not Over</u>		0	25	107	25	50	129	50	75	150	75	100	182	100	-	205
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0	25	107																				
25	50	129																				
50	75	150																				
75	100	182																				
100	-	205																				
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%;"> <tr> <td style="width: 30%;">ø Change</td> <td style="width: 10%;">}</td> <td style="width: 30%;">Decision No.</td> <td style="width: 30%; text-align: center;">66007</td> </tr> <tr> <td>ø Increase</td> <td>}</td> <td></td> <td></td> </tr> </table>		ø Change	}	Decision No.	66007	ø Increase	}															
ø Change	}	Decision No.	66007																			
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EFFECTIVE OCTOBER 19, 1963																						
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 348</p>																						

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																					
ø126	<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 $\\$5.25$ per hour, plus $3\frac{3}{4}$ 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																				
ø128	<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 $\\$7.45$ 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>																					
ø Change) ø Increase)	<p>Decision No. 66007</p>																					
EFFECTIVE OCTOBER 19, 1963																						
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 349</p>																						

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION(Continued)										
<p>130</p>	<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: right;">Added Charge</th> </tr> </thead> <tbody> <tr> <td>2 -----</td> <td style="text-align: right;">530 cents</td> </tr> <tr> <td>3 to and including 5 -----</td> <td style="text-align: right;">700 cents</td> </tr> <tr> <td>6 to and including 10 -----</td> <td style="text-align: right;">885 cents</td> </tr> <tr> <td>11 or more -----</td> <td style="text-align: right;">94 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 -----	530 cents	3 to and including 5 -----	700 cents	6 to and including 10 -----	885 cents	11 or more -----	94 cents per delivery
Number of Deliveries	Added Charge										
2 -----	530 cents										
3 to and including 5 -----	700 cents										
6 to and including 10 -----	885 cents										
11 or more -----	94 cents per delivery										
<p>140</p>	<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. 66007 </p>											
<p>EFFECTIVE OCTOBER 19, 1963</p>											
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>											
<p>Correction No. 350</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:

o Rates in cents per 100 pounds

(1) Merchandise classified as

First Class -----	40
Second Class -----	32
Third Class -----	24½
Fourth Class, or lower -----	23½

(1) Subject to minimum charge of o \$1.02 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.

(c) Classification ratings shall be based upon the L.C.L. (less than car-load) ratings in the Western Classification, Exception Sheet or this tariff.

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(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

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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.

DISPOSITION OF FRACTIONS

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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.

66007

EFFECTIVE OCTOBER 19, 1963

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

Correction No. 351

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	156	140	124	109	112	100	88	78	84	75	67	58
	B	157	141	125	110	113	101	89	79	89	80	71	62
	C	158	142	126	111	114	102	90	80	103	93	83	72
	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	50	44	40	35	37	33	29½	25½	26½	23½	21	18½
	B	53	48	42	37	39	35	31	26½	27½	24½	22	19
	C	70	62	56	49	50	45	40	35	33	30	26½	23
<p>◇ Increase, Decision No. 66007</p>													
<p>EFFECTIVE OCTOBER 19, 1963</p>													
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>													
<p>Correction No. 352</p>													

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 -----	19
	2nd Class -----	15
	3rd Class -----	14
	4th Class or Lower -----	10
<p>◊ Change } Decision No. 66007</p> <p>◊ Increase }</p>		
EFFECTIVE OCTOBER 19, 1963		
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 353</p>		

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents per 100 Pounds					
<p>FREIGHT, viz.:</p> <p>Cement, Portland, building (See Item No. 40),</p> <p>Flour or Corn Meal, edible,</p> <p>Grain and other articles as described in Item No. 400 of the Exception Sheet,</p> <p>Iron and Steel Articles, viz.:</p> <p>Bands,</p> <p>Bars, plain, corrugated, twisted or bent,</p> <p>Billets,</p> <p>Bolts,</p> <p>Castings, rough,</p> <p>Fencing,</p> <p>Fittings, pipe,</p> <p>Forging, rough,</p> <p>Hoops,</p> <p>Ingots,</p> <p>Nails,</p> <p>Nuts,</p> <p>Pig Iron,</p> <p>Pipe,</p> <p>Rivets,</p> <p>Rods,</p> <p>Sheets, black, galvanized, corrugated or plain,</p> <p>Ties, bale,</p> <p>Tinplate,</p> <p>Washers,</p> <p>Wire,</p> <p>Iron and Steel, structural, fabricated or unfabricated, consisting of:</p> <p>Angles,</p> <p>Bars, truss,</p> <p>Bases, post,</p> <p>Beams,</p> <p>Braces,</p> <p>Caps, post,</p> <p>Channels,</p> <p>Columns,</p>	<p>Iron and Steel, structural, fabricated or unfabricated, consisting of: (Continued)</p> <p>Frames, circular,</p> <p>Girders,</p> <p>Guides, elevator,</p> <p>Hangers, joist,</p> <p>Ladder assemblies, tank or tower,</p> <p>Piling,</p> <p>Plates,</p> <p>Plates, fish,</p> <p>Pulleys, tank or reservoir,</p> <p>Railings, bridge,</p> <p>Rails,</p> <p>Shoes, riveted or cast,</p> <p>Tees,</p> <p>Trusses,</p> <p>Tubing, pier,</p> <p>Turnbuckles,</p> <p>Weights (not including sash weights),</p> <p>Zees,</p> <p>Junk, viz.:</p> <p>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 re-melting purposes only,</p> <p>Paper, newsprint,</p> <p>Refuse, citrus fruit, not fit for human consumption.</p>					
Minimum Weight in Pounds						
10,000			20,000			
Rate Basis			Rate Basis			
A	B	C	A	B	C	
15	18	27½	13	13½	16	
<p>o Increase, Decision No. 66007</p>						
EFFECTIVE OCTOBER 19, 1963						
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>						
Correction No. 354						

0340

MINIMUM RATE TARIFF NO. 5

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents Per 100 Pounds																																		
342	<p>FREIGHT, viz.: (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). 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;">18</td> <td style="text-align: center;">22</td> <td style="text-align: center;">31</td> <td style="text-align: center;">15</td> <td style="text-align: center;">16</td> <td style="text-align: center;">18</td> </tr> </tbody> </table>						Minimum Weight in Pounds						10,000			20,000			Rate Basis			Rate Basis			A	B	C	A	B	C	18	22	31	15	16
Minimum Weight in Pounds																																			
10,000			20,000																																
Rate Basis			Rate Basis																																
A	B	C	A	B	C																														
18	22	31	15	16	18																														
345	<p>FREIGHT, viz.: Cement clinker, Sacks, empty, cement, returning from an outbound paying load. 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		(1) MILES																														
			But Not Over	But Not Over	Rate	Rate																													
0			2½	4½	25	50	7																												
2½			7½	5	50	75	9																												
7½	12½	5½	75	100	10																														
12½	25	6																																	
<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>o Increase, Decision No. 66007</p>																																			
<p>EFFECTIVE OCTOBER 19, 1963</p>																																			
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>																																			
<p>Correction No. 355</p>																																			

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents per 100 Pounds							
	LUMBER AND FOREST PRODUCTS, as described in Item No. 58C- of the Exception Sheet:							
0360	Rate Basis	Minimum Weight						
		Any Quantity	500	2,000	4,000	10,000	20,000	30,000
	A	45	39	31	25½	18	13	13
	B	62	40	35	26½	18½	15	13
C	69	51	47	37	27½	18	15	
<p>o Increase, Decision No. 66007</p>								
EFFECTIVE OCTOBER 19, 1963								
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 356</p>								

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.						
	Minimum Weight		Column A		Column B		
	10,000 pounds -----		18		26		
	20,000 pounds -----		16½		19		
	30,000 pounds -----		16		18		
	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 hand, 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		61	53	37	32	13½	13
B		78	54	51	35	13½	13
C	86	68	59	51	22	15½	
♦ Increase, Decision No. 66007							
EFFECTIVE OCTOBER 19, 1963							
Issued by the Public Utilities Commission of the State of California, San Francisco, California.							
Correction No. 357							

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 Item No. 420 are subject to an additional charge at the rate of ◇\$5.40 per man per hour, minimum charge ◇\$2.70, 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>§ 401 (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>◇ Change } Decision No. 66007 ◇ Increase }</p>
EFFECTIVE OCTOBER 19, 1963	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 358	

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 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;">118</td> </tr> <tr> <td>250 -----</td> <td style="text-align: right;">112</td> </tr> <tr> <td>750 -----</td> <td style="text-align: right;">103</td> </tr> <tr> <td>2,000 -----</td> <td style="text-align: right;">94</td> </tr> <tr> <td>4,000 -----</td> <td style="text-align: right;">84</td> </tr> <tr> <td>6,000 -----</td> <td style="text-align: right;">82</td> </tr> <tr> <td>8,000 -----</td> <td style="text-align: right;">77</td> </tr> <tr> <td>10,000 -----</td> <td style="text-align: right;">67</td> </tr> <tr> <td>12,500 -----</td> <td style="text-align: right;">65</td> </tr> <tr> <td>15,000 -----</td> <td style="text-align: right;">63</td> </tr> <tr> <td>25,000 -----</td> <td style="text-align: right;">61</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 -----	118	250 -----	112	750 -----	103	2,000 -----	94	4,000 -----	84	6,000 -----	82	8,000 -----	77	10,000 -----	67	12,500 -----	65	15,000 -----	63	25,000 -----	61	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)		
	<p>FREIGHT, regardless of classification, transported between or within the Metropolitan Los Angeles Zone consisting of Los Angeles and Orange Counties, subject to Notes 1, 2 and 3:</p>		
	Weight in Pounds	◊ Rates in Cents Per Hour	◊ Minimum Charges in Cents
	250 or less -----	795	795
	Over 250 but not over 2,500	950	950
	Over 2,500 but not over 5,000	970	970
	Over 5,000 but not over 8,000	1000	1000
	Over 8,000 but not over 12,000	1015	1015
	Over 12,000 but not over 20,000	1125	1125
	Over 20,000 but not over 30,000	1195	1195
	Over 30,000 -----	1350	1350
	<p>NOTE 1. - Weight in pounds is the greatest (heaviest) gross weight of the property transported by the unit of carrier's equipment at one time during a single transaction. No allowance shall be made for weight of containers.</p>		
6420	<p>NOTE 2. - (a) The total of the loading, unloading and driving time computed from the arrival of carrier's equipment at point of origin, or first point of origin when more than one point of origin is involved, to the time unloading is completed at point of destination, or last point of destination when more than one point of destination is involved, subject to paragraph (b) hereof, shall be used to compute charges.</p> <p>(b) In computing time under the basis outlined in paragraph (a) hereof the various time factors shall be not less than the actual time involved in minutes. After the total time has been determined under the provisions of paragraph (a) hereof, it shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the following table:</p> <p style="margin-left: 40px;">Less than 8 minutes ----- omit.</p> <p style="margin-left: 40px;">8 minutes or more but less than 23 minutes shall be $\frac{1}{2}$ hour.</p> <p style="margin-left: 40px;">23 minutes or more but less than 38 minutes shall be $\frac{2}{3}$ hour.</p> <p style="margin-left: 40px;">38 minutes or more but less than 53 minutes shall be $\frac{3}{4}$ hour.</p> <p style="margin-left: 40px;">53 minutes or more shall be 1 hour.</p>		
	<p>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 \$2.70 per hour (or fraction thereof) shall be assessed.</p>		
	<p>◊ Change ◊ Increase</p>	} Decision No.	66007
EFFECTIVE OCTOBER 19, 1963			
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>			
Correction No. 360			