

**ORIGINAL**Decision No. 67442

## BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

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

Case No. 5435  
 (Petition for Modification  
 No. 55)  
 (Filed February 13, 1964)  
 First Amendment  
 (Filed February 21, 1964)

A. D. Poe, J. C. Kaspar and H. F. Kollmyer, for  
 California Trucking Association, petitioner.  
J. O. Bentz, Harold M. Brake, Otto Broyles,  
D. S. Chappell, C. W. Johnson, Jackson W.  
Kendall, Anthony J. Konicki, Cromwell Warner  
 and Nat H. Williams, for various respondent  
 carriers.  
Merrill E. Blau, B. F. Bolling, V. A. Bordelon,  
Angel L. Borrás, Don M. Enos, by J. D. Stava,  
R. C. Fels, Louis L. Fox, Sidney A. Irwin,  
E. J. Langhofer, D. H. Marken, Keith E. Miller,  
A. E. Norrbom, Allen K. Penttila, Eugene A.  
Read, Raymond J. Springer, Robert G. Steele,  
 and John C. Taylor, for various interested  
 shippers and shipper organizations.  
W. J. Knoell, for Western Motor Tariff Bureau, Inc.,  
 interested party.  
Norman B. Haley and R. A. Lubich, for the Commission  
 staff.

O P I N I O N

By this petition, as amended, California Trucking Association (CTA) seeks upward adjustments in the minimum rates named in Minimum Rate Tariff No. 5 for transportation by highway and city permit carriers within the Los Angeles Drayage Area. It also asks that common carriers be authorized and directed to establish in their tariffs corresponding increases in their rates, including rates on commodities exempt from the minimum rates. The

increases in rates which petitioner seeks range from about 6½ to 8 percent, and average about 6.85 percent.

The petition was heard before Commissioner Mitchell and Examiner Lane at Los Angeles on March 25 and 26 and on May 15, 1964. On the latter date it was taken under submission.

Evidence was presented by petitioner's director of transportation economics, by a senior transportation engineer on the Commission staff and by three shipper witnesses. A number of other parties assisted in the development of the record.

CIA's Director of Transportation Economics testified that carriers serving the Los Angeles Drayage Area had experienced substantial increases in operating costs since the latest adjustment in the minimum rates for this service. He said that under a recently negotiated labor contract further substantial increases in labor costs would become effective on July 1, 1964. The witness said that measurable increases in various important aspects of operating costs had been or would be experienced by carriers.

Wages have been or will be subjected to increases in three separate increments as follows: A cost of living increase in February 1964 of 3 cents per hour, a "catch-up" increase effective July 1, 1964 ranging from 8½ cents to 11½ cents per hour and an increase effective July 1, 1964 of 10 cents per hour resulting from a recently signed nationwide agreement with the teamsters.<sup>1/</sup> These

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<sup>1/</sup> The so-called "catch-up" increase is designed to bring the teamster wages in Los Angeles more in line with higher wages paid in the San Francisco Bay Area. To partially bridge the gap, two increases - one effective July 1, 1964 and the other effective July 1, 1965 - have been negotiated under a contract now in force between the employers and the local unions.

adjustments amount to overall increases in wages ranging from 21½ to 24½ cents per hour.

According to the witness, payments to health and welfare and to pension funds will be increased by \$1.00 per member per week. Taxes on gasoline have been increased one cent a gallon and weight fees on motor equipment have been increased varying amounts averaging about 19 percent. The costs of collecting freight bills through Transport Clearings have increased about 2 cents each. In addition, the witness said that based on current studies he had made the rates for Workmen's Compensation Insurance had increased about six-tenths of one percent.

The witness for petitioner submitted an exhibit which was developed to show the extent carriers' operating costs would be increased by the measurable increases referred to above. He adjusted the costs of record on which the current minimum rates are bottomed to reflect the increases in the foregoing factors. He computed the percentage difference between the current cost figures and the previous cost figures as the measure of the increase in costs resulting from the increased wages and other items.

The witness stated that in his opinion his calculations understated the actual costs to a considerable extent. Various important factors such as current performance levels and fixed vehicle expenses, which would further advance costs, had not been

studied in detail, he said, and were not reflected in the calculations. The director alleged that trends for the future indicated only further advances in operating costs notwithstanding technological improvements.

The CTA witness asserted that the costs he had developed were fully representative of current circumstances. He admitted that the current study "flows through" from cost studies introduced in evidence before the Commission on May 21, 1951.<sup>2/</sup> He said that because of revisions of the cost figures from time to time, principally to reflect advances in wage costs, labor costs now represent over 90 percent of the total costs of operations reflected in his current calculations. In actual operations, he said, the percentage of labor is less than 75 percent of the total operating costs.

Petitioner's Director of Transport Economics calculated increases in rates designed to return to the carriers the increases in operating costs he had developed. In explaining the adjustments he had made in the rates, the director stated that the minimum rate tariff contained a special commodity rate on cement clinker and empty cement sacks returning under which, to his knowledge, no traffic had moved for a number of years. In addition to the general adjustments in rates he advocated, he recommended that the tariff item in question be canceled.<sup>3/</sup>

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<sup>2/</sup> The 1951 cost studies rely in part on cost developments introduced in evidence in 1941. (Decision No. 46088, dated August 14, 1951, in Cases Nos. 4121 and 4808.)

<sup>3/</sup> Petitioner's witness expressed concern with respect to the proper method of disposing of fractions in developing rates. Changing conditions and the exercise of judgment dictate different treatment in different circumstances; thus, no hard and fast rule may be prescribed. However, the scale set forth in Appendix B has been used in a number of cases in developing minimum rates for permit carriers.

The director also introduced into the record a summary of operating results of 12 carriers operating in the Los Angeles Drayage Area, among other places. The list included only carriers who had reported that 50 percent or more of their revenues were from cartage service. This witness was unable to state the amount of the revenue of these carriers that was derived from transportation under Minimum Rate Tariff No. 5. The combined operating results of these twelve carriers are recapitulated in the following table:

Table Recapitulating Operating Results  
Of Twelve Los Angeles Drayage Area Carriers  
for Year 1963

Operating Revenues	\$6,375,878
Operating Expenses	6,914,336
Operating Income Before Taxes	<u>(38,458)</u>
Operating Ratio Before Taxes	100.6%

A Senior Transportation Engineer of the Commission staff submitted an exhibit in which he had undertaken to develop the effect on carriers' revenue requirements of the reductions in federal income taxes resulting from the Revenue Act of 1964. For the purposes of this development, the staff engineer assumed an operating ratio of 93 under the minimum rates. On the basis of this assumption, and the revenues and expenses of two hypothetical carriers, he calculated percentage changes in revenues and expenses, subtracted one from the other and offered the result as the measure of the effect of the reduction in income taxes on carrier revenue needs.

In the study, the witness developed that the adjustments in income taxes reduced revenue needs of carriers as shown on this record by 1.65 percentage points. He asserted that the Commission had recognized federal income taxes as an operating expense in establishing minimum transportation rates. He was unable to cite a

Commission decision wherein such a finding is expressed. The staff witness stated that as operating ratios approach 100, the effect of the income tax reduction diminishes to zero.

The witness for CTA rebutted the allegation that income taxes had ever been allowed by the Commission as a factor in developing carrier operating costs to serve as a basis for fixing minimum transportation rates. He stated that the minimum rates do not reflect a particular operating ratio. Moreover, he said that the operating results of carriers show that they paid very little in income taxes in 1963 and that the 1964 and 1965 adjustments in federal income tax rates will have no effect on carrier operating results.

Representatives of three shipper interests testified with respect to the sought rate increases. In substance, they testified that rate increases of the nature here sought had given rise to proprietary operations in the past and future increases would broaden the use of proprietary equipment. Two of these witnesses, representing wholesalers and distributors of general merchandise, introduced studies of the costs to their principals of operating shipper-owned equipment. They alleged that the operating costs of their equipment was considerably below the charges they would have to pay to have the same service performed by for-hire carriers. The third witness, who is the manager of a wholesale company distributing juvenile furniture, stated that the industry he represents had been able to resist increases or reduce their selling prices since 1954. In contrast, he pointed to a steady advance in the transportation rates of highway carriers. He contended that the costs in the trucking industry have not risen as much as the carriers claim.

The evidence of record is persuasive that carriers engaged in transportation subject to minimum rates in Minimum Rate Tariff No. 5 have experienced sizeable increases in labor and other costs and will experience further substantial increases in labor costs on July 1, 1964. It is clear that increases are required in the minimum rates to restore them to just and reasonable levels. The question to be determined is the amount of increases in rates which is shown by this record to be justified.

Petitioner alleges that carrier costs have increased about 6.85 percent. These determinations reflect a relationship of labor costs to full costs of about 91 percent. Petitioner admits that this is a distortion but says it is a distortion brought about by the fact that increases in certain cost factors other than labor costs generally have not been recognized in the several up-datings of the costs of record. On the other hand, the relationship of labor costs to full costs has normally been less than 75 percent in drayage operations. Thus, while the application of the cost factors to the cost study of record may result in an upward restatement of the cost of 6.85 percent, the actual impact on carrier operations is considerably less than that figure.

The shipper evidence shows that increases in the rates in question undeniably will result in diversion of traffic from the carriers represented by petitioner. While this is a development which usually follows increases in rates, it is manifest that such diversions should be kept as low as practicable.

With respect to the income tax question, there is no record of a finding by the Commission that the minimum rates in question are intended to provide any specified operating ratio. Nonetheless, the minimum rates are intended to return to the carriers a measure of profit after income taxes. The impact of the income tax adjustment varies as between different rates and as between different carriers and it may not be precisely measured on this record. However, it will be considered in the rate adjustments hereinafter authorized.

Upon consideration of all the facts and circumstances of record, including infirmities in the cost showing, the Commission finds that an increase in the rates in question approximating five percent will be sufficient to return the increased expenses shown on this record.

The Commission further finds that Minimum Rate Tariff No. 5 should be amended to the extent set forth in the order which



follows, that the resulting minimum rates and charges will be just, reasonable and nondiscriminatory and that the increases resulting from the establishment of such rates are justified.

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. Requests in this proceeding for similar authority have heretofore been found 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 in the rates for the exempt commodities corresponding to the increases authorized in the minimum rates 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.

The Commission concludes that Petition for Modification No. 55, as amended, in Case No. 5435 should be granted to the extent provided in the ensuing order. In all other respects, it should be denied.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 5 (Appendix "A" of Decision No. 32504, as amended) is further amended by incorporating therein, to become effective August 1, 1964, 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. 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. 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 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. 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; such tariff publications as are required shall be made effective not later than August 1, 1964, and 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. 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



Appendix A to Decision No. 67442

List of Revised Pages to Minimum Rate Tariff No. 5

Authorized by Said Decision

Twelfth Revised Page 3  
Twelfth Revised Page 5  
Twentieth Revised Page 16  
Fourth Revised Page 16-A  
Eighteenth Revised Page 17  
Twentieth Revised Page 20  
Seventeenth Revised Page 26  
Eighteenth Revised Page 28  
Twenty-first Revised Page 29  
Twenty-first Revised Page 31  
Eighteenth Revised Page 32  
Eighteenth Revised Page 35  
Seventeenth Revised Page 38  
Sixteenth Revised Page 39  
Seventeenth Revised Page 40

(END OF APPENDIX A LIST)

## INDEX OF COMMODITIES

Only those articles which are named in commodity items or in Exceptions to Governing Classification and Exception Ratings Tariff are shown in the following list.

COMMODITY	Item Number	COMMODITY	Item Number
Ale	341	Castings, rough, iron or steel	340
Angles, iron or steel	340	Catsup	341
		**	
Bakery Goods	341	Cement, Portland, building	340
Bands, iron or steel	340	Cereal and Nuts, combined	341
Bars, iron or steel, as described	340	Cereal Food Preparations	341
Bases, post, iron or steel	340	Channels, iron or steel	340
		Cheese	341
Beams, iron or steel	340	Chocolate	341
Beans, dry	341	Chocolate Coating	341
Beer	341		
Beer Tonic	341	Cocoa	341
Beverages	341	Coffee	341
Beverage Preparations	341	Coffee Substitutes	341
Billets, iron or steel	340	Coloring, confectioners'	341
Bolts, iron or steel	340	Columns, iron or steel	340
Bottles, glass	341	Compounds, flavoring	341
Boxes, paperboard or pulpboard	385	Compounds, food curing, preserving or seasoning	341
Braces, iron or steel	340	Compounds, lard	341
		Confectionery	341
Building Material	342		
Butter, dairy	341	Dessert Preparations	341
		Diglycerides of Fat-forming Acids	341
Candy	341	Dough, prepared	225
Canned Goods and other articles, as described	341	Eggs	341
Caps, post, iron or steel	340	Extracts	341
Carriers (used packages), as described	220		

\*\* "Cement Clinker" eliminated, Decision No. 67442

EFFECTIVE AUGUST 1, 1964

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San Francisco, California.  
Correction No. 406

INDEX OF COMMODITIES (Concluded)

COMMODITY	Item Number	COMMODITY	Item Number
Peas, dry	341	Shoes, iron or steel, as described	340
Pepper Sauce	341	Shortening, vegetable oil	341
Pig Iron	340	Spaghetti, except canned	341
Piling, iron or steel	340	Stout	341
Pipe, iron or steel	340	Substitutes, Lard	341
Plates, iron or steel	340	Sugar	390
Popcorn	341	Tapioca	341
Porter	341	Tea	341
Potato Chips	341	Tees, iron or steel	340
Powder, baking or yeast	341	Ties, bale, iron or steel	340
Pulpboard	385	Tinplate	340
Railings, bridge, iron or steel	340	Trusses, iron or steel	340
Rails, iron or steel	340	Tubing, pier, iron or steel	340
Refuse, citrus fruit, as described	340	Turnbuckles, iron or steel	340
Rice	341	Triglycerides of Fat-forming Acids	341
Rivets, iron or steel	340	Vermicelli, except canned	341
Rods, iron or steel	340	Washers, iron or steel	340
Roofing, Building, or Paving Material, as described in Item No. 840 of the Exceptional Ratings Tariff	342	Weights, iron or steel, as described	340
**		Wine, domestic	342
Sago	341	Wire, iron or steel	340
Salad Dressing	341	Yeast	341
Salads as described	341	Zees, iron or steel	340
Salt, common	341		
Sauces, Table	341		
Sheets, iron or steel, as described	340		

\*\* "Sacks, empty, cement" eliminated, Decision No. 67442

EFFECTIVE AUGUST 1, 1964

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

Correction No. 407

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																				
1100	<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 <math>\\$2\frac{1}{2}</math> cents per 100 pounds, minimum additional charge <math>\\$1.00</math> 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>																				
1110	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>An additional charge at the rate of <math>\\$5.70</math> per man per hour, minimum charge <math>\\$2.35</math>, shall be made for stacking, sorting or any other accessorial or incidental service which is not authorized to be performed under the rates named in this tariff and for which a charge is not otherwise provided.</p>																				
120	<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 rowspan="2" style="text-align: center;"><u>Charge (in cents)</u></th> </tr> <tr> <th style="text-align: center;"><u>Over</u></th> <th style="text-align: center;"><u>But Not Over</u></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">25</td> <td style="text-align: center;">115</td> </tr> <tr> <td style="text-align: center;">25</td> <td style="text-align: center;">50</td> <td style="text-align: center;">135</td> </tr> <tr> <td style="text-align: center;">50</td> <td style="text-align: center;">75</td> <td style="text-align: center;">160</td> </tr> <tr> <td style="text-align: center;">75</td> <td style="text-align: center;">100</td> <td style="text-align: center;">185</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">-</td> <td style="text-align: center;">210</td> </tr> </tbody> </table>	<u>Weight of shipment (in pounds)</u>		<u>Charge (in cents)</u>	<u>Over</u>	<u>But Not Over</u>	0	25	115	25	50	135	50	75	160	75	100	185	100	-	210
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0	25	115																			
25	50	135																			
50	75	160																			
75	100	185																			
100	-	210																			
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 or classifications include references to amendments and successive issues of such publications.</p>																				
<p><math>\\$</math> Change }  <math>\%</math> Increase }      Decision No. <b>67412</b></p>																					
<p>EFFECTIVE AUGUST 1, 1964</p>																					
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California,          San Francisco, California.</p> <p>Correction No. <b>L08</b></p>																					



Item No.	SECTION NO. 1. - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																					
<p>Ø126</p>	<p style="text-align: center;"><b>CHARGES FOR ESCORT SERVICE</b></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>Ø (a) A charge of 0\$6.60 per hour, plus 09 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 border="0" 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	8	.....omit	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
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38	53	..... shall be 3/4 hour																				
53	60	..... shall be 1 hour																				
<p>Ø128</p>	<p style="text-align: center;"><b>CHARGES FOR PERMIT SHIPMENTS</b></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>Ø (a) A charge of 0\$7.35 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>Ø Change ) Ø Increase) Decision No. <b>67442</b></p>																						
<p>EFFECTIVE AUGUST 1, 1964</p>																						
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<p>Correction No. 409</p>																						

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)										
	<p style="text-align: center;"><b>SPLIT DELIVERY</b></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: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Number of Deliveries</th> <th style="text-align: center;">Added Charge</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">2 -----</td> <td style="text-align: center;">555 cents</td> </tr> <tr> <td style="text-align: center;">3 to and including 5 -----</td> <td style="text-align: center;">735 cents</td> </tr> <tr> <td style="text-align: center;">6 to and including 10 -----</td> <td style="text-align: center;">925 cents</td> </tr> <tr> <td style="text-align: center;">11 or more -----</td> <td style="text-align: center;">100 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 -----	555 cents	3 to and including 5 -----	735 cents	6 to and including 10 -----	925 cents	11 or more -----	100 cents per delivery
Number of Deliveries	Added Charge										
2 -----	555 cents										
3 to and including 5 -----	735 cents										
6 to and including 10 -----	925 cents										
11 or more -----	100 cents per delivery										
1130	<p style="text-align: center;"><b>ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</b></p> <p>Common carrier rates (other than common carrier railroad switching 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 the rates herein provided.</p> <p>When the common carrier rate used does not include accessorial services performed by the carrier, the following charges for such accessorial services shall be added: (See Note)</p> <p>(a) For loading onto carrier's equipment, the charges provided in paragraph (d).</p> <p>(b) For unloading from carrier's equipment, the charges provided in paragraph (d).</p> <p>(c) For other accessorial services for which charges are provided in the tariff, the additional charge or charges so provided.</p> <p>(d) 4 cents per 100 pounds.</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>										
1140											

Change  
Increase

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San Francisco, California.

Correction No. 410

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																														
	POOL CARS																														
	<p>§(a) For the service of unloading, segregating, or unloading and segregating property tendered to the carrier in pool cars, the following charges shall be made in addition to transportation charges:</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td></td> <td style="text-align: right;">Rates in cents per 100 pounds</td> </tr> <tr> <td>(1) Merchandise classified as</td> <td></td> </tr> <tr> <td>    First Class -----</td> <td style="text-align: right;">12</td> </tr> <tr> <td>    Second Class -----</td> <td style="text-align: right;">34</td> </tr> <tr> <td>    Third Class -----</td> <td style="text-align: right;">26</td> </tr> <tr> <td>    Fourth Class, or lower -----</td> <td style="text-align: right;">25</td> </tr> </table> <p>    (1) Subject to minimum charge of \$2.10 for each point of destination involved.</p> <p>(b) The term "Pool Car" as used in this item means a rail car or motor vehicle (other than carrier's equipment) containing property intended for delivery to two or more points of destination located within the zones described in Items Nos. 30 to and including 33.</p> <p>(c) Classification ratings shall be based upon the L.T.L. (less truck-load) ratings in the Governing Classification, Exception Ratings Tariff or this tariff.</p> <p>§165 (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 Governing Classification, Exception Ratings Tariff or this tariff.</p> <p>(e) When rail pool cars are unloaded and segregated at and deliveries made from carrier's established depot, said depot will be considered as being located within Zone 1-A for the purpose of assessing transportation charges under this tariff, and transportation rates shall be applied from Zone 1-A as point of origin.</p> <p>(f) Rates named in this item alternate with rates for the same services contained in tariffs filed with the Commission, pursuant to the provisions of the Public Utilities Act, and in effect on the date the services are provided.</p> <p>(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.</p> <p style="margin-left: 40px;">Iron or Steel Articles, viz.:</p> <table style="margin-left: 80px; width: 100%;"> <tr> <td>Angles</td> <td>Columns</td> <td>Shoes</td> </tr> <tr> <td>Bars</td> <td>Girders</td> <td>Tees</td> </tr> <tr> <td>Bases, post.</td> <td>Piling</td> <td>Tin Plate</td> </tr> <tr> <td>Beams</td> <td>Plates</td> <td>Trusses</td> </tr> <tr> <td>Billets</td> <td>Rods</td> <td>Zees</td> </tr> <tr> <td>Channels</td> <td>Sheets</td> <td></td> </tr> </table>		Rates in cents per 100 pounds	(1) Merchandise classified as		First Class -----	12	Second Class -----	34	Third Class -----	26	Fourth Class, or lower -----	25	Angles	Columns	Shoes	Bars	Girders	Tees	Bases, post.	Piling	Tin Plate	Beams	Plates	Trusses	Billets	Rods	Zees	Channels	Sheets	
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Billets	Rods	Zees																													
Channels	Sheets																														

DELAYED DELIVERY OF SHIPMENTS

170

(a) Where carrier cannot effect delivery upon arrival of shipment at point of destination, a free storage period of 48 hours from the first 7:00 A.M. thereafter may be allowed. After said free storage period, storage charges shall be assessed at not less than  $1\frac{1}{2}$  cents per 100 pounds per day for each of the first five days and at not less than 3 cents per 100 pounds per day for the sixth and each succeeding day until such time as instructions regarding disposition of the shipment are received by the carrier. In computing time, Sundays and legal holidays shall be excluded.

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

DISPOSITION OF FRACTIONS

180

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

Fractions of less than  $\frac{1}{2}$  or .50 of a cent, omit.

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

Change  
Increase

} Decision No. 67442

EFFECTIVE AUGUST 1, 1964

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

Correction No. 411

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	163	147	130	114	115	103	92	80	88	79	70	62	
	B	164	148	131	115	116	104	93	81	73	64	74	65	
	C	165	149	132	116	118	106	94	83	109	98	87	76	
	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		53	48	42	37	39	35	31	27	28	25	22	19½
	B		55	50	44	39	41	37	33	29	27	26	23	20
	C		74	67	59	52	53	48	42	37	35	32	28	25

◇ Increase, Decision No. 67442

EFFECTIVE AUGUST 1, 1964

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

Correction No. 412

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>Apply the railroad switching rates in effect on date of shipment as published in the tariffs of the rail carriers on file with the Public Utilities Commission of the State of California, plus an added charge as provided herein.</p> <table border="1" data-bbox="341 1145 1528 1458"> <thead> <tr> <th data-bbox="341 1145 1161 1275">Any quantity or less-truckload ratings as shown in the Governing Classification, Exception Ratings Tariff or this tariff</th> <th data-bbox="1161 1145 1528 1275">Added charges in cents per 100 pounds</th> </tr> </thead> <tbody> <tr> <td data-bbox="341 1275 1161 1341">1st Class or Higher _____</td> <td data-bbox="1161 1275 1528 1341">20</td> </tr> <tr> <td data-bbox="341 1341 1161 1380">2nd Class _____</td> <td data-bbox="1161 1341 1528 1380">15</td> </tr> <tr> <td data-bbox="341 1380 1161 1419">3rd Class _____</td> <td data-bbox="1161 1380 1528 1419">10</td> </tr> <tr> <td data-bbox="341 1419 1161 1458">4th Class or Lower _____</td> <td data-bbox="1161 1419 1528 1458">5</td> </tr> </tbody> </table>		Any quantity or less-truckload ratings as shown in the Governing Classification, Exception Ratings Tariff or this tariff	Added charges in cents per 100 pounds	1st Class or Higher _____	20	2nd Class _____	15	3rd Class _____	10	4th Class or Lower _____	5
Any quantity or less-truckload ratings as shown in the Governing Classification, Exception Ratings Tariff or this tariff	Added charges in cents per 100 pounds											
1st Class or Higher _____	20											
2nd Class _____	15											
3rd Class _____	10											
4th Class or Lower _____	5											
<p>Change } Decision No. 67442          Increase }</p>												
<p>EFFECTIVE AUGUST 1, 1964</p>												
<p>Issued by the Public Utilities Commission of the State of California,                  San Francisco, California.                  Correction No. 413</p>												

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents per 100 Pounds					
340	<p>FREIGHT, viz.:</p> <p>Cement, Portland, building (See Item No. 40),                      Flour or Corn Meal, edible,                      Grain and other articles as described in Items Nos. 360 and 361 of the Exception Ratings Tariff,                      Iron and Steel Articles, viz.:</p> <p>Bands,                      Bars, plain, corrugated, twisted or bent,                      Billets,                      Bolts,                      Castings, rough,                      Fencing,                      Fittings, pipe                      Forging, rough,                      Hoops,                      Ingots,                      Nails,                      Nuts,                      Pig Iron,                      Pipe,                      Rivets,                      Rods,                      Sheets, black, galvanized, corrugated or plain,                      Ties, bale,                      Tinplate,                      Washers,                      Wire                      Iron and Steel, structural, fabricated or unfabricated, consisting of:                      Angles,                      Bars, truss,                      Bases, post                      Beams,</p> <p>Iron and Steel, structural, fabricated or unfabricated, consisting of:                      (Continued)                      Braces,                      Caps, post,                      Channels,                      Columns,                      Frames, circular,                      Girders,                      Guides, elevator,                      Hangers, joist,                      Ladder assemblies, tank or tower,                      Piling,                      Plates,                      Plates, fish,                      Pulleys, tank or reservoir,                      Railings, bridge,                      Rails,                      Shoes, riveted or cast,                      Tees,                      Trusses,                      Tubing, pier,                      Turnbuckles,                      Weights (not including sash weights),                      Zees,</p> <p>Junk, viz:                      Paper, waste, and Rags, in machine pressed bales; Sacks, old, worn-out; Tires (rubber), old, worn-out; Tubes (rubber), pneumatic, old, worn-out; Metal, scrap, having value for remelting purposes only,                      Paper, newsprint,                      Refuse, citrus fruit, not fit for human consumption.</p>					
	Minimum Weight in Pounds					
	10,000			20,000		
	Rate Basis			Rate Basis		
	A	B	C	A	B	C
	16	19	29	13½	14	17
	<p>↗ Increase, Decision No. <b>67442</b></p>					
	EFFECTIVE AUGUST 1, 1964					
	Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 414					



Cancels

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. 840 of the Exception Ratings Tariff (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. 840 of the Exception Ratings Tariff 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>																																			
343	<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;">19</td> <td style="text-align: center;">23</td> <td style="text-align: center;">33</td> <td style="text-align: center;">16</td> <td style="text-align: center;">17</td> <td style="text-align: center;">19</td> </tr> </tbody> </table>						Minimum Weight in Pounds						10,000			20,000			Rate Basis			Rate Basis			A	B	C	A	B	C	19	23	33	16	17	19
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Rate Basis			Rate Basis																																	
A	B	C	A	B	C																															
19	23	33	16	17	19																															
345	Item canceled. Class rates apply.																																			
<p> <span style="font-size: 2em;">}</span> Change  <span style="font-size: 2em;">}</span> Increase                 <span style="font-size: 2em; vertical-align: middle;">}</span> Decision No. <b>67442</b> </p>																																				
EFFECTIVE AUGUST 1, 1964																																				
Issued by the Public Utilities Commission of the State of California, San Francisco, California.																																				
Correction No. 415																																				

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents per 100 Pounds							
	LUMBER AND FOREST PRODUCTS, as described in Items Nos. 361 and 362.							
Rate Basis	Minimum Weight							
	Any Quantity	500	2,000	4,000	10,000	20,000	30,000	
360	A	47	41	33	27	19	13½	13½
	B	65	42	37	28	19	16	13½
	C	72	54	49	39	29	19	16

(Items Nos. 361 and 362)

LUMBER AND FOREST PRODUCTS, viz.:

Forest Products (wooden articles except as otherwise provided), of Alder, Almon, Apitong, Birch, Cedar, Cottonwood, Cypress, Duali, Fir, Gum, Hemlock, Juniper, Larch, Maple, Pine, Poplar, Red Luanan, Redwood, Spruce, Tamarack, Tanguile, White Luanan, or Yew, whether or not creosoted or otherwise treated with chemical preservatives, viz.:

- Bark, (exclusive of Tan Bark and Spent Bark),
- Boards, or Sheets, flat, sawdust or ground wood, preservatively treated or not treated, but not plasticized with or without added resin binder not exceeding 10 percent by weight, compressed,
- Box or Crate Material, wooden, in Shooks or Panels, cleated or not cleated, with or without paper lining (weight of the paper lining not to exceed 1 percent of the weight of the Box or Crate Material),
- Box or Crate Shooks, wire bound,
- Cants, wheel, wooden, in the rough,
- Clothes Hanger Parts, consisting of Wooden Sticks not further finished than sawed, planed or turned,
- Covers, guy wire,
- Culverts, wooden,
- Lath,
- Logs,
- Lumber,
- Lumber or Timbers, rough or dressed, laminated or not laminated but not faced with veneer, straight or bent, cut to dimensions or framed, bored, or grooved, not otherwise specified in this tariff, including iron or steel bolts, nuts, washers, washer plates, pins, lag screws, or connectors (the weight of the metal part not to exceed 20 percent of the entire weight),
- Lumber or Timbers (consisting of flat pieces, end edges or side edges, doweled or not doweled, glued or not glued together), rough or dressed, cut to demensions or shaped, bored or not bored, edges plain or beveled, grooved, molded, slotted or tongued, not otherwise indexed by named in the Governing Classification, including iron or steel bolts, nuts, washers, washer plates, pins, lag screws or connectors, the weight of the metal parts not to exceed 20 percent of the entire weight (See Note 1).

361

Pencil Slats,  
Pickets,  
Files,

(Continued in Item No. 362)

◇ Increase, Decision No. **67442**

EFFECTIVE AUGUST 1, 1964

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 416

Amends

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, bristol, card, tax or trunk board.																	
	<table border="1"> <thead> <tr> <th data-bbox="384 684 611 723">Minimum Weight</th> <th data-bbox="992 684 1123 723">Column A</th> <th data-bbox="1231 684 1362 723">Column B</th> </tr> </thead> <tbody> <tr> <td data-bbox="384 749 611 789">10,000 pounds _____</td> <td data-bbox="1031 749 1084 789">19</td> <td data-bbox="1270 749 1323 789">27</td> </tr> <tr> <td data-bbox="384 789 611 828">20,000 pounds _____</td> <td data-bbox="1031 789 1084 828">17½</td> <td data-bbox="1270 789 1323 828">20</td> </tr> <tr> <td data-bbox="384 828 611 867">30,000 pounds _____</td> <td data-bbox="1031 828 1084 867">17</td> <td data-bbox="1270 828 1323 867">19</td> </tr> </tbody> </table>							Minimum Weight	Column A	Column B	10,000 pounds _____	19	27	20,000 pounds _____	17½	20	30,000 pounds _____	17
Minimum Weight	Column A	Column B																
10,000 pounds _____	19	27																
20,000 pounds _____	17½	20																
30,000 pounds _____	17	19																
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	64	56	39	34	14	13½											
B	62	57	54	37	14	13½												
C	90	71	62	54	23	16												
◊ Increase, Decision No. 67442																		
EFFECTIVE AUGUST 1, 1964																		
Issued by the Public Utilities Commission of the State of California, San Francisco, California.  Correction No. 417																		

Seventeenth Revised Page ..... 38

Cancels

Sixteenth Revised Page ..... 38

MINIMUM RATE TARIFF NO. 5

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)
401	<p style="text-align: center;">RULES AND REGULATIONS (Concluded)</p> <p style="text-align: center;">(Items Nos. 400 and 401)</p> <p>ø(d) Rates named in Item No. 420 are subject to an additional charge at the rate of ø\$5.70 per man per hour, minimum charge ø\$2.85, when carrier furnishes help in addition to the driver. The time for computing the additional charge shall be not less than the actual time in minutes the helper or helpers are engaged in performing the services. The total time so computed shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the table provided by Note 2(b), Item No. 420.</p> <p>(e) Unit rates named in Item No. 410 are not applicable when shipper requests and carrier furnishes transportation directly from point of origin to point of destination without passing through carrier's terminal.</p>
	<p>ø Change        )  ø Increase     ) Decision No. <b>67442</b></p>
	EFFECTIVE AUGUST 1, 1964
	<p>Issued by the Public Utilities Commission of the State of California,  San Francisco, California.</p> <p>Correction No. 418</p>

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)	
	<p>FREIGHT, regardless of classification, transported between or within the zones described in Items Nos. 30, 31, 32 and 33, subject to Notes 1, 2 and 3:</p>	
	Minimum Units per Calendar Month or Any Portion Thereof	Rates in Cents per Unit
	Any Quantity -----	124
	250 -----	117
	750 -----	102
	2,000 -----	92
	4,000 -----	86
	6,000 -----	85
	8,000 -----	74
	10,000 -----	70
	12,500 -----	68
	15,000 -----	66
	25,000 -----	64
	<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>	
ø410	<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>	
	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)
	<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>	
ø	Change o Increase	) Decision No. 67442
EFFECTIVE AUGUST 1, 1964		
Issued by the Public Utilities Commission of the State of California, San Francisco, California.		
Correction No. 419		

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> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;"><u>Weight in Pounds</u></th> <th style="text-align: center;"><u>◊ Rates in Cents Per Hour(1)</u></th> </tr> </thead> <tbody> <tr> <td>250 or less</td> <td style="text-align: right;">830</td> </tr> <tr> <td>Over 250 but not over 2,500</td> <td style="text-align: right;">995</td> </tr> <tr> <td>Over 2,500 but not over 5,000</td> <td style="text-align: right;">1015</td> </tr> <tr> <td>Over 5,000 but not over 8,000</td> <td style="text-align: right;">1045</td> </tr> <tr> <td>Over 8,000 but not over 12,000</td> <td style="text-align: right;">1060</td> </tr> <tr> <td>Over 12,000 but not over 20,000</td> <td style="text-align: right;">1170</td> </tr> <tr> <td>Over 20,000 but not over 30,000</td> <td style="text-align: right;">1250</td> </tr> <tr> <td>Over 30,000</td> <td style="text-align: right;">1400</td> </tr> </tbody> </table> <p>(1) Subject to a minimum charge of one hour.</p> <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> <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 <math>\frac{1}{4}</math> hour.</p> <p style="margin-left: 40px;">23 minutes or more but less than 38 minutes shall be <math>\frac{1}{2}</math> hour.</p> <p style="margin-left: 40px;">38 minutes or more but less than 53 minutes shall be <math>\frac{3}{4}</math> 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 and the holidays *of Washington's Birthday, Memorial Day and December 24th, an additional charge at the rate of \$2.55 per hour (or fraction thereof) shall be assessed. *On all other holidays an additional charge of \$5.70 per hour (or fraction thereof) shall be assessed.</p>	<u>Weight in Pounds</u>	<u>◊ Rates in Cents Per Hour(1)</u>	250 or less	830	Over 250 but not over 2,500	995	Over 2,500 but not over 5,000	1015	Over 5,000 but not over 8,000	1045	Over 8,000 but not over 12,000	1060	Over 12,000 but not over 20,000	1170	Over 20,000 but not over 30,000	1250	Over 30,000	1400
<u>Weight in Pounds</u>	<u>◊ Rates in Cents Per Hour(1)</u>																		
250 or less	830																		
Over 250 but not over 2,500	995																		
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Over 30,000	1400																		
<p>✓ Change ) * Addition ) ◊ Increase )</p>	Decision No. 67442																		
EFFECTIVE AUGUST 1, 1964																			
Issued by the Public Utilities Commission of the State of California, San Francisco, California.																			
Correction No. 420																			

6420

APPENDIX "B"

Disposition of Fractions

A. Rates or charges stated in cents per 100 pounds.

1. Rates or charges 10 cents or less:

<u>Decimal Equivalent of Fraction</u>		<u>Fraction</u>
<u>Over</u>	<u>But Not Over</u>	
.000	.125	drop
.125	.375	1/4c
.375	.625	1/2c
.625	.875	3/4c
.875	-	Next whole cent

2. Rates or charges over 10 cents but not over 30 cents:

<u>Decimal Equivalent of Fraction</u>		<u>Fraction</u>
<u>Over</u>	<u>But Not Over</u>	
.00	.25	drop
.25	.75	1/2c
.75	-	Next whole cent

3. Rates or charges over 30 cents:

<u>Decimal Equivalent of Fraction</u>	<u>Fraction</u>
less than .50	drop
.50 and over	Next whole cent

B. Rates or charges other than those stated in cents per 100 pounds.

1. Rates or charges not over \$1.00:

<u>Decimal Equivalent of Fraction</u>	<u>Fraction</u>
less than .50	drop
.50 and over	Next whole cent

2. Rates or charges over \$1.00:

<u>Over</u>	<u>But Not Over</u>	<u>Dispose to Closest</u>
\$1.00	\$100.00	5 cents (2½c raise to next 5c)
\$100.00	-	1 dollar (50c raise to next dollar)