

ORIGINALDecision No. 69203

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. 63
 (Filed March 25, 1965,
 Amended April 21, 1965)

Arlo D. Poe, H. F. Kollmyer and J. C. Kaspar for
California Trucking Association, petitioner.
Harold M. Brake, A. J. Konicki and Earl L. Cunningham
 for various highway carriers.
V. A. Bordelon, C. L. Wadsworth, R. C. Fels, A. Stanley
Hays, D. H. Marken, E. J. Langhofer, B. F. Bolling,
A. E. Norrbom, Norman Kirman, N. T. Hunt by J. M.
Johansen, Kenneth C. Delaney, and William J. Newlove
 for various shippers and organizations, interested
 parties.
Fred P. Hughes and George L. Hunt for the Commission's
 staff.

O P I N I O N

By this petition, as amended, the California Trucking Association seeks upward adjustments in the minimum rates named in Minimum Rate Tariff No. 5 for transportation by highway and city carriers within the Los Angeles Drayage Area. The proposed increases average about 5 percent.

Public hearing was held on May 4, 1965 at Los Angeles before Examiner Turpen. Evidence was presented by petitioner's assistant director of transportation economics. Members of the Commission staff and others assisted in developing the record.

The last adjustment of the minimum rates reflected the costs as of July 1, 1964. Petitioner's witness testified that the labor contract signed last year provided for further wage increases

effective July 1, 1965. The witness explained that he took the cost figures used in last year's proceeding and substituted the 1965 wage factors for the 1964 figures. He also took into account an increase in fuel taxes, in health and welfare payments and in workman's compensation insurance. From these revised cost figures he calculated the percentage increase in costs over last year and increased the minimum rates by the same percentages, making minor adjustments to retain proper relationships between the rates.

The evidence is clear that the carriers engaged in transportation subject to the minimum rates here involved will experience increased costs, effective July 1, to the extent set forth in petitioner's exhibits.

Upon consideration of all the facts of record the Commission finds that the sought increases are justified and will result in just, reasonable and non-discriminatory minimum rates.

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 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. 63, as amended, in Case No. 5435, should be granted and that Minimum Rate Tariff No. 5 should be amended accordingly.

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, 1965, 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 car-load 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, 1965; 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 authorized hereinabove, are hereby authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

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

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

Dated at San Francisco, California, this 8th day of JUNE, 1965.

Frederick G. Haddock
President
George F. Brewer
William W. Bennett
Commissioners

Appendix A to Decision No. 69203

List of Revised Pages to Minimum Rate Tariff No. 5

Authorized by Said Decision

Twenty-first Revised Page 16

Fifth Revised Page 16-A

Nineteenth Revised Page 17

Twenty-first Revised Page 20

Eighteenth Revised Page 26

Nineteenth Revised Page 28

Twenty-second Revised Page 29

Twenty-second Revised Page 31

Nineteenth Revised Page 32

Nineteenth Revised Page 35

Eighteenth Revised Page 38

Seventeenth Revised Page 39

Eighteenth 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>øNOTE 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 ø9 cents per 100 pounds, minimum additional charge ø42 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\$6.00 per man per hour, minimum charge ø\$3.00, shall be made for stacking, sorting or any other accessorial or incidental service which is not authorized to be performed under the rates named in this tariff and for which a charge is not otherwise provided.</p>																				
ø120	<p style="text-align: center;">MINIMUM CHARGE</p> <p>Except as otherwise provided the minimum charge per shipment shall be as follows:</p> <table border="0" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">Weight of shipment (in pounds)</th> <th rowspan="2" style="text-align: center;">øCharge (in cents)</th> </tr> <tr> <th style="text-align: center;">Over</th> <th style="text-align: center;">But Not Over</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;">----- 140</td> </tr> <tr> <td style="text-align: center;">50</td> <td style="text-align: center;">75</td> <td style="text-align: center;">----- 165</td> </tr> <tr> <td style="text-align: center;">75</td> <td style="text-align: center;">100</td> <td style="text-align: center;">----- 195</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">-</td> <td style="text-align: center;">----- 220</td> </tr> </tbody> </table>	Weight of shipment (in pounds)		øCharge (in cents)	Over	But Not Over	0	25	----- 115	25	50	----- 140	50	75	----- 165	75	100	----- 195	100	-	----- 220
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25	50	----- 140																			
50	75	----- 165																			
75	100	----- 195																			
100	-	----- 220																			

REFERENCES TO ITEMS AND OTHER TARIFFS

125

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.

∅ Change)
◊ Increase) Decision No. 69203

EFFECTIVE AUGUST 1, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 433

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																					
	CHARGES FOR ESCORT SERVICE																					
	<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 ∅\$6.95 per hour, plus ∅9½ 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>∅126 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	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
MINUTES																						
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53	60	shall be 1 hour																				
	CHARGES FOR PERMIT SHIPMENTS																					
	<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>∅128 ∅(a) A charge of ∅\$8.25 shall be made for the service of securing each permit, and</p> <p>(b) A charge shall be made equal to the fee, if any, assessed by the governmental agency for issuing each permit.</p>																					
	<p>∅ Change) ∅ Increase) Decision No. 69203</p>																					
	EFFECTIVE AUGUST 1, 1965																					
	<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 434</p>																					

Item No. SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)

SPLIT DELIVERY

The charge for a split delivery shipment, as defined in Item No. 11, shall be the charge applicable to the transportation of a single shipment of the same kind and quantity of property from point of origin to that point of destination of any component part which produces the highest charge, plus an added charge as provided in paragraph (1):

(1) Table of added charges:

Number of Deliveries	Added Charge
2 -----	580 cents
3 to and including 5 -----	770 cents
6 to and including 10 -----	970 cents
11 or more -----	105 cents per delivery

130

(2) At time of tender of shipment carrier shall issue a single bill of lading or shipping document for the composite shipment, and be furnished with manifest or written delivery instructions showing the name of each consignee, the point of destination, and the kind and quantity of property in each component part.

(3) In the event a lower aggregate charge results from treating one or more component parts as a separate shipment, such lower basis may be applied.

ALTERNATIVE APPLICATION OF COMMON CARRIER RATES

Common carrier rates (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.

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)

140

- (a) For loading onto carrier's equipment, the charges provided in paragraph (d).
- (b) For unloading from carrier's equipment, the charges provided in paragraph (d).
- (c) For other accessorial services for which charges are provided in the tariff, the additional charge or charges so provided.
- (d) 4 cents per 100 pounds.

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

Change
Increase

}

Decision No.

69203

EFFECTIVE AUGUST 1, 1965

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

Correction No. 135

Item
No.

SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)

POOL CARS

(a) For the service of unloading, segregating, or unloading and segregating property tendered to the carrier in pool cars, the following charges shall be made in addition to transportation charges:

Rates in cents
per 100 pounds

(1) Merchandise classified as	
First Class -----	44
Second Class -----	36
Third Class -----	27½
Fourth Class, or lower -----	26½

(1) Subject to minimum charge of \$1.15 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.T.L. (less truck-load) ratings in the Governing Classification, Exception Ratings Tariff or this tariff.

\$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.

(e) When rail pool cars are unloaded and segregated at and deliveries made from carrier's established depot, said depot will be considered as being located within Zone 1-A for the purpose of assessing transportation charges under this tariff, and transportation rates shall be applied from Zone 1-A as point of origin.

(f) Rates named in this item alternate with rates for the same services contained in tariffs filed with the Commission, pursuant to the provisions of the Public Utilities Act, and in effect on the date the services are provided.

(g) The provisions of this item do not apply on iron or steel articles, hereinafter listed, in open top rail cars when unloading is provided with crane facilities furnished by or at the expense of the rail carrier. Provided, however, when more than one man is furnished by carrier for the unloading, help in addition to one man shall be charged for at the rates provided in Item No. 110.

Iron or Steel Articles, viz.:

Angles	Columns	Shoes
Bars	Girders	Tees
Bases, post	Piling	Tin Plate
Beams	Plates	Trusses
Billets	Rods	Zees
Channels	Sheets	

DELAYED DELIVERY OF SHIPMENTS

170

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

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

DISPOSITION OF FRACTIONS

180

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

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

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

Change }
Increase }

Decision No. 69203

EFFECTIVE AUGUST 1, 1965

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

Correction No. 436

Cancels

Item No.	SECTION NO. 3-CLASS RATES In Cents per 100 Pounds												
	Rate Basis	Minimum Weight in Pounds											
Any Quantity				500				2,000					
	1	2	3	4	1	2	3	4	1	2	3	4	
A	170	153	136	119	120	108	96	84	92	83	74	65	
	B	171	154	137	120	122	109	97	85	98	88	78	68
	C	172	155	138	121	124	111	99	87	114	103	91	80
0310	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	56	50	44	39	41	37	33	28½	29½	26½	23½	20½
	B	58	52	46	40	43	39	35	30	30	27	24	21
C	78	70	62	54	56	50	44	39	37	33	29	25½	
♦ Increase, Decision No. 69203													
EFFECTIVE AUGUST 1, 1965													
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 437													

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>										
ø330	<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> <hr/> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Any quantity or less-truckload ratings as shown in the Governing Classification, Exception Ratings Tariff or this tariff</th> <th style="text-align: center;">Added charges in cents per 100 Pounds</th> </tr> </thead> <tbody> <tr> <td>1st Class or Higher -----</td> <td style="text-align: right;">21</td> </tr> <tr> <td>2nd Class -----</td> <td style="text-align: right;">17</td> </tr> <tr> <td>3rd Class -----</td> <td style="text-align: right;">16</td> </tr> <tr> <td>4th Class or Lower -----</td> <td style="text-align: right;">11½</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 -----	21	2nd Class -----	17	3rd Class -----	16	4th Class or Lower -----	11½
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1st Class or Higher -----	21										
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<p>ø Change) Decision No. 69203 ø Increase)</p>											
<p>EFFECTIVE AUGUST 1 1965</p>											
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 438</p>											

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents per 100 Pounds					
0340	<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, 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, 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
	17	20	30	14	14½	18
	<p>◇ Increase, Decision No. 69203</p>					
	EFFECTIVE AUGUST 1, 1965					
	Issued by the Public Utilities Commission of the State of California, San Francisco, California.					
	Correction No. 439					

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).</p> <p>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>																													
0343	<p>FREIGHT, as described in Items Nos. 341 and 342.</p> <table border="1" data-bbox="289 955 1420 1225"> <thead> <tr> <th colspan="6" data-bbox="289 955 1420 993">Minimum Weight in Pounds</th> </tr> <tr> <th colspan="3" data-bbox="289 993 834 1057">10,000 Rate Basis</th> <th colspan="3" data-bbox="834 993 1420 1057">20,000 Rate Basis</th> </tr> <tr> <th data-bbox="289 1057 520 1159">A</th> <th data-bbox="520 1057 685 1159">B</th> <th data-bbox="685 1057 834 1159">C</th> <th data-bbox="834 1057 1032 1159">A</th> <th data-bbox="1032 1057 1197 1159">B</th> <th data-bbox="1197 1057 1420 1159">C</th> </tr> </thead> <tbody> <tr> <td data-bbox="289 1159 520 1225">20</td> <td data-bbox="520 1159 685 1225">24</td> <td data-bbox="685 1159 834 1225">35</td> <td data-bbox="834 1159 1032 1225">17</td> <td data-bbox="1032 1159 1197 1225">18</td> <td data-bbox="1197 1159 1420 1225">20</td> </tr> </tbody> </table>						Minimum Weight in Pounds						10,000 Rate Basis			20,000 Rate Basis			A	B	C	A	B	C	20	24	35	17	18	20
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<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 140</p>																														

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	Any Quantity	Minimum Weight						
		500	2,000	4,000	10,000	20,000	30,000	
360	A	49	43	35	28½	20	14	14
	B	68	44	39	29½	20	17	14
	C	75	57	51	41	30	20	17

(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 Luan, Redwood, Spruce, Tamarack, Tanguile, White Luan, 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 Hangers/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. 69203

EFFECTIVE AUGUST 1, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 441

Cancels

Item No.	SECTION NO. 4 - COMMODITY RATES (Concluded) In Cents Per 100 Pounds																	
<p>◇385</p>	<p>PAPER AND PAPER ARTICLES, viz.:</p> <p>Boxes, paperboard or pulpboard, flat or folded flat, with or without fillers, partitions and pads sufficient to complete the boxes in the shipment:</p> <p>Paperboard or Pulpboard, binders', bristol, card, tar or trunk board.</p> <table border="0" data-bbox="413 680 1321 869"> <tr> <td>Minimum Weight</td> <td>Column A</td> <td>Column B</td> </tr> <tr> <td>10,000 pounds -----</td> <td>20</td> <td>28½</td> </tr> <tr> <td>20,000 pounds -----</td> <td>18½</td> <td>21</td> </tr> <tr> <td>30,000 pounds -----</td> <td>16</td> <td>20</td> </tr> </table> <p>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.</p> <p>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.</p>						Minimum Weight	Column A	Column B	10,000 pounds -----	20	28½	20,000 pounds -----	18½	21	30,000 pounds -----	16	20
	Minimum Weight	Column A	Column B															
10,000 pounds -----	20	28½																
20,000 pounds -----	18½	21																
30,000 pounds -----	16	20																
<p>◇390</p>	SUGAR:																	
	Rate Basis	Minimum Weight in Pounds																
		Any Quantity	500	2,000	4,000	10,000	20,000											
A	67	59	41	36	14½	14												
B	86	60	57	39	14½	14												
C	94	74	65	57	24	17												
<p>◇Increase, Decision No. 69203</p>																		
<p>EFFECTIVE AUGUST 1, 1965</p>																		
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California</p> <p>Correction No. 442</p>																		

Cancel

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)
401	<p>RULES AND REGULATIONS (Concluded)</p> <p>(Items Nos. 400 and 401)</p> <p>§(d). Rates named in Item No. 420 are subject to an additional charge at the rate of \$6.00 per man per hour, minimum charge \$3.00, 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>§ Change) ◇ Increase) Decision No. 69203</p>
EFFECTIVE AUGUST 1, 1965	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 443</p>	

Cancels

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	o Rates in Cents per Unit
	Any Quantity -----	130
	250 -----	125
	750 -----	115
	2,000 -----	105
	4,000 -----	92
	6,000 -----	90
	8,000 -----	78
	10,000 -----	73
	12,500 -----	71
	15,000 -----	69
	25,000 -----	67
	<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>	
§410	<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>	
	o Change) o Increase)	Decision No. 69203

EFFECTIVE AUGUST 1, 1965		
Issued by the Public Utilities Commission of the State of California, San Francisco, California.		
Correction No. 444		

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 border="0"> <thead> <tr> <th style="text-align: center;">Weight in Pounds</th> <th style="text-align: center;">∅Rates in Cents Per Hour (1)</th> </tr> </thead> </table>	Weight in Pounds	∅Rates in Cents Per Hour (1)							
	Weight in Pounds	∅Rates in Cents Per Hour (1)								
	<table border="0"> <tr> <td style="width: 60%;">250 or less -----</td> <td style="text-align: right;">875</td> </tr> </table>	250 or less -----	875							
	250 or less -----	875								
	<table border="0"> <tr> <td style="width: 60%;">Over 250 but not over 2,500</td> <td style="text-align: right;">1040</td> </tr> </table>	Over 250 but not over 2,500	1040							
	Over 250 but not over 2,500	1040								
	<table border="0"> <tr> <td style="width: 60%;">Over 2,500 but not over 5,000</td> <td style="text-align: right;">1065</td> </tr> </table>	Over 2,500 but not over 5,000	1065							
	Over 2,500 but not over 5,000	1065								
	<table border="0"> <tr> <td style="width: 60%;">Over 5,000 but not over 8,000</td> <td style="text-align: right;">1095</td> </tr> </table>	Over 5,000 but not over 8,000	1095							
Over 5,000 but not over 8,000	1095									
<table border="0"> <tr> <td style="width: 60%;">Over 8,000 but not over 12,000</td> <td style="text-align: right;">1110</td> </tr> </table>	Over 8,000 but not over 12,000	1110								
Over 8,000 but not over 12,000	1110									
<table border="0"> <tr> <td style="width: 60%;">Over 12,000 but not over 20,000</td> <td style="text-align: right;">1225</td> </tr> </table>	Over 12,000 but not over 20,000	1225								
Over 12,000 but not over 20,000	1225									
<table border="0"> <tr> <td style="width: 60%;">Over 20,000 but not over 30,000</td> <td style="text-align: right;">1305</td> </tr> </table>	Over 20,000 but not over 30,000	1305								
Over 20,000 but not over 30,000	1305									
<table border="0"> <tr> <td style="width: 60%;">Over 30,000 -----</td> <td style="text-align: right;">1455</td> </tr> </table>	Over 30,000 -----	1455								
Over 30,000 -----	1455									
<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>										
<table border="0"> <tr> <td style="width: 60%;">Less than 8 minutes -----</td> <td style="text-align: right;">omit.</td> </tr> <tr> <td style="width: 60%;">8 minutes or more but less than 23 minutes</td> <td style="text-align: right;">shall be $\frac{1}{4}$ hour.</td> </tr> <tr> <td style="width: 60%;">23 minutes or more but less than 38 minutes</td> <td style="text-align: right;">shall be $\frac{1}{2}$ hour.</td> </tr> <tr> <td style="width: 60%;">38 minutes or more but less than 53 minutes</td> <td style="text-align: right;">shall be $\frac{3}{4}$ hour.</td> </tr> <tr> <td style="width: 60%;">53 minutes or more</td> <td style="text-align: right;">shall be 1 hour.</td> </tr> </table>	Less than 8 minutes -----	omit.	8 minutes or more but less than 23 minutes	shall be $\frac{1}{4}$ hour.	23 minutes or more but less than 38 minutes	shall be $\frac{1}{2}$ hour.	38 minutes or more but less than 53 minutes	shall be $\frac{3}{4}$ hour.	53 minutes or more	shall be 1 hour.
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23 minutes or more but less than 38 minutes	shall be $\frac{1}{2}$ hour.									
38 minutes or more but less than 53 minutes	shall be $\frac{3}{4}$ hour.									
53 minutes or more	shall be 1 hour.									
<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 ∅\$3.00 per hour (or fraction thereof) shall be assessed. On all other holidays an additional charge of ∅\$6.00 per hour (or fraction thereof) shall be assessed.</p>										

∅420

Change)
Increase) Decision No. 69203

EFFECTIVE AUGUST 1, 1965

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