

**ORIGINAL**Decision No. 71076

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. 5435Petition No. 75  
Filed March 18, 1966

Arlo D. Poe, H. F. Kollmyer, and  
J. C. Kaspar, for California  
 Trucking Association, petitioner.  
R. C. Fels, for Furniture Manufac-  
 turers Association of California,  
 interested party.  
A. E. Norrbom, for Traffic Managers  
 Conference of California, protestant.  
John T. Reed, for California Manufac-  
 turers Association, protestant.  
Donald Enos (by David L. Borunda), for  
 Owens Illinois, Inc., interested  
 party.  
Eugene A. Swenson, for Los Angeles  
 Chamber of Commerce, interested party.  
M. Robert Day, for Shell Oil Company,  
 interested party.  
James Quintrall, for Los Angeles Ware-  
 housemen's Association, interested  
 party.  
William J. Newlove, for Radio Corporation  
 of America, interested party.  
J. M. Jenkins and Ralph J. Staunton, for  
 the Transportation Division of the  
 Commission's staff.

O P I N I O N

By this petition the California Trucking Association  
 (CTA) seeks increases in the rates and charges which apply as

minimum for the transportation of general commodities by for-hire highway carriers within the Los Angeles Drayage Area, a defined area within the City of Los Angeles and adjacent cities and communities. Said rates and charges are set forth in the Commission's Minimum Rate Tariff No. 5.

The rate increases which petitioner seeks range in amount from about 3½ to 5 percent. Petitioner alleges that they are needed to compensate for increases in wage and related costs which the carriers have experienced (or will have experienced by July 1, 1966,) since the establishment of the rates and charges in Minimum Rate Tariff No. 5 at their present level.

Public hearing on the petition was held before Examiner Abernathy at Los Angeles on April 28, 1966.

Evidence in support of the petition was presented through petitioner's assistant director of research. This witness submitted and explained an exhibit which he had prepared to measure the extent that the aforesaid cost increases have increased the costs upon which the present minimum rates and charges in Minimum Rate Tariff No. 5 are based. In the preparation of this exhibit the witness applied the increased costs to basic data that were used in the development of the cost figures underlying the present rates. By comparing the resultant figures with previous corresponding cost figures, he calculated the increases in minimum rates which assertedly are necessary to compensate for the cost increases.

The establishment of increased rates as proposed in this matter by the CTA was opposed by the California Manufacturers' Association. The Association's representative asserted that the granting of rate increases almost automatically year after year to meet increases in wage costs limits the incentive of carriers to bargain and to improve their operations. The representative further asserted that petitioner's showing does not substantiate a need for the sought increases, and that if any increases are to be granted, they should be granted only in part.

Discussion

The evidence is clear that since November 13, 1965, when the rates and charges in Minimum Rate Tariff No. 5 were established at their present level, for-hire carriers of general commodities within the Los Angeles Drayage Area have experienced increases in their operating costs, and that said carriers will experience further cost increases as of July 1, 1966. Nevertheless, the record does not support the prescription of the sought rate increases.

Petitioner's showing of cost increases was developed in part upon a premise that the indirect costs of for-hire carriage increase in proportion to increases in the direct costs, so that, in an adjustment of rates to compensate for increases in direct costs, the adjustment should also include provision for corresponding increases in indirect costs. The witness asserted that the validity of this premise is substantiated by studies he has made which show that over the years the ratio of indirect costs to direct costs remains constant.

We do not concur with petitioner's premise. In general, the indirect costs of a carrier are costs which cannot be allocated directly to any particular type of transportation service. For example, office rent and real property taxes are expenses which are classified as indirect costs. There does not appear to be any such relationship between rent and real property taxes, on the one hand, and wage costs for drivers, on the other hand, that rent and taxes would increase as drivers' wages are increased. Whether, to what extent, and when any increases in said costs would follow the increases in drivers' wage costs with which this petition is primarily concerned are so speculative that no provision for increases in said costs should be made in this matter. On this record our conclusions are the same with respect to other of the indirect costs.

Another limitation upon the rate increases which may be prescribed on this record stems in part from the basic data upon which petitioner's showing was made. It also stems in part from the method which petitioner used in the development of said showing.

Some of the data upon which the showing was based are the results of studies which were made more than 20 years ago:<sup>1</sup> Such data are so remote that but little, if any, reliance can be placed upon their use in the calculation of present transportation costs.

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<sup>1</sup> The same underlying data have been used as basis for earlier rate adjustments in this general proceeding. A previous decision, Decision No. 67442, dated June 26, 1964, states that said data were derived in part from studies made in 1951, which studies "rely in part on cost developments introduced in evidence in 1941."

The method which petitioner followed in the development of its evidence primarily measures the effect of selected cost changes upon an assumed level of the costs of the transportation involved. Admittedly, it does not portray actual present costs of the services performed. The method is one which has been followed on numerous occasions heretofore in adjustment of the minimum rates to reflect increases in the carriers' operating costs. In view of prior usage of the method, petitioner argues that the same method should be accepted in this matter also. However, petitioner should not expect that rates can be projected indefinitely and unqualifiedly on assumed costs that apparently have no real relationship to current costs.

The increases in minimum rates which have been prescribed heretofore on evidence developed by the method followed by petitioner have been in recognition of the fact that the development of total costs of service by specific studies to that end is a time consuming process, and that pending the completion of such studies it would be unreasonable to withhold from the carriers increases in rates which are necessary to compensate for increases in operating costs that occur in the meantime.

Nevertheless, the point is ultimately reached where even with due regard to evident increases in the carriers' operating costs, the need for increases in rates to compensate for such cost increases should be established by evidence in addition to that developed under the method which petitioner used.

The projection of rates, year after year, that were once found to be reasonable in relation to transportation circumstances then prevailing and now remote is no guarantee of the reasonableness<sup>2</sup> of the rates in present transportation circumstances.

In this respect it is noted that under the provisions of Minimum Rate Tariff No. 2 (which tariff sets forth statewide rates for the transportation of general commodities) the charges which apply in numerous instances for the transportation of shipments in truckload quantities between points outside of the Los Angeles Drayage Area, on the one hand, and points within the Drayage Area, on the other hand, or between points on opposite sides of the Drayage Area, are less than the charges which apply under Minimum Rate Tariff No. 5 for the transportation of like shipments wholly within the Drayage Area. Examples of the differences in charges are set forth in Appendix "A" attached hereto.

The rates in Minimum Rate Tariff No. 2 have their origin in a cost study which was made in 1961 and 1962, and which is described as a comprehensive cost appraisal.<sup>3</sup> Said study is obviously quite recent in comparison to the studies upon which the rates in Minimum Rate Tariff No. 5 are based. Statutory provisions under which the rates in both Minimum Rate Tariff No. 2 and Minimum Rate Tariff No. 5 are prescribed require that the rates in either case reflect due consideration to all of transportation services performed.<sup>4</sup> Since the lower rates and charges

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<sup>2</sup> Compare Decision No. 45160, 50 Cal. P.U.C. 336 (1950).

<sup>3</sup> Decision No. 66453, 62 Cal. P.U.C. 14, 17 (1963).

<sup>4</sup> Sections 3662 and 4012, Public Utilities Code.

in Minimum Rate Tariff No. 2 are based on the more recent cost data, the conclusion seems inescapable that if the rates and charges which apply to shipments in truckload quantities under the provisions of Minimum Rate Tariff No. 5 are to be increased, specific evidence should be provided to show that said rates and charges, as increased, will be reasonable in relation to the rates and charges which apply to the transportation of similar shipments<sup>5</sup> in the same general area under Minimum Rate Tariff No. 2.

The full amounts of the increases which petitioner seeks in the rates and charges in Minimum Rate Tariff No. 5 may not be found to be justified on this record. Nevertheless, to the extent that increases in the rates have been justified, said increases should be prescribed. Upon consideration of the evidence in this matter we find that increases of 3-1/2 percent in the class and commodity rates in Minimum Rate Tariff No. 5 which are subject to minimum weights of 10,000 pounds or less, and increases of 3-1/2 percent in the rates and charges other than class and commodity rates which petitioner seeks to have increased have been justified. Said increases will be made.<sup>6</sup> We find that as so increased, the rates and charges in Minimum Rate Tariff No. 5 are, and will be,

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Minimum Rate Tariff No. 5 does not set forth truckload rates as such. Nevertheless, the rates which apply to truckload shipments should meet standards of reasonableness for the transportation involved.

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A proposal of petitioner that a mileage charge which is named in Item No. 126 of the tariff for escort service be reduced from 9-1/4 cents per mile to 9 cents a mile in order to reflect a decrease in gasoline taxes will also be adopted.

just, reasonable and nondiscriminatory minimum rates to be charged by highway permit carriers for the transportation services to which they apply. We further find that to the extent that the provisions of Minimum Rate Tariff No. 5 have been found heretofore to constitute reasonable minimum rates and rules for common carriers as defined in the Public Utilities Act, said provisions, as hereinafter adjusted, are, and will be, reasonable minimum rate provisions for said common carriers. To the extent that the existing rates and charges of said common carriers for the transportation involved are less in volume or effect than the minimum rates and charges herein designated as reasonable for said carriers, to that same extent the rates and charges of said carriers are hereby found to be, now and for the future, unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the costs of other means of transportation.

In addition to increases in the rates and charges in Minimum Rate Tariff No. 5, petitioner's proposals in this matter also 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 as



sought in the rates for the exempt commodities are likewise justified.

In connection with the establishment of increased rates in conformity with the order herein, petitioner asks that common carriers be relieved from the so-called long- and short-haul prohibitions of Article XII, Section 21, of the Constitution of the State of California and of Section 460 of the Public Utilities Code. Where common carriers have been heretofore authorized to depart from the long- and short-haul prohibitions, their outstanding authorities will be modified to the extent necessary to carry out the effect of the order herein.

O R D E R

IT IS ORDERED:

1. That Minimum Rate Tariff No. 5 (Appendix "A" of Decision No. 32504, as amended) is further amended by incorporating therein, to become effective September 10, 1966, the revised pages attached hereto and listed in Appendix "B" also attached hereto, which pages and appendix by this reference are made a part hereof.

2. That common carriers subject to the Public Utilities Act, to the extent that they are subject also to said Decision No. 32504, as amended, are directed to establish in their tariffs the rate increases necessary to conform to the further increases herein in the rates and charges established by said decision.

3. That except as is otherwise stated hereinbelow, the increased class rates, surcharges, minimum charges and accessorial

charges which are established by ordering paragraph 1 hereof be, and they hereby are, authorized to be made applicable to the transportation of the commodities listed in Items Nos. 40 and 41 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 and common carriers by vessel, provided (a) that said transportation is performed between origins and destinations which are both located within the Los Angeles Drayage Area (as described in Minimum Rate Tariff No. 5); and (b) that said transportation is now subject to class rates in the tariffs of said common carriers.

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

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

4. That tariff publications required or authorized to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order, on not less than ten days' notice to the Commission and to the public; that such tariff publications as are required shall be made effective not later than September 10, 1966, and that as to tariff publications which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date hereof.

5. That common carriers, in establishing and maintaining the rates 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. That in all other respects said Decision No. 32504, as amended, shall remain in full force and effect.

7. That, except as is otherwise provided herein, Petition No. 75 in Case No. 5435 is hereby denied.

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

Dated at San Francisco, California, this 2nd day of AUGUST, 1966.

[Signature]  
President  
George G. Grover  
Fredrick B. Holbrook  
[Signature]  
[Signature]  
Commissioners

APPENDIX "A"

Examples of Transportation Charges Per Shipment under  
Rates in Minimum Rates Tariffs No. 2 and 5 (See Note 1)

ARTICLE	Weight of Shipment (Pounds)	APPLICABLE TRANSPORTATION CHARGES			
		Under Minimum Rate Tariff No.2 (See Note 2)		Under Minimum Rate Tariff No.5 (See Note 2)	
		(a)	(b)	(a)	(b)
Aluminum Articles, not more specifically described. . . . .	14,000	\$62.00	\$72.00	\$57.40	\$74.00
Athletic or Sporting Goods, not more spec- ifically described .	18,000	54.00	64.00	64.90	81.40
Automobile Engines, used, in packages or skids . . . . .	30,000	54.00	67.50	70.50	87.00
Building Brick, common, in packages. . . . .	40,000	54.00	64.00	82.00	102.00
Chinaware, released to value not exceeding \$20 per 100 pounds	24,000	43.20	54.00	56.40	69.60
Drugs or Medicines, not more specifically described, in boxes.	30,000	60.00	72.00	79.50	99.00
Fencing, Woven Aluminum Wire, in rolls. . .	14,000	62.00	72.00	71.75	92.50
Furniture: Chests of drawers, dressers, desks, bookcases, buffets, room divid- ers, stands, tables, phonograph record cabinets . . . . .	12,000	54.00	62.40	98.40	134.40
Games or Toys, wooden or wood and steel combined, not more specifically de- scribed . . . . .	20,000	54.00	64.00	59.00	74.00
Wallboard, Plasterboard, in bundles . . . . .	36,000	55.80	70.20	84.60	204.40

See page 2 for Notes 1 and 2.

APPENDIX "A" CONCLUDED

Note 1: The charges shown under Minimum Rate Tariff No. 2 are computed on rates prescribed by Decision No. 70963 to become effective August 28, 1966. Said decision prescribed rate increases to compensate for increases in labor and related costs effective as of July 1, 1966.

The charges shown under Minimum Rate Tariff No. 5 are computed on the rates in effect on March 18, 1966, the filing date of the petition in this matter.

Note 2: Explanation of Columns (a) and (b)

Minimum Rate Tariff No. 2

Column (a) Rates: Rates for distances of 3 constructive miles or less.

Column (b) Rates: Rates for distances of more than 15 constructive miles but not more than 20 constructive miles.

Minimum Rate Tariff No. 5

Column (a) Rates: Rates for transportation within a single zone, the minimum distance over which transportation is performed within the Los Angeles Drayage Area.

Column (b) Rates: Interzone rates for transportation across one or more intervening zones, the maximum distance over which transportation is performed within the Los Angeles Drayage area.

The Los Angeles Drayage Area is about 16 miles long and 12½ miles wide.

(End of Appendix)

Appendix "B" to Decision No. 71076

List of Revised Pages to Minimum Rate Tariff No. 5

Authorized by Said Decision

Twenty-third Revised Page 16.  
Seventh Revised Page 16-A  
Twentieth Revised Page 17  
Twenty-second Revised Page 20  
Twentieth Revised Page 26  
Twenty-first Revised Page 28  
Twenty-fifth Revised Page 29  
Twenty-fourth Revised Page 31  
Twentieth Revised Page 32  
Twentieth Revised Page 35  
Nineteenth Revised Page 38  
Eighteenth Revised Page 39  
Twentieth Revised Page 40

(END OF APPENDIX "B" LIST)

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																				
ø100	<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates provided in this tariff are for the transportation of shipments, as defined in Items Nos. 10 and 11 from point of origin to point of destination, and include loading into and unloading from the carrier's equipment, subject to Note 1.</p> <p>NOTE 1.-When shipment is picked up at or delivered to a point not at street level, and no vehicular elevator service or vehicular ramp is provided and made available to the carrier, an additional charge of ø9½ cents per 100 pounds, minimum additional charge ø43 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\$6.20 per man per hour, minimum charge ø\$3.10 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 (See Note):</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;">ø Charge (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;">----- 120</td> </tr> <tr> <td style="text-align: center;">25</td> <td style="text-align: center;">50</td> <td style="text-align: center;">----- 145</td> </tr> <tr> <td style="text-align: center;">50</td> <td style="text-align: center;">75</td> <td style="text-align: center;">----- 170</td> </tr> <tr> <td style="text-align: center;">75</td> <td style="text-align: center;">100</td> <td style="text-align: center;">----- 200</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">-</td> <td style="text-align: center;">----- 230</td> </tr> </tbody> </table> <p>NOTE.-Will not apply on shipments made under the provisions of Item No. 325.</p>	Weight of shipment (in pounds)		ø Charge (in cents)	Over	But Not Over	0	25	----- 120	25	50	----- 145	50	75	----- 170	75	100	----- 200	100	-	----- 230
Weight of shipment (in pounds)		ø Charge (in cents)																			
Over	But Not Over																				
0	25	----- 120																			
25	50	----- 145																			
50	75	----- 170																			
75	100	----- 200																			
100	-	----- 230																			

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.

Ø Change )  
o Increase ) Decision No. 71076

EFFECTIVE SEPTEMBER 10, 1956

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 487



Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																					
<p>126</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>(a) A charge of \$7.20 per hour, plus 9 cents per actual mile, shall be made for each escort vehicle and driver furnished, for the time and distance said vehicle and driver are engaged in such service. (See Notes 1 and 2.)</p> <p>(b) A charge shall be made equal to the actual cost of any bridge or ferry tolls incurred for each escort car.</p> <p>NOTE 1.-Service shall commence with departure of each escort vehicle from its point of dispatch and terminate with the return of each escort car to its point of dispatch, excluding off-duty hours.</p> <p>NOTE 2.-Charges for fractions of an hour shall be determined in accordance with the following table:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;">MINUTES</th> <th></th> </tr> <tr> <th style="text-align: center;">Over</th> <th style="text-align: center;">But Not Over</th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">8</td> <td style="text-align: right;">omit</td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">23</td> <td style="text-align: right;">shall be 1/4 hour</td> </tr> <tr> <td style="text-align: center;">23</td> <td style="text-align: center;">38</td> <td style="text-align: right;">shall be 1/2 hour</td> </tr> <tr> <td style="text-align: center;">38</td> <td style="text-align: center;">53</td> <td style="text-align: right;">shall be 3/4 hour</td> </tr> <tr> <td style="text-align: center;">53</td> <td style="text-align: center;">60</td> <td style="text-align: right;">shall be 1 hour</td> </tr> </tbody> </table>	MINUTES			Over	But Not Over		0	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																				
<p>128</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>(a) A charge of \$8.55 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>																					

EMPTY PACKAGES OR CARRIERS, SECONDHAND

When Empty Packages or Carriers, as described below, are offered for shipment at the rates published in this tariff:

129

- (a) Empty Packages or Carriers, secondhand, empty returned: The carrier must determine that such packages were moved filled and are being returned over the same carrier or carriers to consignor of the original filled packages at locations from which original filled packages were shipped or to another location;
- (b) Empty Packages or Carriers, secondhand, forwarded for return paying loads: Carrier must determine that such packages will, when filled, be moved over the same carrier or carriers to the consignor of the original empty packages at location from which original empty packages were shipped or to another location;

Otherwise carrier will apply the ratings for secondhand packages or carriers not returned.

∅ Change )  
◊ Increase )  
◊ Reduction)

Decision No. 71076

EFFECTIVE September 10, 1966

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 488

Cancel

Item No.	SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)										
130	<p style="text-align: center;"><b>SPLIT DELIVERY</b></p> <p>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):</p> <p>(1) Table of added charges:</p> <table 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;">600 cents</td> </tr> <tr> <td style="text-align: center;">3 to and including 5 -----</td> <td style="text-align: center;">795 cents</td> </tr> <tr> <td style="text-align: center;">6 to and including 10 -----</td> <td style="text-align: center;">1005 cents</td> </tr> <tr> <td style="text-align: center;">11 or more -----</td> <td style="text-align: center;">110 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 -----	600 cents	3 to and including 5 -----	795 cents	6 to and including 10 -----	1005 cents	11 or more -----	110 cents per delivery
Number of Deliveries	Added Charge										
2 -----	600 cents										
3 to and including 5 -----	795 cents										
6 to and including 10 -----	1005 cents										
11 or more -----	110 cents per delivery										

140	<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> <ul style="list-style-type: none"> <li>(a) For loading onto carrier's equipment, the charges provided in paragraph (d).</li> <li>(b) For unloading from carrier's equipment, the charges provided in paragraph (d).</li> <li>(c) For other accessorial services for which charges are provided in the tariff, the additional charge or charges so provided.</li> <li>(d) 4 cents per 100 pounds.</li> </ul>
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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. 71076

EFFECTIVE SEPTEMBER 10, 1966

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 489

Cancels

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> <p style="text-align: right;">◇ Rates in cents per 100 Pounds</p> <table style="margin-left: 40px;"> <tr> <td>(1) Merchandise classified as</td> <td></td> </tr> <tr> <td>    First Class -----</td> <td style="text-align: right;">46</td> </tr> <tr> <td>    Second Class -----</td> <td style="text-align: right;">37</td> </tr> <tr> <td>    Third Class -----</td> <td style="text-align: right;">28½</td> </tr> <tr> <td>    Fourth Class, or lower -----</td> <td style="text-align: right;">27½</td> </tr> </table> <p style="margin-left: 40px;">(1) Subject to minimum charge of ◇\$1.20 for each point of destination involved.</p>	(1) Merchandise classified as		First Class -----	46	Second Class -----	37	Third Class -----	28½	Fourth Class, or lower -----	27½
(1) Merchandise classified as											
First Class -----	46										
Second Class -----	37										
Third Class -----	28½										
Fourth Class, or lower -----	27½										
165	<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 truckload) ratings in the Governing Classification or this tariff.</p> <p>(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 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>										

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. 71076

EFFECTIVE SEPTEMBER 10, 1966

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 490

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		175	157	140	122	124	112	99	87	95	86	77	67
	B	176	158	141	123	125	113	100	88	101	91	81	70
	C	177	159	142	124	128	115	102	90	113	107	94	83
310	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		58	52	46	40	42	38	34	29½	29½	26½	23½	20½
	B	50	54	48	41	45	40	36	31	30	27	24	21
	C	81	72	64	56	58	52	46	40	37	33	29	25½
◇ Change } Decision No. <b>71076</b> ◇ Increase }													
EFFECTIVE SEPTEMBER 10, 1965													
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 491													

Item No.	SECTION NO. 4—COMMODITY RATES	
		RATE
325	<p>FREIGHT, regardless of classification, transported within and between all zones:</p> <p>PARCEL DELIVERIES</p> <p>1. The rates and provisions of this item are limited in their application to shipments of general commodities, except articles of unusual value, dangerous articles (Class A and B explosives), household goods, commodities in bulk, and commodities requiring temperature control or special equipment. Each package or article shall be considered as a separate and distinct shipment.</p> <p>2. The provisions of this item will not apply to the transportation of:</p> <p>(a) Any package or article weighing more than 50 pounds or exceeding 108 inches in length and girth combined.</p> <p>(b) Any packages or articles weighing in the aggregate more than 100 pounds from one consignor at one location to one consignee at one location during a single day.</p> <p>(c) Any package or article when consignor requests delivery on the same day that package or article is picked up at consignor's place of business or delivered to carrier's terminal.</p> <p>(d) Any shipment between retail stores and their branches or warehouses on the one hand, and on the other hand, the premises of the customers of such stores.</p> <p>3. Rates and charges in this item shall apply only on prepaid shipments and only where the shipper elects in writing in advance to utilize the rates and charges herein for all packages weighing 50 pounds or less tendered by said shipper to the carrier for delivery during the same calendar week.</p> <p>NOTE.—In addition to the rates named herein the carrier shall assess a service charge of \$2.00 per week unless all packages or pieces are tendered at carrier's terminal.</p>	<p>In Cents Per Package</p> <p>18 Plus 3 cents for each pound or fraction thereof (See Note)</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>	



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.

Any quantity or less-truckload ratings as shown in the Governing Classification or this tariff	Added charges in cents per 100 pounds
1st Class or Higher -----	21 $\frac{1}{2}$
2nd Class -----	17 $\frac{3}{4}$
3rd Class -----	16 $\frac{1}{2}$
4th Class or Lower -----	12

Change )  
 Increase ) Decision No. **71076**

EFFECTIVE SEPTEMBER 10, 1966

Issued by the Public Utilities Commission of the State of California,  
 San Francisco, California.  
 Correction No. L92

Item No.	SECTION NO. 4--COMMODITY RATES (Continued) In Cents per 100 Pounds					
6340	FREIGHT, viz.:					
	Cement, Portland, building (See Item No. 40), Flour or Corn Meal, edible, Grain and other articles as described in Item No. 237 herein, Iron and Steel Articles, viz.:			Iron and Steel, structural, fabricated or unfabricated, consisting of: (Continued)		
	Bands, Bars, plain, corrugated, twisted or bent, Billets, Bolts, Castings, rough, Fencing, (including fence posts), Fittings, pipe, Forging, rough, Hoops, Ingots, Nails, Nuts, Pig Iron, Pipe, Rivets, Rods, Sheets, black, galvanized, corrugated or plain, Ties, bale, Tinplate, Washers, Wire, (including wire rope or strand), Iron and Steel, structural, fabricated or unfabricated, consisting of:			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,		
	Angles, Bars, truss, Bases, post, Beams,			Junk, viz.:		
	Minimum Weight in Pounds					
	10,000			20,000		
	◇Rate Basis			Rate Basis		
	A	B	C	A	B	C
	17½	20½	31	14	14½	18

Change )  
Increase ) Decision.No. 71076

EFFECTIVE SEPTEMBER 10, 1966

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 493

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents Per 100 Pounds						
342	(Items Nos. 341, 342 and 343)						
	<p>FREIGHT, viz.:</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;">                     Roofing, Building, or Paving Material, as described in Items Nos. 297 and 298 herein. (subject to Note).                 </td> <td style="width: 50%; vertical-align: top;">                     Wine, domestic, having a declared value of not more than \$2.00 per gallon.                 </td> </tr> </table> <p>NOTE.--With shipments of one or more articles listed in Items Nos. 297 and 298 herein 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>						Roofing, Building, or Paving Material, as described in Items Nos. 297 and 298 herein. (subject to Note).
Roofing, Building, or Paving Material, as described in Items Nos. 297 and 298 herein. (subject to Note).	Wine, domestic, having a declared value of not more than \$2.00 per gallon.						
ø 343	FREIGHT, as described in Items Nos. 341 and 342.						
	Minimum Weight in Pounds						
	10,000			20,000			
	ø Rate Basis			Rate Basis			
	A	B	C	A	B	C	
20½	25	36	17	18	20		
ø Change            ) Decision No. 71076 ø Increase         )							
EFFECTIVE SEPTEMBER 10, 1966							
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 494							

Item No.	SECTION NO. 4--COMMODITY RATES (Continued)							
	In Cents per 100 Pounds							
360	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
	A	51	45	36	29½	20½	14	14
B	70	46	40	31	20½	17	14	
C	78	59	53	42	31	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 Lauan, Redwood, Spruce, Tamarack, Tanguile, White Lauan, 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, preservative 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),

361

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 dimensions or shaped, bored or not bored, edges plain or beveled, grooved, molded, slotted or tongued, not otherwise indexed by name 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),

Pencil Slats,  
Pickets,  
Piles,

(Continued in Item No. 362)

∅ Change )  
◇ Increase ) Decision No. 71076

EFFECTIVE SEPTEMBER 10, 1966

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 495

Item No.	SECTION NO. 4 - COMMODITY RATES (Concluded) In Cents Per 100 Pounds																	
ø 385	PAPER AND PAPER ARTICLES, viz.:																	
	<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="462 781 1404 970"> <thead> <tr> <th>Minimum Weight</th> <th>Column A</th> <th>Column B</th> </tr> </thead> <tbody> <tr> <td>10,000 pounds -----</td> <td>ø20½</td> <td>ø29½</td> </tr> <tr> <td>20,000 pounds -----</td> <td>18½</td> <td>21</td> </tr> <tr> <td>30,000 pounds -----</td> <td>18</td> <td>20</td> </tr> </tbody> </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 -----	ø20½	ø29½	20,000 pounds -----	18½	21	30,000 pounds -----	18
Minimum Weight	Column A	Column B																
10,000 pounds -----	ø20½	ø29½																
20,000 pounds -----	18½	21																
30,000 pounds -----	18	20																
ø 390	SUGAR:																	
	Rate Basis	Minimum Weight in Pounds																
		øAny Quantity	ø500	ø 2,000	ø4,000	ø10,000	20,000											
	A	69	61	42	37	15	14											
B	89	62	59	40	15	14												
C	97	77	67	59	25	17												
<p>ø Change )          ø Increase ) Decision No. 71076</p>																		
EFFECTIVE SEPTEMBER 10, 1966																		
<p>Issued by the Public Utilities Commission of the State of California,          San Francisco, California          Correction No. 496</p>																		

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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>(d) Rates named in Item No. 420 are subject to an additional charge at the rate of \$6.20 per man per hour, minimum charge \$3.10, 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> <span style="font-size: 1.5em;">δ</span> Change     )  <span style="font-size: 1.5em;">◊</span> Increase    ) Decision No. 71076         </p>
EFFECTIVE SEPTEMBER 10, 1966	
<p>Issued by the Public Utilities Commission of the State of California,            San Francisco, California.</p> <p>Correction No. 497</p>	



Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS(Continued)	
	FREIGHT, regardless of classification, transported between or within the zones described in Items Nos. 30, 31, 32 and 33, subject to Notes 1, 2 and 3:	
	Minimum Units per Calendar Month or Any Portion Thereof	Rates in Cents per Unit
	Any Quantity -----	135
	250 -----	130
	750 -----	120
	2,000 -----	110
	4,000 -----	95
	6,000 -----	93
	8,000 -----	81
	10,000 -----	76
	12,500 -----	73
	15,000 -----	71
	25,000 -----	69
	NOTE 1.-When the charge accruing at the actual number of units exceeds the charge computed upon a rate based upon a greater number of units, the latter shall apply.	
410	NOTE 2.-The weight of each shipment shall be the gross weight thereof. No allowance shall be made for the weight of containers.	
	NOTE 3.-The number of units shall be computed as follows:	
	Weight of Shipment in Pounds	Number of Units
	50 or less	1
	Over 50 but not over 150	2
	Over 150 but not over 300	3
	Over 300 but not over 500	4
	Over 500 but not over 550	5
	Over 550 but not over 650	6
	Over 650 but not over 800	7
	Over 800 but not over 1,000	8
	Over 1,000 -----	(See Below)
	To determine the number of units on shipments weighing over 1,000 pounds, use same method of computation as provided above for first 1,000 pounds.	
) Change ) Increase     Decision No. <b>71076</b>		
EFFECTIVE SEPTEMBER 10, 1966		
Issued by the Public Utilities Commission of the State of California, San Francisco, California.		
Correction No. 498		

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 data-bbox="577 657 880 690">Weight in Pounds</th> <th data-bbox="1048 624 1328 690">Rates in Cents Per Hour (1)</th> </tr> </thead> <tbody> <tr> <td>250 or less -----</td> <td>905</td> </tr> <tr> <td>Over 250 but not over 2,500</td> <td>1075</td> </tr> <tr> <td>Over 2,500 but not over 5,000</td> <td>1100</td> </tr> <tr> <td>Over 5,000 but not over 8,000</td> <td>1135</td> </tr> <tr> <td>Over 8,000 but not over 12,000</td> <td>1150</td> </tr> <tr> <td>Over 12,000 but not over 20,000</td> <td>1270</td> </tr> <tr> <td>Over 20,000 but not over 30,000</td> <td>1350</td> </tr> <tr> <td>Over 30,000 -----</td> <td>1505</td> </tr> </tbody> </table>	Weight in Pounds	Rates in Cents Per Hour (1)	250 or less -----	905	Over 250 but not over 2,500	1075	Over 2,500 but not over 5,000	1100	Over 5,000 but not over 8,000	1135	Over 8,000 but not over 12,000	1150	Over 12,000 but not over 20,000	1270	Over 20,000 but not over 30,000	1350	Over 30,000 -----	1505
Weight in Pounds	Rates in Cents Per Hour (1)																		
250 or less -----	905																		
Over 250 but not over 2,500	1075																		
Over 2,500 but not over 5,000	1100																		
Over 5,000 but not over 8,000	1135																		
Over 8,000 but not over 12,000	1150																		
Over 12,000 but not over 20,000	1270																		
Over 20,000 but not over 30,000	1350																		
Over 30,000 -----	1505																		
	<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>420</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>Less than 8 minutes ----- omit.              8 minutes or more but less than 23 minutes shall be <math>\frac{1}{4}</math> hour.              23 minutes or more but less than 38 minutes shall be <math>\frac{1}{2}</math> hour.              38 minutes or more but less than 53 minutes shall be <math>\frac{3}{4}</math> hour.              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, as defined in Item No. 10, an additional charge at the rate of \$3.10 per hour (or fraction thereof) shall be assessed. On all other holidays, as defined in Item No. 10, an additional charge of \$6.20 per hour (or fraction thereof) shall be assessed.</p>																		

Change )  
Increase ) Decision No. 71076

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