

**ORIGINAL**Decision No. 72942

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. 89  
 (Filed April 14, 1967  
 Amended May 19, 1967)

(Appearances are listed in Appendix A.)

O P I N I O N

This petition was heard and submitted June 1, 1967 before Examiner Thompson at Los Angeles. Copies of the petition and notice of hearing were served in accordance with the Commission's procedural rules.

By this petition, California Trucking Association (CTA) requests the Commission to increase the minimum rates and charges established in Minimum Rate Tariff No. 5 applicable to the transportation of general commodities within the Los Angeles Drayage Area. The requested increases approximate 6.3 percent. The proposed increases for the smaller shipments are somewhat more and the proposed increases for the heavier shipments are somewhat less.

The rates and charges in Minimum Rate Tariff No. 5 were last revised and adjusted generally on September 10, 1966, pursuant to Decision No. 71076, dated August 2, 1966 in Case No. 5435, Petition for Modification No. 75. That adjustment was based upon the labor costs incurred by the carriers as of July 1, 1966.

The presentation made by petitioner was the same as made by it in Petition No. 75; that is to say, certain basic cost studies were adjusted by incorporating therein current wage rates and related expenses, and in the development, said current expenses were expanded for indirect expense at a ratio of 17.26 percent. California Manufacturers Association opposes the proposed increases to the extent that they include provision for increases in indirect expenses. It took a similar position in Petition No. 75.

As a result of wage agreements negotiated between the International Brotherhood of Teamsters and the carriers, the prevailing wage rates of carriers engaged in transporting property subject to the rates in Minimum Rate Tariff No. 5 were increased 25 cents per hour since July 1, 1966. The agreement calls also for increases in contributions to the health and welfare fund. Petitioner has shown that the rates paid by carriers for workmen's compensation insurance have also increased and that changes in payroll tax rates effective January 1, 1967 have resulted in increased expenses to the carriers. Petitioner has shown that the hourly labor costs of employing drivers and helpers have increased about 7-1/2 percent. Petitioner applied the increased labor costs to certain cost developments which have been used as bases for past general adjustments in Minimum Rate Tariff No. 5.

Decision No. 71076 discussed three issues raised in Petition No. 75; the remoteness in time of the basic data used in developing the cost estimates, the assumption by petitioner that indirect expenses have increased in the same ratio as direct expenses, and the apparent anomalies in the rates in Minimum Rate Tariff No. 5 when compared with similar rates in Minimum Rate Tariff No. 2. Those matters are also pertinent to the instant proceeding.

The data used in the development of the cost estimates are the same used many times in this general proceeding. A previous decision (No. 67442, dated June 26, 1964) states said data were derived in part from studies made in 1951, which, in turn, rely in part on cost developments introduced in evidence in 1941. As pointed out in Decision No. 71076, the cost development admittedly does not portray actual present costs of the services performed. On July 12, 1960, the Commission ordered hearings scheduled in Case No. 6322 which proceeding looks toward the establishment of a new minimum rate tariff applicable to the transportation of general commodities within portions of Los Angeles, Orange and San Bernardino Counties. Said tariff would replace or substantially modify Minimum Rate Tariff No. 5. Said proceeding is still progressing, only that phase relating to the area which will be included and the establishment of zones within that area has been completed. No cost data have been introduced in Case No. 6322.

While it is true that the cost development presented by petitioner does not portray the actual present costs of the services, it does show the relative impact of increased hourly labor costs upon the costs of providing services where there is a varying amount of labor required for performing the different types of services.

With respect to the assumption by petitioner that indirect costs have increased in the same proportion as the direct costs, that assumption was rejected by the Commission in Decision No. 71076. Petitioner did not offer any evidence or argument in this proceeding which would permit a different conclusion herein.

Rates in Minimum Rate Tariff No. 5 exceed those in Minimum Rate Tariff No. 2 for truckload shipments for comparable distances.

However, the opposite result obtains in connection with shipments weighing less than 10,000 pounds. This happens because the rate structure in Minimum Rate Tariff No. 5 (and the original cost bases supporting those rates) contemplates a drayage-type operation whereas the rate structure in Minimum Rate Tariff No. 2 contemplates line-haul type operations. The problem here is that abrupt changes in rates occur at the boundaries of the area governed by Minimum Rate Tariff No. 5, and the present borders no longer represent points at which the drayage-type operation ceases and the line-haul operation begins. That problem is being considered in Case No. 6322. We agree with petitioner that attempting herein to diminish the abruptness of the changes in rates by holding down the rates in Minimum Rate Tariff No. 5 applicable to the heavier shipments is not the proper solution because for drayage-type operations said rates would probably not be compensatory. All of the rates involved in this problem should be considered as a whole, which procedure is anticipated in proceedings in Case No. 6322.

In addition to the "updating" of the original cost study, petitioner presented evidence showing the effect of the changes in wage rates upon the total expense of carriers engaged in transporting property subject to Minimum Rate Tariff No. 5. The carriers included in the study were those deriving over five percent of their revenues from traffic moving at the rates in Minimum Rate Tariff No. 5. Schedule II of Exhibit 2 discloses, in part, the following tabulated results:

EFFECT OF NEW LABOR CONTRACT  
(As of May 1, 1967)

<u>Description</u>	<u>Wages in Percent of Total Expense</u>	<u>Percent of Increase in Labor Cost</u>	<u>Percent of Increase in Total Expense</u>
Drivers	36.80	8.85	3.26
Freight Handlers (and Helpers)	8.71	9.24	.80
Maintenance Employees	3.62	5.82	.21
Clerical Employees	<u>4.80</u>	10.03	<u>.48</u>
Total	53.93		4.75

The foregoing shows that since the last rate adjustment the expense of doing business has increased 4.75 percent as a result of increases in labor costs. That figure does not include certain other expense factors based upon gross revenues which are normally considered in labor "offset" proceedings for minimum rates.

The full amounts of the increases which petitioner seeks in the rates and charges in Minimum Rate Tariff No. 5 are not found to be justified on this record. However, to the extent that increases in the rates have been justified, they should be prescribed.

In connection with petitioner's request for increases in rates for pool car shipments, the Commission takes official notice of the decision of the U.S. District Court in the so-called Assembly and Distribution Case (Baltimore Shippers and Receivers, Inc., et al. v. Public Utilities Commission, U.S. District Court for Northern California Civil Nos. 45076, 45123 & 45576). That decision struck down the application of Commission minimum rate tariffs as applied to the distribution of interstate traffic for nonprofit shipper associations within exempt commercial zones. The decision also made certain broad pronouncements concerning state power to regulate any interstate transportation which is exempt from federal regulation. Because of the questions raised by the Court's opinion the Commission finds that pending final disposition thereof by the reviewing courts, the sought increases in rates for pool car shipments have not been shown to be appropriate.

Except in connection with pool car shipments, we find that increases in rates of about 5.3 percent are necessary to offset the increases in expenses (other than the alleged increases in indirect expense) specified by petitioner. We further find that the relationship between the individual cost increases shown in Exhibit 1 provides a reasonable basis for spreading the burden of the increases in costs within the minimum rate structure generally, and that as so increased, the rates and charges in Minimum Rate Tariff No. 5 are, and for the future will be, 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 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 that:

1. Minimum Rate Tariff No. 5 (Appendix "A" of Decision No. 32504, as amended) is further amended by incorporating therein, to become effective September 23, 1967, 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. 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. Except as is otherwise stated hereinbelow, the increased class rates, 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 car-load 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. 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 23, 1967, 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. 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.

7. Except as is otherwise provided herein, Petition for Modification No. 89, as amended, in Case No. 5435, is hereby denied.

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

Dated at San Francisco, California, this 22<sup>nd</sup>  
day of AUGUST, 1967.

  
[Signature]  
President  
[Signature]  
[Signature]  
[Signature]  
Commissioners

APPENDIX A

FOR PETITIONER:

Arlo D. Poe, H. J. Kollmyer and J. C. Kaspar,  
for California Trucking Association.

FOR INTERESTED PARTIES:

Herbert Williams, for Williams Transportation Company;  
David L. Borunda, for Owens-Illinois, Inc.;  
Kenneth Delaney, for Los Angeles Chamber of Commerce;  
Charles H. Caterino, for Pioneer Division The Flint-  
kote Company; James Quintrall, for Los Angeles Ware-  
houseman's Association; John T. Reed, for California  
Manufacturing Association; D. H. Marken, for Traffic  
Managers Conference of California; William D. Grindrod,  
for Norris Industries; R. C. Fels, for Furniture  
Manufacturers Association of California; John C. Lincoln,  
for Los Angeles Wholesale Institute; Jackson W. Kendall,  
for Bekins Van & Storage Company.

FOR THE COMMISSION STAFF:

R. J. Staunton and R. J. Carberry.

Appendix B to Decision No. ~~72942~~

List of Revised Pages to Minimum Rate Tariff No. 5

Authorized by Said Decision

Twenty-fourth Revised Page 16

Eighth Revised Page 16-A

Twenty-second Revised Page 17

Twenty-first Revised Page 26

Twenty-third Revised Page 28

Twenty-sixth Revised Page 29

Second Revised Page 29-A

Twenty-fifth Revised Page 31

Twenty-first Revised Page 32

Twenty-first Revised Page 35

Twentieth Revised Page 38

Nineteenth Revised Page 39

Twenty-first 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 Ø10 cents per 100 pounds, minimum additional charge Ø46 cents per shipment, shall be assessed for 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\$6.60 per man per hour, minimum charge Ø\$3.30, 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;">----- 125</td> </tr> <tr> <td style="text-align: center;">25</td> <td style="text-align: center;">50</td> <td style="text-align: center;">----- 150</td> </tr> <tr> <td style="text-align: center;">50</td> <td style="text-align: center;">75</td> <td style="text-align: center;">----- 175</td> </tr> <tr> <td style="text-align: center;">75</td> <td style="text-align: center;">100</td> <td style="text-align: center;">----- 210</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">-</td> <td style="text-align: center;">----- 240</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	----- 125	25	50	----- 150	50	75	----- 175	75	100	----- 210	100	-	----- 240
Weight of shipment (in pounds)		Ø Charge (in cents)																			
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25	50	----- 150																			
50	75	----- 175																			
75	100	----- 210																			
100	-	----- 240																			

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. 72942

EFFECTIVE SEPTEMBER 23, 1967

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 517

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																					
ø126	<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 \$7.70 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 border="0" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;">MINUTES</th> <th></th> </tr> <tr> <th style="text-align: center;">Over</th> <th style="text-align: center;">But Not Over</th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">8</td> <td style="text-align: right;">omit</td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">23</td> <td style="text-align: right;">shall be 1/4 hour</td> </tr> <tr> <td style="text-align: center;">23</td> <td style="text-align: center;">38</td> <td style="text-align: right;">shall be 1/2 hour</td> </tr> <tr> <td style="text-align: center;">38</td> <td style="text-align: center;">53</td> <td style="text-align: right;">shall be 3/4 hour</td> </tr> <tr> <td style="text-align: center;">53</td> <td style="text-align: center;">60</td> <td style="text-align: right;">shall be 1 hour</td> </tr> </tbody> </table>	MINUTES			Over	But Not Over		0	8	omit	8	23	shall be 1/4 hour	23	38	shall be 1/2 hour	38	53	shall be 3/4 hour	53	60	shall be 1 hour
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38	53	shall be 3/4 hour																				
53	60	shall be 1 hour																				
ø128	<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 \$9.25 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>																					

EMPTY PACKAGES OR CARRIERS, SECONDHAND

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

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- (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 ) Decision No. 72942

EFFECTIVE SEPTEMBER 23, 1967

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 518

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:

ø130

1. Table of added charges:

Number of Deliveries	♦ Added Charge
2 -----	630 cents
3 to and including 5 -----	835 cents
6 to and including 10 -----	1060 cents
11 or more -----	115 cents per delivery

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

140

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.)

- (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) 5 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. 72942

EFFECTIVE SEPTEMBER 23, 1967

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 519

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
ø310	A	184	165	147	128	130	117	104	91	100	90	80	70
	B	185	166	148	129	132	119	105	92	107	96	85	75
	C	186	167	149	130	134	121	107	94	124	111	99	87
	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	61	55	49	42	44	39	35	31	31	28	25	22
	B	63	57	51	44	47	42	37	33	32	28½	25½	22½
	C	85	76	68	59	61	55	48	42	39	35	31	27
ø Change )		Decision No. <b>72942</b>											
ø Increase )													
EFFECTIVE SEPTEMBER 23, 1967													
Issued by the Public Utilities Commission of the State of California, San Francisco, California.													
Correction No. 521													

Item No.	SECTION NO. 4--COMMODITY RATES		
			RATE
	FREIGHT, regardless of classification, transported within and between all zones:		
	PARCEL DELIVERIES		
	<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>In Cents Per Package</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>24 Plus 3 cents for each pound or fraction thereof (See Note)</p>
325	<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>		

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:

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 below:

ø330

Any quantity or less-truckload ratings as shown in the Governing Classification or this tariff	Added Charge in cents per 100 pounds
1st Class or Higher -----	23
2nd Class -----	18 $\frac{1}{2}$
3rd Class -----	17 $\frac{1}{2}$
4th Class or Lower -----	13

ø Change )  
 ø Increase ) Decision No. 72942

EFFECTIVE SEPTEMBER 23, 1967

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

Correction No. 522

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 Item No. 237 herein, Iron and Steel Articles, viz.:</p> <p>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: 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 remelting purposes only, Paper, newsprint, Refuse, citrus fruit, not fit for human consumption.</p>					
Minimum Weight in Pounds						
10,000			20,000			
Rate Basis			Rate Basis			
A	B	C	A	B	C	
18½	21½	33	14½	15½	19	

◊Increase, Decision No.

**72942**

EFFECTIVE SEPTEMBER 23, 1967

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 523

Item No.	SECTION NO. 4--COMMODITY RATES (Continued) In Cents Per 100 Pounds
ø340.5	<p>FREIGHT, viz: (Subject to Notes 2, 3 and 4)            Iron and Steel Articles (see Note 1),             Iron and Steel, structural, fabricated or unfabricated            (see Note 1).</p> <p style="text-align: right;"><u>Rate Basis A</u></p> <p>Minimum Weight 40,000 pounds                      ◊ 9½</p> <p>NOTE 1.--As described under such heading in            Item No. 340.</p> <p>NOTE 2.--This item is not applicable to            Permit Shipments.</p> <p>NOTE 3.--The provisions of this item will            not apply on shipments having a            prior or subsequent rail movement.</p> <p>NOTE 4.--When the elapsed time between            commencement and completion of            loading or unloading of the shipment            exceeds eight minutes per ton, an            additional charge for delay time in            excess of eight minutes per ton            shall be assessed at the rate            provided in Item No. 110.</p>
<p>ø Change        )            ↙ Increase    ) Decision No.        <b>72942</b></p>	
<p style="text-align: center;">EFFECTIVE SEPTEMBER 23, 1967</p>	
<p>Issued by the Public Utilities Commission of the State of California,            San Francisco, California            Correction No. 524</p>	

Cancel

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents Per 100 Pounds																																			
342	<p>(Items Nos. 341, 342 and 343)</p> <p>FREIGHT, viz.:</p> <table border="0" data-bbox="307 624 1451 781"> <tr> <td data-bbox="307 624 939 781">Roofing, Building, or Paving Material, as described in Items Nos. 297 and 298 herein. (subject to Note).</td> <td data-bbox="956 624 1451 781">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).	Wine, domestic, having a declared value of not more than \$2.00 per gallon.																												
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.																																			
343	<p>FREIGHT, as described in Items Nos. 341 and 342.</p> <table border="1" data-bbox="290 1210 1485 1471"> <thead> <tr> <th colspan="6" data-bbox="290 1210 1485 1262">Minimum Weight in Pounds</th> </tr> <tr> <th colspan="3" data-bbox="290 1262 888 1315">10,000</th> <th colspan="3" data-bbox="888 1262 1485 1315">20,000</th> </tr> <tr> <th colspan="3" data-bbox="290 1315 888 1367">Rate Basis</th> <th colspan="3" data-bbox="888 1315 1485 1367">Rate Basis</th> </tr> <tr> <th data-bbox="290 1367 529 1419">A</th> <th data-bbox="529 1367 708 1419">B</th> <th data-bbox="708 1367 888 1419">C</th> <th data-bbox="888 1367 1067 1419">A</th> <th data-bbox="1067 1367 1246 1419">B</th> <th data-bbox="1246 1367 1485 1419">C</th> </tr> </thead> <tbody> <tr> <td data-bbox="290 1419 529 1471">21½</td> <td data-bbox="529 1419 708 1471">26½</td> <td data-bbox="708 1419 888 1471">38</td> <td data-bbox="888 1419 1067 1471">18</td> <td data-bbox="1067 1419 1246 1471">19</td> <td data-bbox="1246 1419 1485 1471">21</td> </tr> </tbody> </table>						Minimum Weight in Pounds						10,000			20,000			Rate Basis			Rate Basis			A	B	C	A	B	C	21½	26½	38	18	19	21
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<p>◊ Increase, Decision No. <b>72942</b></p>																																				
<p>EFFECTIVE SEPTEMBER 23, 1967</p>																																				
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 525</p>																																				



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	53	47	38	31	21½	15	14½
B	73	48	42	33	22	18	15	
C	82	62	56	44	33	21	18	
361	(Items Nos. 361 and 362)							
	<p>LUMBER AND FOREST PRODUCTS, viz.:</p> <p>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.:</p> <p>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),</p>							

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)

◊ Increase, Decision No. **72942**

EFFECTIVE SEPTEMBER 23, 1967

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 526

Item No.	SECTION NO. 4 - COMMODITY RATES (Concluded) In Cents Per 100 Pounds						
0385	PAPER AND PAPER ARTICLES, viz.:						
	Boxes, paperboard or pulpboard, flat or folded flat, with or without fillers, partitions and pads sufficient to complete the boxes in the shipment:						
	Paperboard or Pulpboard, binders', bristol, card, tar or trunk board.						
	Minimum Weight		Column A		Column B		
	10,000 pounds -----		21½		31		
	20,000 pounds -----		19½		22		
	30,000 pounds -----		19		21		
	COLUMN A rates apply: Between or within Zones 1-A, 1-B, 1-C, or 1-D, or within but not between Zones 10, 11, 12 or 17, as described in Items Nos. 30, 31, 32 and 33.						
	COLUMN B rates apply: Between Zones 1-A, 1-B, 1-C, 1-D, 10, 11, 12 or 17 on the one hand and Zones 10, 11, 12 or 17 on the other hand, as described in Items Nos. 30, 31, 32 and 33.						
	0390	SUGAR:					
Rate Basis		Minimum Weight in Pounds					
		Any Quantity	500	2,000	4,000	10,000	20,000
A		72	64	44	39	15½	14½
B		93	65	62	42	15½	14½
C	102	81	71	62	26	18	
Increase, Decision No. <b>72942</b>							
EFFECTIVE SEPTEMBER 23, 1967							
Issued by the Public Utilities Commission of the State of California Correction No. 527							
San Francisco, California							

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)
401	<p style="text-align: center;">RULES AND REGULATIONS (Concluded)            (Items Nos. 400 and 401)</p> <p>(d) Rates named in Item No. 420 are subject to an additional charge at the rate of \$3.30, per man per hour, minimum charge \$6.60 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.      <b>72942</b> </p>
EFFECTIVE SEPTEMBER 23, 1967	
<p>Issued by the Public Utilities Commission of the State of California,            San Francisco, California.            Correction No. 528</p>	

Cancels

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 -----	140
250 -----	135
750 -----	125
2,000 -----	115
4,000 -----	100
6,000 -----	98
8,000 -----	85
10,000 -----	80
12,500 -----	77
15,000 -----	75
25,000 -----	72

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. 72942

EFFECTIVE SEPTEMBER 23, 1967

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 529

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" style="width: 100%;"> <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> <tbody> <tr> <td>250 or less -----</td> <td style="text-align: right;">955</td> </tr> <tr> <td>Over 250 but not over 2,500</td> <td style="text-align: right;">1135</td> </tr> <tr> <td>Over 2,500 but not over 5,000</td> <td style="text-align: right;">1160</td> </tr> <tr> <td>Over 5,000 but not over 8,000</td> <td style="text-align: right;">1195</td> </tr> <tr> <td>Over 8,000 but not over 12,000</td> <td style="text-align: right;">1210</td> </tr> <tr> <td>Over 12,000 but not over 20,000</td> <td style="text-align: right;">1330</td> </tr> <tr> <td>Over 20,000 but not over 30,000</td> <td style="text-align: right;">1405</td> </tr> <tr> <td>Over 30,000 -----</td> <td style="text-align: right;">1560</td> </tr> </tbody> </table> <p>(1) Subject to a minimum charge of one hour.</p> <p>NOTE 1.-Weight in pounds is the greatest (heaviest) gross weight of the property transported by the unit of carrier's equipment at one time during a single transaction. No allowance shall be made for weight of containers.</p> <p>NOTE 2.- (a) The total of the loading, unloading and driving time computed from the arrival of carrier's equipment at point of origin, or first point of origin when more than one point of origin is involved, to the time unloading is completed at point of destination, or last point of destination when more than one point of destination is involved, subject to paragraph (b) hereof, shall be used to compute charges.</p> <p>(b) In computing time under the basis outlined in paragraph (a) hereof the various time factors shall be not less than the actual time involved in minutes. After the total time has been determined under the provisions of paragraph (a) hereof, it shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the following table:</p> <table border="0" style="margin-left: 40px;"> <tr> <td>Less than 8 minutes -----</td> <td>omit.</td> </tr> <tr> <td>8 minutes or more but less than 23 minutes</td> <td>shall be <math>\frac{1}{4}</math> hour.</td> </tr> <tr> <td>23 minutes or more but less than 38 minutes</td> <td>shall be <math>\frac{1}{2}</math> hour.</td> </tr> <tr> <td>38 minutes or more but less than 53 minutes</td> <td>shall be <math>\frac{3}{4}</math> hour.</td> </tr> <tr> <td>53 minutes or more</td> <td>shall be 1 hour.</td> </tr> </table> <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 \$3.30 per hour (or fraction thereof) shall be assessed. On all other holidays, as defined in Item No. 10, an additional charge of \$6.60 per hour (or fraction thereof) shall be assessed.</p>	Weight in Pounds	Rates in Cents Per Hour (1)	250 or less -----	955	Over 250 but not over 2,500	1135	Over 2,500 but not over 5,000	1160	Over 5,000 but not over 8,000	1195	Over 8,000 but not over 12,000	1210	Over 12,000 but not over 20,000	1330	Over 20,000 but not over 30,000	1405	Over 30,000 -----	1560	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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ø420

Change )  
Increase ) Decision No. **72942**

EFFECTIVE SEPTEMBER 23, 1967

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 520