

**ORIGINAL**

Decision No. 73819

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. 97  
(Filed December 12, 1967)

Arlo D. Poe, H. F. Kollmyer and J. C. Kaspar,  
for California Trucking Association,  
petitioner.  
W. N. Dennison, Anthony J. Konicki, Herbert  
Williams and Wilbur De Vilbiss, for  
various highway carriers, respondents.  
Kenneth C. Delaney, R. C. Fels, R. L. Larsen,  
D. H. Marken, Robert C. Mills, James  
Quintrall, John T. Reed, Gary B. Vernier  
and Carl L. Wadsworth, for various  
shippers and organizations, interested  
parties.  
J. M. Jenkins and Norman B. Haley, for the  
Commission's staff

O P I N I O N

By this petition the California Trucking Association seeks upward adjustments in the minimum rates named in Minimum Rate Tariff No. 5 for transportation by highway and city carriers within the Los Angeles Drayage Area. The proposed increases range approximately from three to five percent.

Public hearing was held on January 18, 1968 at Los Angeles before Examiner Turpen. Evidence was presented by petitioner's

assistant director of transportation economics. Members of the Commission staff and others assisted in developing the record.

The last adjustment of the minimum rates reflected the costs as of May 1, 1967. Petitioner's witness testified that the labor contract signed last year provided for further wage increases effective April 1, 1968. The witness explained that he took the cost figures used in last year's proceeding and substituted the 1968 wage factors for the 1967 figures. From these revised cost figures he calculated the percentage increase in costs over last year and increased the minimum rates by the same percentages, making minor adjustments to retain proper relationships between the rates. The witness stated, however, that an increment of cost was added to reflect increased collection charges assessed by Transport Clearings, and that he had increased indirect expenses.

Decision No. 71076 dated August 2, 1966, rejects the attempt on the part of petitioner to increase the allowance for indirect expenses. Decision No. 72942, dated August 22, 1967, confirms the above-mentioned decision. No substantive evidence would permit a different conclusion in this proceeding.

The increases in Transport Clearings' charges deviates from normal "labor offset" procedures which have been limited to known labor cost changes and tax changes as specified by law.

Decision No. 72942 dated August 22, 1967, increased the minimum rates but denied sought increases in charges for handling pool lots. A petition for rehearing was filed and granted, but has not yet been decided. At the close of the hearing, a representative of the Commission's staff moved that no action be taken on the pool car rates until after the rehearing matter is decided. Counsel for petitioner had no objection if such action did not delay the other rate increases sought herein.

The evidence is clear, and the Commission finds, that the carriers engaged in transportation subject to the minimum rates here involved will experience increased costs, effective April 1, to the extent set forth in petitioner's exhibits, except as modified above.

Upon consideration of all the facts of record the Commission finds that, except for the pool lot rates, and except for adjustment to eliminate the element of increased costs for Transport Clearings and indirect expenses, the sought increases are justified and will result in just, reasonable and non-discriminatory minimum rates. Pending completion of the above-mentioned rehearing on pool car rates it would not be appropriate to act on that portion of Petition No. 97 relating to pool car rates. Disposition of that feature should be made in a future order.

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

In addition to increases in the rates and charges in Minimum Rate Tariff No. 5, petitioner's proposals include a request that certain common carriers be authorized to make corresponding increases in their rates for the transportation of exempt commodities - commodities which are not subject to the rates in Minimum Rate Tariff

No. 5. Requests in this proceeding for similar authority have heretofore been found to be justified in those instances in which the exempt commodities are transported at the level of the minimum class rates and under the same transportation conditions as those which apply to transportation which is subject to the minimum class rates. Inasmuch as in those circumstances the increased costs shown herein would also apply to the transportation of the exempt commodities, we find that the increases authorized in the minimum rates are likewise justified in rates for exempt commodities.

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

The Commission concludes that Petition for Modification No. 97 in Case No. 5435, except for the pool lot rates, should be granted and that Minimum Rate Tariff No. 5 should be amended accordingly.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 5 (Appendix "A" of Decision No. 32504, as amended) is further amended by incorporating herein, to become effective April 27, 1968, the revised pages attached hereto and listed in Appendix "A" also attached hereto, which pages and appendix by this reference are made a part hereof.

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

3. Except as is otherwise stated hereinbelow, the increased class rates, surcharges, minimum charges and accessorial service charges which are established by ordering paragraph 1 hereof be, and they are, authorized to be made applicable to the transportation of the commodities listed in Item No. 40 of Minimum Rate Tariff No. 5, by common carriers (as defined in Section 211 of the Public Utilities Act), except common carriers by railroad with respect to their car-load rates and charges, provided (a) that said transportation is performed between origins and destinations which are both located within the Los Angeles Drayage Area (as described in Minimum Rate Tariff No. 5); and (b) that said transportation is now subject to class rates in the tariffs of said common carriers.

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

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

4. Tariff publications required or authorized to be made by common carriers as a result of the order herein shall be filed not earlier than the effective date of this order and may be made effective not earlier than the tenth day after the effective date of this order, on not less than ten days' notice to the Commission and to the public; such tariff publications as are required shall be made

effective not later than April 27, 1968; and as to tariff publications which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date hereof.

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

6. Disposition will be made of the request for increases in the pool lot rates by a supplemental order.

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

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

Dated at San Francisco, California, this 5th  
day of MARCH, 1968.

William H. Bennett President  
Augustin  
William J. Synovis  
John P. Monroney Commissioners

Commissioner Peter E. Mitchell, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A TO DECISION NO. 73819

List of Revised Pages to Minimum Rate Tariff No. 5  
Authorized by Said Decision

Twenty-fifth Revised Page 16  
Ninth Revised Page 16-A  
Twenty-third Revised Page 17  
Twenty-second Revised Page 26  
Twenty-fourth Revised Page 28  
Twenty-seventh Revised Page 29  
Third Revised Page 29-A  
Twenty-sixth Revised Page 31  
Twenty-second Revised Page 32  
Twenty-second Revised Page 35  
Twenty-first Revised Page 38  
Twentieth Revised Page 39  
Twenty-second Revised Page 40

(END OF APPENDIX A LIST)

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																				
	<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>																				
ø100	<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 ø10½ cents per 100 pounds, minimum additional charge ø48 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>																				
	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>An additional charge at the rate of \$6.90 per man per hour, minimum charge \$3.45 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>																				
ø110																					
	<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><tr><th colspan="2">Weight of shipment (in pounds)</th><th rowspan="2">Charge (in cents)</th></tr><tr><th>Over</th><th>But Not Over</th></tr><tr><td>0</td><td>25</td><td>130</td></tr><tr><td>25</td><td>50</td><td>155</td></tr><tr><td>50</td><td>75</td><td>180</td></tr><tr><td>75</td><td>100</td><td>220</td></tr><tr><td>100</td><td>-</td><td>250</td></tr></table> <p>NOTE.-Will not apply on shipments made under the provisions of Item No. 325.</p>	Weight of shipment (in pounds)		Charge (in cents)	Over	But Not Over	0	25	130	25	50	155	50	75	180	75	100	220	100	-	250
Weight of shipment (in pounds)		Charge (in cents)																			
Over	But Not Over																				
0	25	130																			
25	50	155																			
50	75	180																			
75	100	220																			
100	-	250																			
ø120																					

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        )  
◊ Increase     ) Decision No. 73819

EFFECTIVE APRIL 27, 1968

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 532

Item No.	SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																					
	<p style="text-align: center;">CHARGES FOR ESCORT SERVICE</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring escort service:</p> <p>(a) A charge of \$8.05 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>126 (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><tr><th colspan="2">MINUTES</th><th></th></tr><tr><th>Over</th><th>But Not Over</th><th></th></tr><tr><td>0</td><td>8</td><td>omit</td></tr><tr><td>8</td><td>23</td><td>shall be 1/2 hour</td></tr><tr><td>23</td><td>38</td><td>shall be 1/2 hour</td></tr><tr><td>38</td><td>53</td><td>shall be 3/4 hour</td></tr><tr><td>53</td><td>60</td><td>shall be 1 hour</td></tr></table>	MINUTES			Over	But Not Over		0	8	omit	8	23	shall be 1/2 hour	23	38	shall be 1/2 hour	38	53	shall be 3/4 hour	53	60	shall be 1 hour
MINUTES																						
Over	But Not Over																					
0	8	omit																				
8	23	shall be 1/2 hour																				
23	38	shall be 1/2 hour																				
38	53	shall be 3/4 hour																				
53	60	shall be 1 hour																				
	<p style="text-align: center;">CHARGES FOR PERMIT SHIPMENTS</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring transportation permits:</p> <p>128 (a) A charge of \$9.65 shall be made for the service of securing each permit, and</p> <p>(b) A charge shall be made equal to the fee, if any, assessed by the governmental agency for issuing each permit.</p>																					
	<p style="text-align: center;">EMPTY PACKAGES OR CARRIERS, SECONDHAND</p> <p>When Empty Packages or Carriers, as described below, are offered for shipment at the rates published in this tariff:</p> <p>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;</p>																					

- (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. 73819

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Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 533

Item No.	SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)										
Ø130	<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> <tr> <th>Number of Deliveries</th><th>Added Charge</th></tr> <tr> <td>2 -----</td><td>655 cents</td></tr> <tr> <td>3 to and including 5 -----</td><td>870 cents</td></tr> <tr> <td>6 to and including 10 -----</td><td>1105 cents</td></tr> <tr> <td>11 or more -----</td><td>120 cents per delivery</td></tr> </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 -----	655 cents	3 to and including 5 -----	870 cents	6 to and including 10 -----	1105 cents	11 or more -----	120 cents per delivery
Number of Deliveries	Added Charge										
2 -----	655 cents										
3 to and including 5 -----	870 cents										
6 to and including 10 -----	1105 cents										
11 or more -----	120 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) 5 cents per 100 pounds.</li> </ul>										

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.

Ø Change )  
◊ Increase ) Decision No.

73819

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San Francisco, California.  
Correction No. 534

Twenty-second Revised Page ... 26

Cancels

Twenty-first Revised Page .... 26

MINIMUM RATE TARIFF NO. 5

Item No.	SECTION NO. 3-CLASS RATES In Cents per 100 Pounds													
310	Rate Basis	Minimum Weight in Pounds												
		Any Quantity				500				2,000				
		1	2	3	4	1	2	3	4	1	2	3	4	
		A	190	171	152	133	135	122	108	95	104	93	83	73
	B	191	172	153	134	136	123	109	96	110	99	88	77	
	C	193	173	154	135	139	125	111	97	129	116	103	90	
	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	63	57	51	44	45	41	36	32	32	29	25½	22½
		B	66	59	53	46	48	43	38	33	33	30	26½	23
		C	88	79	70	61	63	56	50	44	40	36	32	28
◊ Increase, Decision No. 73819														
EFFECTIVE APRIL 27, 1968														
Issued by the Public Utilities Commission of the State of California, San Francisco, California.														
Correction No. 535														

Item No.	SECTION NO. 4--COMMODITY RATES	
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>RATE</p> <p>In Cents Per Package</p> <p>24 Plus . 3 cents for each pound or fraction thereof (See Note)</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:

ø330

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:

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 -----	24
2nd Class -----	19½
3rd Class -----	18½
4th Class or Lower -----	13½

ø Change )  
 ø Increase ) Decision No. 73819

EFFECTIVE APRIL 27, 1968

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

Correction No. 536

Item No.	SECTION NO. 4--COMMODITY RATES (Continued) In Cents per 100 Pounds					
0340	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,			Braces,		
	Bars, plain, corrugated, twisted or bent,			Caps, post,		
	Billets,			Channels,		
	Bolts,			Columns,		
	Castings, rough,			Frames, circular,		
	Fencing, (including fence posts),			Girders,		
	Fittings, pipe,			Guides, elevator,		
	Forging, rough,			Hangers, joist,		
	Hoops,			Ladder assemblies, tank or tower,		
	Ingots,			Piling,		
	Nails,			Plates,		
	Nuts,			Plates, fish,		
	Pig iron,			Pulleys, tank or reservoir,		
	Pipe,			Railings, bridge,		
	Rivets,			Rails,		
	Rods,			Shoes, riveted or cast,		
	Sheets, black, galvanized, corrugated or plain,			Tees,		
	Ties, bale,			Trusses,		
	Tinplate,			Tubing, pier,		
	Washers,			Turnbuckles,		
	Wire, (including wire rope or strand),			Weights (not including sash weights),		
	Iron and Steel, structural, fabricated or unfabricated, consisting of:			Zees,		
	Angles,			Junk, viz.:		
	Bars, truss,			Paper, waste, and Rags, in machine pressed bales; Sacks, old, worn-out; Tires (rubber), old, worn-out; Tubes (rubber), pneumatic, old, worn-out;		
	Bases, post,			Metal, scrap, having value for remelting purposes only,		
	Beams,			Paper, newsprint,		
				Refuse, citrus fruit, not fit for human consumption.		
	Minimum Weight in Pounds					
	10,000			20,000		
	Rate Basis			Rate Basis		
	A	B	C	A	B	C
	19	22½	34½	15	16	19½

◊Increase, Decision No.

73819

EFFECTIVE APRIL 27, 1968

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

Correction No. 537

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents Per 100 Pounds
0340.5	<p>FREIGHT, viz.: (Subject to Notes 2, 3 and 4.) Iron and Steel Articles (see Note 1),</p> <p>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 <span style="float: right;">10</span></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>◊ Increase, Decision No. 73819</p>
	<p style="text-align: right;">EFFECTIVE APRIL 27, 1968</p>
	<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 538</p>

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued) In Cents Per 100 Pounds					
342	(Items Nos. 341, 342 and 343)					
	FREIGHT, viz.:					
	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.		
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.						
9343	FREIGHT, as described in Items Nos. 341 and 342.					
	Minimum Weight in Pounds					
	10,000			20,000		
	Rate Basis			Rate Basis		
	A	B	C	A	B	C
	22½	27½	39	18½	19½	22
	♦ Increase, Decision No. 73819					
EFFECTIVE APRIL 27, 1968						
Issued by the Public Utilities Commission of the State of California, San Francisco, California.						
Correction No. 539						



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. 73819

EFFECTIVE APRIL 27, 1968

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 540

Cancels

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 -----	22½		32			
	20,000 pounds -----	20		23			
	30,000 pounds -----	19½		22			
	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		75	67	46	41	16	15
B		97	68	64	44	16	15
C		107	84	74	64	27	18½
Increase, Decision No. 73819							
EFFECTIVE April 27, 1968							
Issued by the Public Utilities Commission of the State of California San Francisco, California							
Correction No. 541							

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)
Ø401	<p data-bbox="628 473 1243 570">RULES AND REGULATIONS (Concluded) (Items Nos. 400 and 401)</p> <p data-bbox="315 631 1475 922">(d) Rates named in Item No. 420 are subject to an additional charge at the rate of Ø\$6.90 per man per hour, minimum charge Ø\$3.45, 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 data-bbox="315 947 1461 1085">(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 data-bbox="322 1238 1058 1299">Ø Change        ) Ø Increase     )    Decision No.   73819</p>
	<p data-bbox="836 1900 1286 1931">EFFECTIVE APRIL 27, 1968</p>
	<p data-bbox="206 1982 1491 2043">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p data-bbox="206 2048 540 2079">Correction No. 542</p>

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS(Continued)																																												
	<p>FREIGHT, regardless of classification, transported between or within the zones described in Items Nos. 30, 31, 32 and 33, subject to Notes 1, 2 and 3:</p> <table> <tr> <th>Minimum Units per Calendar Month or Any Portion Thereof</th><th>Rates in Cents per Unit</th></tr> <tr> <td>Any Quantity -----</td><td>145</td></tr> <tr> <td>250 -----</td><td>140</td></tr> <tr> <td>750 -----</td><td>130</td></tr> <tr> <td>2,000 -----</td><td>120</td></tr> <tr> <td>4,000 -----</td><td>105</td></tr> <tr> <td>6,000 -----</td><td>100</td></tr> <tr> <td>8,000 -----</td><td>89</td></tr> <tr> <td>10,000 -----</td><td>83</td></tr> <tr> <td>12,500 -----</td><td>80</td></tr> <tr> <td>15,000 -----</td><td>78</td></tr> <tr> <td>25,000 -----</td><td>75</td></tr> </table> <p>NOTE 1.--When the charge accruing at the actual number of units exceeds the charge computed upon a rate based upon a greater number of units, the latter shall apply.</p> <p>NOTE 2.--The weight of each shipment shall be the gross weight thereof. No allowance shall be made for the weight of containers.</p> <p>NOTE 3.--The number of units shall be computed as follows:</p> <table> <tr> <th>Weight of Shipment in Pounds</th><th>Number of Units</th></tr> <tr> <td>50 or less</td><td>1</td></tr> <tr> <td>Over 50 but not over 150</td><td>2</td></tr> <tr> <td>Over 150 but not over 300</td><td>3</td></tr> <tr> <td>Over 300 but not over 500</td><td>4</td></tr> <tr> <td>Over 500 but not over 550</td><td>5</td></tr> <tr> <td>Over 550 but not over 650</td><td>6</td></tr> <tr> <td>Over 650 but not over 800</td><td>7</td></tr> <tr> <td>Over 800 but not over 1,000</td><td>8</td></tr> <tr> <td>Over 1,000 -----</td><td>(See Below)</td></tr> </table> <p>To determine the number of units on shipments weighing over 1,000 pounds, use same method of computation as provided above for first 1,000 pounds.</p>	Minimum Units per Calendar Month or Any Portion Thereof	Rates in Cents per Unit	Any Quantity -----	145	250 -----	140	750 -----	130	2,000 -----	120	4,000 -----	105	6,000 -----	100	8,000 -----	89	10,000 -----	83	12,500 -----	80	15,000 -----	78	25,000 -----	75	Weight of Shipment in Pounds	Number of Units	50 or less	1	Over 50 but not over 150	2	Over 150 but not over 300	3	Over 300 but not over 500	4	Over 500 but not over 550	5	Over 550 but not over 650	6	Over 650 but not over 800	7	Over 800 but not over 1,000	8	Over 1,000 -----	(See Below)
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Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)																												
	<p data-bbox="354 414 1434 551">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 data-bbox="393 577 1286 937"> <thead> <tr> <th data-bbox="539 602 838 646">Weight in Pounds</th><th data-bbox="1006 577 1286 646">Rates in Cents Per Hour (1)</th></tr> </thead> <tbody> <tr><td data-bbox="393 672 967 705">250 or less -----</td><td data-bbox="1123 672 1202 705">1000</td></tr> <tr><td data-bbox="393 705 934 739">Over 250 but not over 2,500</td><td data-bbox="1123 705 1202 739">1180</td></tr> <tr><td data-bbox="393 739 934 772">Over 2,500 but not over 5,000</td><td data-bbox="1123 739 1202 772">1205</td></tr> <tr><td data-bbox="393 772 934 806">Over 5,000 but not over 8,000</td><td data-bbox="1123 772 1202 806">1240</td></tr> <tr><td data-bbox="393 806 950 839">Over 8,000 but not over 12,000</td><td data-bbox="1123 806 1202 839">1255</td></tr> <tr><td data-bbox="393 839 967 873">Over 12,000 but not over 20,000</td><td data-bbox="1123 839 1202 873">1375</td></tr> <tr><td data-bbox="393 873 967 906">Over 20,000 but not over 30,000</td><td data-bbox="1123 873 1202 906">1450</td></tr> <tr><td data-bbox="393 906 967 940">Over 30,000 -----</td><td data-bbox="1123 906 1202 940">1605</td></tr> </tbody> </table> <p data-bbox="393 929 1211 963">(1) Subject to a minimum charge of one hour.</p> <p data-bbox="393 989 1434 1154">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 data-bbox="393 1179 1451 1447">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 data-bbox="393 1473 1417 1731">(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 data-bbox="493 1761 1295 2019"> <tbody> <tr><td data-bbox="493 1761 1118 1795">Less than 8 minutes -----</td><td data-bbox="1026 1761 1118 1795">omit.</td></tr> <tr><td data-bbox="510 1795 1286 1865">8 minutes or more but less than 23 minutes</td><td data-bbox="698 1826 992 1865">shall be <math>\frac{1}{4}</math> hour.</td></tr> <tr><td data-bbox="493 1865 1286 1934">23 minutes or more but less than 38 minutes</td><td data-bbox="698 1895 992 1934">shall be <math>\frac{1}{2}</math> hour.</td></tr> <tr><td data-bbox="493 1934 1286 2004">38 minutes or more but less than 53 minutes</td><td data-bbox="698 1965 1034 2004">shall be <math>\frac{3}{4}</math> hour.</td></tr> <tr><td data-bbox="493 2004 1135 2037">53 minutes or more</td><td data-bbox="1026 2004 1135 2037">shall be 1 hour.</td></tr> </tbody> </table> <p data-bbox="393 2055 1463 2313">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 \$3.45 per hour (or fraction thereof) shall be assessed. On all other holidays, as defined in Item No. 10, an additional charge of \$6.90 per hour (or fraction thereof) shall be assessed.</p>	Weight in Pounds	Rates in Cents Per Hour (1)	250 or less -----	1000	Over 250 but not over 2,500	1180	Over 2,500 but not over 5,000	1205	Over 5,000 but not over 8,000	1240	Over 8,000 but not over 12,000	1255	Over 12,000 but not over 20,000	1375	Over 20,000 but not over 30,000	1450	Over 30,000 -----	1605	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

ø Change )  
◇ Increase ) Decision No.

73819

EFFECTIVE APRIL 27, 1968

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San Francisco, California.  
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