

Decision No. 75521**ORIGINAL**

## 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 and highway )  
 carriers relating to the transpor- )  
 tation 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. 114  
 (Filed December 10, 1968)

J. C. Kaspar, A. D. Poe, and H. F. Kollmyer,  
 for California Trucking Association, petitioner.  
Anthony J. Konicki, by S. Cooper, for Pacific  
 Motor Trucking Co., respondent.  
David B. Caria, for Shell Oil Company; James  
Quintrall, for Los Angeles Warehousemen's  
 Association; and C. Fred Imhoff, for Industrial  
 Asphalt, Inc., interested parties.  
R. J. Staunton and J. M. Jenkins, for the Commis-  
 sion staff.

INTERIM OPINION

In this petition, California Trucking Association (CTA) seeks upward adjustments in the minimum rates set forth in Minimum Rate Tariff No. 5 (MRT 5) for transportation of general commodities by highway permit carriers within the Los Angeles Drayage Area. The proposed increases average about 5.6 percent.

Public hearing was held and the matter was submitted before Examiner Mallory in Los Angeles on February 6, 1969. Evidence was presented by petitioner's assistant director of its Division of Transportation Economics. The Commission staff opposed the granting of the petition at this time and requested that the petition be

consolidated with Case No. 6322, Order Setting Hearing in Decision No. 74991, dated November 26, 1968.<sup>1/</sup>

The last adjustment of MRT 5 was made pursuant to Decision No. 73819, dated March 5, 1968, in Case No. 5435, Petition No. 97. Said adjustment reflected labor and allied payroll costs as of April 1, 1968. Petitioner's witness presented in evidence a study of the cost changes occurring since the rates were last adjusted. (Exhibit 114-1.) Said cost changes stem principally from increases in wages and fringe benefits effective on April 1, 1969, as a result of collective bargaining agreements between highway carriers and their drivers, helpers, freight handlers and office employees. The study also reflects a reduction in Workmen's Compensation Insurance costs effective January 1, 1969 and increases in Social Security taxes and Transport Clearings' charges (collecting costs) effective on that date. Provision also was made in the study for increases in indirect and gross revenue expenses.

The effect of these changes were developed by the witness by updating a similar exhibit presented in evidence in Petition No.

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1/ Said Order Setting Hearing reads as follows:

"The Transportation Division has recommended that public hearing be held for the receipt of evidence pertaining to establishment of a single minimum rate tariff (Decision No. 61419, in Case No. 6322, 58 Cal. P.U.C. No. 462) and revision of minimum rates, rules, classifications, constructive mileages, and related matters, for transportation of general commodities within portions of Los Angeles and Orange Counties heretofore identified and zoned by the Commission specifically for that purpose (Decisions Nos. 69533 and 70682, in Case No. 6322, 64 Cal. P.U.C. No. 633 and 65 Cal. P.U.C. No. 533), respectively.

"IT IS ORDERED that hearings in these proceedings be held before Commissioner Symons and/or Examiner Bishop on February 18, 1969, at 10:00 a.m. in the Commission's Courtroom, Los Angeles, at which time and place all interested parties may appear and be heard."

97. (Exhibit 97-1.) The current study assertedly was developed in the same manner as the prior exhibit. The direct costs, consisting of direct labor and allied costs, as developed by the witness in his study, were further increased for indirect expenses by expanding the direct costs by the same ratio of indirect to direct expenses as were used by petitioner in its prior studies (20.86 percent).

Petitioner's witness also presented in evidence Exhibit 114-4 designed to show that carriers who engage in performing transportation services under rates in MRT 5 are not in a position to absorb increases in expenses resulting from collective bargaining agreements effective April 1, 1969, without a corresponding increase in revenues. Exhibit 114-4 contains a profit and loss summary covering the operations of twenty carriers deriving over five percent of their revenues from MRT 5. For the year 1967, said carriers collectively experienced total operating revenues of \$30,561,000 and total expenses of \$29,183,000, resulting in an operating ratio of 95.49 percent. Adjusting expenses to bring wage and allied payroll costs to current levels would cause an increase in expenses of \$1,152,000, with a resulting operating ratio of 99.26 percent. This exhibit also shows that labor costs (including wages of office employees reflected in indirect expenses) approximate 63 percent of total operating expenses. Labor costs included in direct costs are about 53 percent of total expenses; labor costs included in indirect expenses are approximately 10 percent of total expenses.

In recent MRT 5 offset proceedings the Commission has excluded consideration of increased costs related to indirect

expenses.<sup>2/</sup> To combat the Commission's prior conclusions in this regard, petitioner's witness presented Exhibit 114-5, which is an analysis of indirect expenses for the last six months of 1967 for the carriers used in Exhibit 114-4. This period was selected by the witness to eliminate distortions resulting from rate increases or labor increases in the data analyzed. According to the witness, the indirect expenses of the carriers as a group, for the period used in the study, were 21.99 percent of direct expenses. The witness stated that this figure compares closely to the indirect expense ratio of 20.86 percent developed in petitioner's prior full-scale study. The witness stated that this comparison also indicates that indirect expenses increase proportionately to direct expenses, and that the Commission erred in not providing for indirect expense increases in recent decisions amending MRT 5.

The Commission staff argued as follows: Full-scale studies and a proposal for a new rate structure reflecting current conditions are now available, and will be presented to the Commission in Case No. 6322, Case No. 5435, and related cases, under Order Setting Hearing, Decision No. 74991. Hearings are scheduled beginning February 18. The staff has made full-scale cost, rate and traffic flow studies leading toward the establishment of a single minimum rate tariff in a larger area in Los Angeles and Orange Counties between the San Gabriel Mountains and the Pacific Ocean, in

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2/ Decision No. 73819, supra, reads in part as follows:

"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."

response to the Commission's determination in Decision No. 69533 (61 Cal. P.U.C. No. 633). Proposed exhibits reflecting the staff studies toward this end are ready for presentation. Prior decisions in Case No. 5435 labor offset petitions explain fully and completely that there are no data of record upon which any significant reliance can be placed in the calculation of present transportation costs. Decision No. 72942 of August 22, 1967, is illustrative of this point. The staff believes that the Commission would desire to have before it full-scale studies relating to minimum rates in the area of Los Angeles and its environs before deciding the issues in this proceeding.

The Commission staff requested that the disposition of Petition No. 114, Case No. 5435, in whole or in part, be deferred until the staff proposals are put before the Commission in the hearing set for February 18, and that the record made in Petition No. 114 be considered with the record to be made pursuant to Order Setting Hearing, Decision No. 74991.

Also introduced into the record were a letter from the Commission to Interested Parties dated October 31, 1963 (Exhibit 114-6) and exchanges of correspondence between petitioner and the Secretary of the Commission relating to said letter (Exhibit 114-7).<sup>3/</sup> The Commission staff took the position that the Interested Party letter, advisory in nature, indicated that only labor costs changes pursuant to collective bargaining agreements and other cost changes responsive to statutory requirements should be considered in a "cost-offset" proceeding of the type before the Commission in this proceeding. The particular portions of the costs which the staff would

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<sup>3/</sup> Said letters are also a matter of record in other offset increase proceedings now pending before the Commission and are described in detail therein.

have excluded from consideration herein are the increases for indirect expenses, Transport Clearings' charges, and the public liability and property damage insurance portion of gross revenue expenses. Other than the Transport Clearings' charges, such costs were developed as a percentage of the total changes in direct costs measured in the witness's study in Exhibit 114-1, using ratios set forth in prior studies.

CTA argued that the full amount the increases sought in rates to offset the cost changes developed in its studies are urgently needed and necessary to the financial well being of the carriers which engage in transportation under MRT 5; that CTA has amply demonstrated on this record that such increases are necessary and proper; and that no delay should be made in the granting of such increases. CTA also argued that the record herein demonstrates that the proceeding in Case No. 6322 will not be submitted for some time,<sup>4/</sup> and that to consolidate the instant proceeding with Case No. 6322 would unnecessarily prolong the granting of relief urgently needed by highway permit carriers earning substantial amounts of their revenues from MRT 5.

The record herein clearly demonstrates and we find that since the last adjustment of the rates and charges in MRT 5-B, for-hire carriers have been subject to, and on April 1, 1969, will be further subject to, increases in certain of their operating costs; and that highway carriers subject to the minimum rates in MRT 5 will not be able to absorb said increases in their direct labor costs without corresponding increases in revenues. No provision is

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<sup>4/</sup> CTA's witness pointed out several areas wherein the staff studies in Case No. 6322 assertedly should be amplified or supplemented.

included in the present minimum rates for increased labor and related costs which will be incurred on April 1, 1969.

The questions presented herein concerning the guidelines announced in the "Interested Party" letter dated October 31, 1968, should not be resolved on the basis of the presentation in this record. A determination of whether indirect expenses, insurance and other costs not directly related to labor cost increases or taxes should form the basis for offset rate adjustments should be the subject of a further hearing. In the interim, only that part of the increased operating costs which relate to increased labor and payroll expenses and taxes should be reflected at this time in the rate structure. Pending the receipt of additional evidence in a further hearing, the increases in rates and charges set forth in the tariff pages appended to the order have been shown to be appropriate and justified.

The Commission finds that the studies introduced by petitioner are reasonable and sufficient to serve as a basis for an "offset" adjustment in the rates and charges in MRT 5, except that the elements of cost for Transport Clearings' charges, indirect expenses and the insurance portion of gross revenue expenses should be excluded herein and made the subject of a further hearing. The Commission further finds that, except for the latter adjustments, the increased rates proposed herein are justified and will result in just, reasonable and nondiscriminatory minimum rates.

To the extent that the provisions of MRT 5 have been found heretofore to constitute reasonable minimum rates and rules 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 MRT 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 MRT 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.

It is expected that the Commission staff and petitioner will be prepared to present additional evidence concerning the cost factors which they deem appropriate to be included in a wage offset proceeding. When the parties are ready to proceed with their further showing they shall notify the Commission.

The Commission further concludes that MRT 5 should be amended as provided by the order which follows.

INTERIM ORDER

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 May 10, 1969, 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 increase 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 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 May 10, 1969; and as to tariff publications which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date hereof.

5. Common carriers, in establishing and maintaining the rates authorized hereinabove, are hereby authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations

are hereby modified only to the extent necessary to comply with this order; and schedules containing the rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

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

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

Dated at San Francisco, California, this 15<sup>th</sup>  
day of APRIL, 1969.

William Symons, Jr.  
President

Augusta

J. J. P. Monahan  
P. A. Anderson

James V. [unclear]  
Commissioners

Appendix A to Decision No. 75521

List of Revised Pages to Minimum Rate Tariff No. 5

Authorized by Said Decision

Twenty-sixth Revised Page 16

Tenth Revised Page 16-A

Twenty-fourth Revised Page 17

Twenty-fifth Revised Page 20

Twenty-fourth Revised Page 26

First Revised Page 26-A

Twenty-seventh Revised Page 28

Twenty-eighth Revised Page 29

Fourth Revised Page 29-A

Twenty-seventh Revised Page 31

Twenty-third Revised Page 32

Twenty-third Revised Page 35

Twenty-second Revised Page 38

Twenty-first Revised Page 39

Twenty-third 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>																				
◊100	<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 11 cents per 100 pounds, minimum additional charge 50 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 \$7.20 per man per hour, minimum charge \$3.60 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>																				
◊110																					
	<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>135</td></tr><tr><td>25</td><td>50 -----</td><td>160</td></tr><tr><td>50</td><td>75 -----</td><td>190</td></tr><tr><td>75</td><td>100 -----</td><td>230</td></tr><tr><td>100</td><td>- -----</td><td>265</td></tr></table>	Weight of shipment (in pounds)		Charge (in cents)	Over	But Not Over	0	25 -----	135	25	50 -----	160	50	75 -----	190	75	100 -----	230	100	- -----	265
Weight of shipment (in pounds)		Charge (in cents)																			
Over	But Not Over																				
0	25 -----	135																			
25	50 -----	160																			
50	75 -----	190																			
75	100 -----	230																			
100	- -----	265																			
◊120																					
	<p>NOTE.-Will not apply on shipments made under the provisions of Item No. 325.</p>																				

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.

♦ Increase, Decision No. 75521

EFFECTIVE MAY 10, 1969

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 580

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 \$58.35 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><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 <math>\frac{1}{4}</math> hour</td></tr><tr><td>23</td><td>38</td><td>shall be <math>\frac{1}{2}</math> hour</td></tr><tr><td>38</td><td>53</td><td>shall be <math>\frac{3}{4}</math> 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 $\frac{1}{4}$ hour	23	38	shall be $\frac{1}{2}$ hour	38	53	shall be $\frac{3}{4}$ hour	53	60	shall be 1 hour
MINUTES																						
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23	38	shall be $\frac{1}{2}$ hour																				
38	53	shall be $\frac{3}{4}$ 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>(a) A charge of \$10.00 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>(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>																					
129																						

(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.

φ Change       )  
◇ Increase     )   Decision No. 75521

EFFECTIVE MAY 10, 1969

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San Francisco, California.

Correction No. 581



Item No.	SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)										
Ø130	<p data-bbox="736 455 1000 489" style="text-align: center;"><b>SPLIT DELIVERY</b></p> <p data-bbox="363 510 1492 723">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 data-bbox="479 749 966 783">1. Table of added charges:</p> <table data-bbox="519 804 1345 1031"> <thead> <tr> <th data-bbox="590 815 966 848">Number of Deliveries</th><th data-bbox="1048 807 1304 841">o Added Charge</th></tr> </thead> <tbody> <tr> <td data-bbox="536 880 1023 914">2 -----</td><td data-bbox="1089 872 1265 906">685 cents</td></tr> <tr> <td data-bbox="536 914 1023 947">3 to and including 5 -----</td><td data-bbox="1089 906 1265 940">910 cents</td></tr> <tr> <td data-bbox="536 947 1023 981">6 to and including 10 -----</td><td data-bbox="1069 940 1265 973">1155 cents</td></tr> <tr> <td data-bbox="519 981 1023 1015">11 or more -----</td><td data-bbox="1089 973 1345 1031">125 cents per delivery</td></tr> </tbody> </table> <p data-bbox="368 1057 1516 1270">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 data-bbox="372 1291 1499 1400">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	o Added Charge	2 -----	685 cents	3 to and including 5 -----	910 cents	6 to and including 10 -----	1155 cents	11 or more -----	125 cents per delivery
Number of Deliveries	o Added Charge										
2 -----	685 cents										
3 to and including 5 -----	910 cents										
6 to and including 10 -----	1155 cents										
11 or more -----	125 cents per delivery										
140	<p data-bbox="502 1453 1390 1486" style="text-align: center;"><b>ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</b></p> <p data-bbox="372 1512 1526 1747">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 data-bbox="372 1773 1509 1903">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 data-bbox="479 1929 1509 2189" 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 )  
ø Increase ) Decision No. 75521

EFFECTIVE MAY 10, 1969

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 582



170	<p style="text-align: center;">DELAYED DELIVERY OF SHIPMENTS</p> <p>(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 1½ 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.</p> <p>(b) Subsequent delivery of the property from point of storage shall constitute a new shipment.</p>
180	<p style="text-align: center;">DISPOSITION OF FRACTIONS</p> <p>In computing a rate based on a percentage of another rate, the following rule shall be observed in the disposition of fractions:</p> <p>Fractions of less than ½ or .50 of a cent, omit.  Fractions of ½ or .50 of a cent or greater, increase to next whole figure.</p>
	<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: right;">       ✕ Change )        ◇ Increase )        ** 50.1 Scale of rates )            eliminated )     </div> <div style="text-align: left;">       Decision No. <b>75521</b> </div> </div>
	EFFECTIVE MAY 10, 1969
	<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California,  San Francisco, California.</p> <p>Correction No. 583</p>



Item No.	**SECTION NO. 3--CLASS RATES In Cents per 100 Pounds									
◇315	Rate Basis	Minimum Weight 4,000 Pounds								
		100	92½	85	77½	70	65	60	55	50
	A	66	63	59	56	53	51	49	46	45
	B	69	66	61	58	55	53	51	48	47
	C	92	88	82	78	73	71	68	64	63
	Rate Basis	Minimum Weight 10,000 Pounds								
		100	92½	85	77½	70	65	60	55	50
	A	47	45	43	40	37	36	34	33	32
	B	50	48	45	43	40	39	37	34	33
	C	66	62	58	56	52	51	49	46	45
	Rate Basis	Minimum Weight 20,000 Pounds								
		100	92½	85	77½	70	65	60	55	50
	A	33	31	30	28	26½	26	25	23½	23
	B	34	32	31	29	27½	26½	25½	24	23½
	C	41	39	37	35	33	32	31	29	28
◇ Increase ) ** 50.1 Scale of rates ) Decision No. 75521 eliminated )										
EFFECTIVE MAY 10, 1969										
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 585										

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 29 Plus 3 cents for each pound or fraction thereof (See Note)</p>
	<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 below:

6330

Any quantity or less-truckload ratings as shown in the Governing Classification, Exception Ratings Tariff or this tariff

Class:	100 or higher	92½	85	77½	70	65	60	55	50 or lower
Added charge in cents per 100 pounds:	25½	24½	20½	20	19½	19	18½	14½	14

Change )  
Increase ) Decision No. 75521

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Correction No. 586



Cancels

Item No.	SECTION NO. 4--COMMODITY RATES (Continued) In Cents per 100 Pounds					
0340	FREIGHT, viz.:					
	<div>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.: 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, 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.: 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.</div>					
Minimum Weight in Pounds						
10,000			20,000			
Rate Basis			Rate Basis			
A	B	C	A	B	C	
20	23½	36	15½	16½	20	

◊ Increase, Decision No. 75521

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Correction No. 587

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),  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 10½</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>
♦ Increase, Decision No. 75521	
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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.						
0343	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
	23½	28½	41	19	20	23
	◊ Increase, Decision No. 75521					
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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. 75521

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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 -----	23½		33			
	20,000 pounds -----	21		24			
	30,000 pounds -----	20		23			
	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		79	70	48	43	16½	15½
B		102	71	67	46	16½	15½
C		113	88	77	67	28	19
◊ Increase, Decision No. 75521							
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Correction No. 591							

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)
401	<p data-bbox="577 450 1200 484">RULES AND REGULATIONS (Concluded)</p> <p data-bbox="659 515 1115 549">(Items Nos. 400 and 401)</p>
	<p data-bbox="367 645 1436 979">(d) Rates named in Item No. 420 are subject to an additional charge at the rate of \$7.20 per man per hour, minimum charge \$3.60, 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 data-bbox="367 1010 1470 1140">(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>
♦ Increase, Decision No. 75521	
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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 -----	150
	250 -----	145
	750 -----	135
	2,000 -----	125
	4,000 -----	110
	6,000 -----	105
	8,000 -----	93
	10,000 -----	87
	12,500 -----	84
	15,000 -----	82
	25,000 -----	78
	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 ) Decision No. 75521	
◊ Increase )		
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Correction No. 593		

Cancels

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)	
	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:	
	Weight in Pounds	oRates in Cents Per Hour (1)
	250 or less -----	1030
	Over 250 but not over 2,500	1210
	Over 2,500 but not over 5,000	1235
	Over 5,000 but not over 8,000	1270
	Over 8,000 but not over 12,000	1285
	Over 12,000 but not over 20,000	1405
	Over 20,000 but not over 30,000	1480
	Over 30,000 -----	1635
	(1) Subject to a minimum charge of one hour.	
	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 trans- action. No allowance shall be made for weight of containers.	
ø420	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.	
	(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 pro- visions 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:	
	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.	
	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 o\$3.60 per hour (or fraction thereof) shall be assessed. On all other holidays, as defined in Item No. 10, an additional charge of o\$7.20 per hour (or fraction thereof) shall be assessed.	

ø Change        )  
o Increase     ) Decision No. 75521

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