

ORIGINAL

Decision No. 77506

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 highway 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. 148
(Filed April 3, 1970;
Amended April 24, 1970 and
May 29, 1970)

Richard W. Smith, H. F. Kollmyer and A. D. Poe, for California Trucking Association, petitioner.
John T. Reed, for California Manufacturers Association; and Arthur Sargent, for Western Motor Tariff Bureau; interested parties.
Fred P. Hughes and Ralph Staunton, for the Commission staff.

O P I N I O N

In this petition, California Trucking Association (CTA) seeks upward adjustments in the rates set forth in Minimum Rate Tariff No. 5 (MRT 5) for transportation performed within the Los Angeles Drayage Area. Interim Surcharge Supplement and Order in Decision No. 77064, issued April 14, 1970 in this and several other minimum rate proceedings, authorized temporary increases in the rates and charges involved, until further order of the Commission, of 6 percent on the charges for any and all shipments computed on a minimum weight of 20,000 pounds or more, and 8 percent on all other charges (except C.O.D. charges and charges resulting from the use of railhead to railhead rates applied under alternative application of common carrier rates).

Said interim increases were designed to offset increases of 35 cents per hour in base hourly wage rates of drivers and helpers,

and related fringe benefit increases of about 11 cents per hour, retroactive to April 1, 1970, pursuant to recently negotiated wage contracts. The first amendment to the petition seeks cancellation of the surcharges and, in substitution therefor, the establishment of specific increased rates and charges. Petitioner also seeks to have considered the further increase of 15 cents per hour in base hourly wage rates effective July 1, 1970, and changes in taxes and insurance occurring since April 1, 1969. The increases sought by petitioner (inclusive of the temporary surcharges) range from 9.4 percent to 11.4 percent and appear to average about 10.2 percent.

Public hearing was held and the petition, as amended, submitted before Examiner Mallory at Los Angeles on June 11, 1970.

Evidence was adduced by petitioner's assistant director of transportation economics, by a representative of California Manufacturers Association, and by an engineer from the Commission's Transportation Division.

Evidence

Petitioner's witness explained that the present rates and charges (exclusive of the temporary surcharges) reflect cost levels as of April 1, 1969. The witness introduced an exhibit showing the changes since that date in labor rates, fringe benefits, workmen's compensation insurance rates, and payroll taxes. He then compared the total costs which will be in effect on July 1, 1970 with corresponding costs as of April 1, 1969 to determine the percentage of increase therein. The witness developed proposed rates by adjusting present rates (exclusive of surcharges) by the corresponding percentage of increase shown in his cost study, making minor adjustments to retain current rate relationships.

CTA's witness testified that the method used in the development of his cost study differed from the method adopted with respect to MRT 5 offset rate proceedings in Decision No. 76353.^{1/}

The witness used the "wage (cost) offset" method, whereas said decision adopted the "direct wage offset" method.^{2/} The latter method results in lesser increases than the method used by petitioner's witness because the "direct wage offset" method gives no effect to increases in indirect expenses.

CTA's witness stated that prior decisions of the Commission have stated that the original full-scale studies which underlie the rates in MRT 5 are antiquated, out-of-date, and unreliable; therefore, the Commission adopted the "direct wage offset" method to

^{1/} Decision No. 76353, dated October 28, 1969, in Case No. 5435, Petition No. 114, and in related minimum rate proceedings.

^{2/} The three cost methods described in Decision No. 76353, as appropriate for use in offset proceedings between the development of full-scale cost studies, are described as follows:

1. Wage (Cost) Offset: Indirect expense ratios established in the original full-scale cost study are applied to the up-dated direct costs determined for the wage offset adjustment. This method assumes that indirect expense items have, or will, increase proportionately with direct costs.
2. Wage Offset: The percentage increase in direct labor is multiplied by the percentage of salaries and wages included in the indirect expenses of the original full-scale cost study and the resulting factor is applied to the dollar amount of indirect expenses included in the original cost presentation. This method assumes that only those expenses included in the indirect expense ratios related to salaries and wages will increase proportionately with the increases in direct labor costs.
3. Direct Wage Offset: Indirect expenses are held constant and no allowance for changes in indirects is made in the cost offset adjustment in rates.

adjust the rates in MRT 5 pending the completion of new full-scale studies. The witness testified that such full-scale studies have been developed and were presented by the Commission staff and CTA in Case No. 6322.^{3/} Although said proceeding has not been concluded, the results of studies introduced by the staff and CTA indicate that rates within the central portion of the metropolitan area (which corresponds to the present Los Angeles Drayage Area) should be increased substantially to bring such rates up to current cost levels as measured by the cost studies introduced in Case No. 6322.

The CTA witness presented an exhibit to show that modification of the full-scale cost studies introduced in Case No. 6322 to bring such studies up to July 1, 1970 cost levels would result in percentagewise increases in costs of approximately the same magnitude as the percentagewise increase in costs developed in his offset study introduced herein. He testified that the comparability of such percentages indicates that the "wage (cost) offset" method used in his cost study presented herein results in a more accurate measure of the cost increases than the method adopted in Decision No. 76353.

CTA's witness also testified concerning the levels of indirect expense ratios used in the original cost study underlying MRT 5 rates, and those set forth in studies presented by CTA and the Commission staff in Case No. 6322. The witness stated that an indirect ratio of 20.86 percent is applicable in connection with the

^{3/} The Commission has adopted, in Case No. 6322, a system of zones in an area encompassing the present Los Angeles Drayage Area, but also including a much greater area. Hearings are in progress in Case No. 6322 (OSH Decision No. 74991) with respect to establishing a single minimum rate tariff for the transportation of general commodities in the extended metropolitan drayage area embracing portions of Los Angeles and Orange Counties. It is expected that hearings therein will be concluded later this summer.

cost study underlying MRT 5. In Case No. 6322, the Commission staff has introduced studies involving 37 carriers, which show that the composite indirect ratios of said carriers were the following:

1966 - 30.06 percent
1967 - 29.96 percent
1968 - 29.49 percent

CTA introduced a similar study in Case No. 6322 utilizing 51 carriers; said study showed composite indirect ratios as follows:

1966 - 29.38 percent
1967 - 28.89 percent
1968 - 27.93 percent

CTA's witness stated that the staff cost studies introduced in Case No. 6322 utilize indirect ratios of 24.8 percent for less-truckload traffic, and 23.1 percent for hourly-rate costs; both of which ratios exceed the indirect ratio utilized in connection with the study underlying existing MRT 5 rates. Also, CTA, in its cost studies introduced in Case No. 6322, utilized an indirect ratio of 29 percent for less-truckload traffic and 28 percent for truckload traffic.

The Commission staff engineer presented an exhibit showing examples of the result of using the "wage (cost) offset" method as compared with the "direct wage offset" method in developing the amount increase of July 1, 1970 levels of costs over April 1, 1969 levels of costs. His exhibit showed that for the weight group 100-500 pounds the "direct wage offset" method resulted in a 9.21 percent increase, as compared with a 10.85 percent increase under the "wage (cost) offset" method. Similarly, for the weight group 20,000 pounds and over, the "direct wage offset" method resulted in an 8.00 percent increase, whereas the "wage (cost) offset" method resulted in a 9.49 percent increase. The witness testified that the "direct wage

offset" method has been used to measure cost increases since Decision No. 71076, dated August 2, 1966.^{4/}

The CMA witness testified in support of the use of the "direct wage offset" method in the current rate adjustment. He urged that this method should be used because of the magnitude of the wage increases involved herein, as compared with prior years.

Argument

Petitioner stated that the Commission, in Decision No. 76353, concluded that:

"Interested parties have the right to come before this Commission and the subsequent responsibility to assume the burden of proof as to any alleged changes in the cost factors underlying the established minimum rates; and, in the light of such alleged changes, recommend remedial cost offset minimum rate adjustments."

Petitioner asserts that it has met the burden of proof of showing that the cost offset method presented by it produces reasonable rates, and that either of the other methods described in Decision No. 76353 would produce rates below a reasonable level. Petitioner asserts that the best available evidence is that offered by the staff in Case No. 6322, as such evidence is wholly impartial; and that such evidence indicates that CTA's percentages of increase in costs developed herein are comparable with those developed by the staff in its costs studies in Case No. 6322; that indirect ratios adopted by the staff engineer in his studies introduced in Case No. 6322 exceed the indirect ratio used in the basic cost study underlying the rates in MRT 5; and that the staff rate witness recommended rate levels in Case No. 6322 which are substantially higher than current levels of

^{4/} Decision No. 72942, dated August 22, 1967; Decision No. 73819, dated March 5, 1968; Decision No. 75521, dated April 1, 1969; and Decision No. 76353 (supra).

corresponding class and commodity rates in MRT 5. Petitioner urges that it has produced substantial evidence in support of the cost offset method advocated by it and has fully sustained the burden of proof placed on it in Decision No. 76353.

The Commission staff and CMA cite the language relating to MRT 5 in Decision No. 76353, as follows:

"It is well established that the transportation characteristics and conditions within the so-called Los Angeles Drayage Area have materially changed since the basic cost and rate information underlying MRT 5 rates were developed. New full-scale cost and rate studies for the transportation of property now governed by the provisions of MRT 5 are urgently required. Such studies are now in the process of being formally presented to the Commission for its consideration. In the circumstances, increases beyond the direct wage offset increase granted by Decision No. 75521 should not be authorized."

They urge that the current situation is no different than it was at the time of Decision No. 76353; therefore, the same ultimate conclusion should be reached herein as was reached in said decision.

Discussion

The proceeding in Case No. 6322 (OSH Decision No. 74991) has been in progress for more than two years and the cost studies presented therein (particularly the staff study) have been well tested. Said cost studies have been revised to eliminate omissions and errors. The staff cost study in that proceeding appears to be reliable and adequate to serve as a basis for the broad rate adjustments proposed in that proceeding. The comparisons of petitioner's offset study and the staff cost study in Case No. 6322 indicate generally the same percentage change in related costs. The record shows that indirect ratios adopted in the staff cost study in Case No. 6322 exceed the indirect ratio in the cost study underlying the present MRT 5 rates. Also the record indicates that rates revised to reflect cost levels

in Case No. 6322 would be substantially higher than corresponding MRT 5 rates.

Case No. 6322 involves issues in addition to the appropriate level of rates to apply in that portion of the extended Los Angeles metropolitan area encompassing the present drayage area. Although the Case No. 6322 proceeding is drawing to a close, it will be several months before a decision therein will be issued. In the meanwhile, adequate and reasonable minimum rates must be maintained in the current drayage area.

Considering all of the foregoing circumstances, CTA's method of offsetting the existing drayage rates appears reasonable and will be adopted.

Findings and Conclusions

1. Decision No. 76353 (supra) adopted the "direct wage offset" method of adjusting rates in MRT 5 between the presentation of full-scale cost studies in rate adjustment proceedings.

2. Petitioner seeks to have the "wage (cost) offset" method, as described in Decision No. 76353, substituted for the "direct wage offset" method.

3. Current up-to-date full-scale cost studies have been presented by the Commission staff and by CTA in Case No. 6322 (OSH Decision No. 74991), and the Commission staff has presented rate proposals in that proceeding. Said cost studies have been amply tested by cross-examination. The staff cost study appears to reasonably represent current costs for transportation of general commodities within the expanded metropolitan area.

4. The revisions in the staff cost study introduced in Case No. 6322 and revisions in petitioner's study introduced herein to reflect

current wage levels and allied costs show comparable percentagewise increases in costs.

5. The indirect ratios adopted in the staff cost studies introduced in Case No. 6322 exceed the indirect ratios in the basic cost study underlying existing MRT 5 rates and charges.

6. The record shows that revisions of rates to reflect current carriers' costs of operation, as developed by the staff studies in Case No. 6322 (Exhibit 69), would require higher rates than existing MRT 5 rates.

7. In view of findings 3 through 6, the "wage (cost) offset" method of adjusting MRT 5 rates will be reasonable and appropriate pending the conclusion of the proceeding in Case No. 6322 (OSH Decision No. 74991) and a decision therein.

8. The rate adjustments proposed herein by petitioner will be reasonable and the increases resulting therefrom are justified.

9. 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, 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 the 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.

The Commission concludes that the increases in rates found reasonable herein should be granted, and that MRT 5 should be amended as provided in the order which follows.

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 August 15, 1970, 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. Common carriers maintaining rates on a level other than the minimum rates for transportation for which rates are prescribed in Minimum Rate Tariff No. 5 are authorized to increase such rates by the same amounts authorized for Minimum Rate Tariff No. 5 rates herein.
4. Common carriers maintaining rates on the same level as Minimum Rate Tariff No. 5 rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff No. 5 are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariff No. 5 rates herein.
5. Common carriers maintaining rates at levels other than the minimum rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff No. 5 are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariff No. 5 rates herein.
6. Tariff publications resulting in increases 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 August 15, 1970; as to increases which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date of this order; and tariff publications resulting in reductions may be made effective not earlier than the tenth day after the effective date of this order, and may be made effective on not less than ten days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order.

7. 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.

8. Concurrently with the effectiveness of the revised tariff pages herein, and, in the case of common carriers, concurrently with the effectiveness of the tariff publications required or authorized herein, the surcharges and authorities granted by Interim Surcharge Supplement and Order in Decision No. 77064, dated April 14, 1970, are canceled with respect to transportation covered by order paragraphs 1, 2, 3, 4, and 5.

9. 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 14th day of JULY, 1970.

Chairman

William J. ...

...

...
Commissioners

Commissioner J. P. Vulkanin, Jr., being necessarily absent, did not participate in the disposition of this proceeding.

Commissioner A. W. Gatov, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A TO DECISION NO. 77506

LIST OF ORIGINAL AND REVISED PAGES TO MINIMUM RATE TARIFF 5
AUTHORIZED BY SAID DECISION

THIRD REVISED PAGE 1
TWENTY-SEVENTH REVISED PAGE 16
TWELFTH REVISED PAGE 16-A
TWENTY-FIFTH REVISED PAGE 17
TWENTY-SIXTH REVISED PAGE 20
ORIGINAL PAGE 20-A
TWENTY-FIFTH REVISED PAGE 26
SECOND REVISED PAGE 26-A
TWENTY-NINTH REVISED PAGE 28
TWENTY-NINTH REVISED PAGE 29
FIFTH REVISED PAGE 29-A
TWENTY-EIGHTH REVISED PAGE 31
TWENTY-FOURTH REVISED PAGE 32
TWENTY-FOURTH REVISED PAGE 35
TWENTY-THIRD REVISED PAGE 38
TWENTY-SECOND REVISED PAGE 39
TWENTY-FOURTH REVISED PAGE 40

(END OF APPENDIX A LIST)

CORRECTION NUMBER CHECKING SHEET

This tariff is issued in loose-leaf form. Correction numbers appearing on all added and revised pages will be numbered consecutively in the lower left-hand corner. These correction numbers should be checked below on this checking sheet before pages are filed in the tariff.

CORRECTION NUMBERS

631	661	691	721	751
632	662	692	722	752
633	663	693	723	753
634	664	694	724	754
635	665	695	725	755
636	666	696	726	756
637	667	697	727	757
638	668	698	728	758
639	669	699	729	759
640	670	700	730	760
641	671	701	731	761
642	672	702	732	762
643	673	703	733	763
644	674	704	734	764
645	675	705	735	765
646	676	706	736	766
647	677	707	737	767
648	678	708	738	768
649	679	709	739	769
650	680	710	740	770
651	681	711	741	771
652	682	712	742	772
653	683	713	743	773
654	684	714	744	774
655	685	715	745	775
656	686	716	746	776
657	687	717	747	777
658	688	718	748	778
659	689	719	749	779
660	690	720	750	780

EFFECTIVE

Correction 632

 ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
 SAN FRANCISCO, CALIFORNIA.

SECTION 1--RULES OF GENERAL APPLICATION (Continued)		ITEM																				
<p align="center">APPLICATION OF RATES</p> <p>Rates provided in this tariff are for the transportation of shipments, as defined in Items 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 12 cents per 100 pounds, minimum additional charge 55 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>		0100																				
<p align="center">ACCESSORIAL CHARGES</p> <p>An additional charge at the rate of \$8.00 per man per hour, minimum charge \$4.00, shall be made for stacking, sorting or any other accessorial or incidental service which is not authorized to be performed under the rates named in this tariff and for which a charge is not otherwise provided.</p>		0110																				
<p 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"> <thead> <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> </thead> <tbody> <tr> <td>0</td> <td>25</td> <td>150</td> </tr> <tr> <td>25</td> <td>50</td> <td>180</td> </tr> <tr> <td>50</td> <td>75</td> <td>210</td> </tr> <tr> <td>75</td> <td>100</td> <td>255</td> </tr> <tr> <td>100</td> <td>--</td> <td>295</td> </tr> </tbody> </table> <p>NOTE.--Will not apply on shipments made under the provisions of Item 325.</p>		Weight of shipment (in pounds)		Charge (in cents)	Over	But Not Over	0	25	150	25	50	180	50	75	210	75	100	255	100	--	295	0120
Weight of shipment (in pounds)		Charge (in cents)																				
Over	But Not Over																					
0	25	150																				
25	50	180																				
50	75	210																				
75	100	255																				
100	--	295																				
<p align="center">REFERENCES TO ITEMS AND OTHER TARIFFS</p> <p>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.</p>		125																				
<p>o Increase, Decision No. 77506</p>																						
<p align="center">EFFECTIVE</p>																						
<p align="center">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>																						

Correction 615

SECTION 1--RULES OF GENERAL APPLICATION (Continued)		ITEM																					
<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 \$9.50 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 ¼ hour</td></tr><tr><td>23</td><td>38</td><td>----- shall be ½ hour</td></tr><tr><td>38</td><td>53</td><td>----- shall be ¾ 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 ¼ hour	23	38	----- shall be ½ hour	38	53	----- shall be ¾ hour	53	60	----- shall be 1 hour	6126
MINUTES																							
Over	But Not Over																						
0	8	----- omit																					
8	23	----- shall be ¼ hour																					
23	38	----- shall be ½ hour																					
38	53	----- shall be ¾ 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 \$10.80 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>		6128																					
<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> <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;</p> <p>Otherwise carrier will apply the ratings for secondhand packages or carriers not returned.</p>		(E) 129																					
<p>(E) Expires with December 31, 1970</p> <p>Change) Increase) Decision No. 77506</p>																							
<p style="text-align: right;">EFFECTIVE</p>																							
		ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA																					
Correction 616																							

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM										
<p style="text-align: center;">SPLIT DELIVERY</p> <p>The charge for a split delivery shipment, as defined in Item 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>755 cents</td></tr> <tr> <td>3 to and including 5-----</td><td>1005 cents</td></tr> <tr> <td>6 to and including 10-----</td><td>1275 cents</td></tr> <tr> <td>11 or more-----</td><td>140 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-----	755 cents	3 to and including 5-----	1005 cents	6 to and including 10-----	1275 cents	11 or more-----	140 cents per delivery	<p style="text-align: center;">6130</p>
Number of Deliveries	Added Charge										
2-----	755 cents										
3 to and including 5-----	1005 cents										
6 to and including 10-----	1275 cents										
11 or more-----	140 cents per delivery										
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</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> <p>(a) For loading onto carrier's equipment, the charges provided in paragraph (d).</p> <p>(b) For unloading from carrier's equipment, the charges provided in paragraph (d).</p> <p>(c) For other accessorial services for which charges are provided in the tariff, the additional charge or charges so provided.</p> <p>(d) 06 cents per 100 pounds.</p> <p>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.</p>	<p style="text-align: center;">6140</p>										
<p>6 Change) 0 Increase) Decision No. 77506</p>											
EFFECTIVE											
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</p> <p>Correction 617</p>											

SECTION 1--RULES OF GENERAL APPLICATION (Continued)

(1)
ITEM

POOL CARS

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

(1) Merchandise classified as

Class:	100	92½	85	77½	70	65	60	55	50
o Rates in cents per 100 pounds:	56	52	49	47	45	42	40	38	37

(2) Subject to minimum charge of \$1.60 for each point of destination involved.

- (b) The term "Pool Car" as used in this item means a rail car or motor vehicle (other than carrier's equipment) containing property intended for delivery to two or more points of destination located within the zones described in Items 30 to and including 33.
- (c) Classification ratings shall be based upon the LTL (less truckload) ratings in the Governing Classification, Sections 2-A or 2-C of the Exception Ratings Tariff, or this tariff.
- (d) Articles taking a rating higher than Class 100 shall be computed upon the percentage of the Class 100 rating, as set forth in the Governing Classification, Exception Ratings Tariff, or this tariff.
- (e) When rail pool cars are unloaded and segregated at and deliveries made from carrier's established depot, said depot will be considered as being located within Zone 1-A for the purpose of assessing transportation charges under this tariff, and transportation rates shall be applied from Zone 1-A as point of origin.
- (f) Rates named in this item alternate with rates for the same services contained in tariffs filed with the Commission, pursuant to the provisions of the Public Utilities Act, and in effect on the date the services are provided.
- (g) The provisions of this item do not apply on iron or steel articles, hereinafter listed, in open top rail cars when unloading is provided with crane facilities furnished by or at the expense of the rail carrier. Provided, however, when more than one man is furnished by carrier for the unloading, help in addition to one man shall be charged for at the rates provided in Item 110.

Iron or Steel Articles, viz.:

Angles
Bars
Bases, post
Beams

Billets
Channels
Columns
Girders

Piling
Plates
Rods
Sheets

Shoes
Tees
Tin Plate
Trusses
Zees

(1) Items 170 and 180 transferred to Original Page 20-A.

o Change) Decision No. 77506
o Increase)

EFFECTIVE

Correction 618

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
SAN FRANCISCO, CALIFORNIA.

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM (1)
<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 $1\frac{1}{2}$ cents per 100 pounds per day for each of the first five days and at not less than 3 cents per 100 pounds per day for the sixth and each succeeding day until such time as instructions regarding disposition of the shipment are received by the carrier. In computing time, Sundays and legal holidays shall be excluded.</p> <p>(b) Subsequent delivery of the property from point of storage shall constitute a new shipment.</p>	170
<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 $\frac{1}{2}$ or .50 of a cent, omit. Fractions of $\frac{1}{2}$ or .50 of a cent or greater, increase to next whole figure.</p>	180
<p>(1) Items 170 and 180 transferred from Twenty-fifth Revised Page 20, Decision No. 77506</p>	
EFFECTIVE	
<p>Correction 619</p> <p style="text-align: right;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

SECTION 3--CLASS RATES In Cents Per 100 Pounds										ITEM
Rate Basis	Minimum Weight in Pounds									
	Any Quantity									
	100	92½	85	77½	70	65	60	55	50	
A	222	210	199	188	177	171	164	155	151	
B	223	211	200	189	178	172	165	156	152	
C	224	212	201	190	179	174	166	157	153	
Rate Basis	Minimum Weight 500 Pounds									0310
	100	92½	85	77½	70	65	60	55	50	
	A	156	148	140	132	125	120	115	109	
B	157	149	141	134	126	121	116	110	107	
C	160	152	145	136	128	124	119	111	109	
Rate Basis	Minimum Weight 2,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
	A	119	113	107	101	95	91	88	84	
B	127	120	114	108	101	98	93	88	86	
C	148	141	133	127	118	114	109	104	101	
♦ Increase, Decision No. 77506										
EFFECTIVE										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										
Correction 620										

SECTION 3--CLASS RATES In Cents Per 100 Pounds										ITEM
Rate Basis	Minimum Weight 4,000 Pounds									0315
	100	92½	85	77½	70	65	60	55	50	
A	73	70	65	62	59	56	54	51	50	
B	76	73	67	64	61	58	56	53	52	
C	101	97	90	86	80	78	75	70	69	
Rate Basis	Minimum Weight 10,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	52	50	47	44	41	40	38	36	35	
B	55	53	50	47	44	43	41	37	36	
C	73	68	64	62	57	56	54	51	50	
Rate Basis	Minimum Weight 20,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	36	34	33	31	29	28½	27½	26	25	
B	37	35	34	32	30	29	28	26½	26	
C	45	43	40	38	36	35	34	32	31	
77506										
◇ Increase, Decision No.										

SECTION 4--COMMODITY RATES										ITEM																				
<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 articles 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>									RATE	In Cents Per Package 036 plus 3 cents for each pound or fraction thereof (See Note) #325																				
<p>FREIGHT transported between or within the zones described in Items 30, 31, 32 and 33 and between points at which facilities are maintained for the loading of property into or upon, and the unloading of property from, rail cars, including truck loading and unloading facilities of plants or industries located at such rail loading and unloading points:</p> <p>Apply the railroad switching rates in effect on date of shipment as published in the tariffs of the rail carriers on file with the Public Utilities Commission of the State of California, plus an added charge as provided below:</p> <p>Any quantity or less-truckload ratings as shown in the Governing Classification, Exception Ratings Tariff or this tariff.</p> <table><tr><th>Class:</th><th>100 or higher</th><th>92½</th><th>85</th><th>77½</th><th>70</th><th>65</th><th>60</th><th>55</th><th>50 or lower</th></tr><tr><td>Added charge in cents per 100 pounds:</td><td>28½</td><td>27</td><td>23</td><td>22½</td><td>21½</td><td>21</td><td>20½</td><td>16</td><td>15½</td></tr></table>										Class:	100 or higher	92½	85	77½	70	65	60	55	50 or lower	Added charge in cents per 100 pounds:	28½	27	23	22½	21½	21	20½	16	15½	#330
Class:	100 or higher	92½	85	77½	70	65	60	55	50 or lower																					
Added charge in cents per 100 pounds:	28½	27	23	22½	21½	21	20½	16	15½																					
<p>Change) Increase) Decision No. 77506</p>																														
EFFECTIVE																														
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA																														
Correction 622																														

MINIMUM RATE TARIFF 5

SECTION 4--COMMODITY RATES (Continued) In Cents Per 100 Pounds						ITEM
<div><div>FREIGHT, viz.: Cement, Portland, building (See Item 40), Flour or Corn Meal, edible, Grain and other articles as described in Item 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, corru- gated 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,</div><div>Iron and Steel, structural, fabricated or unfabricated, consisting of: (Continued) Beams, 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 remelt- ing purposes only, Paper, newsprint, Refuse, citrus fruit, not fit for human consumption.</div></div>						0340
Minimum Weight in Pounds						
10,000			20,000			
Rate Basis			Rate Basis			
A	B	C	A	B	C	
22	26	40	17	18	22	
◊ Increase, Decision No. 77506						
EFFECTIVE						
Correction 623			ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.			

SECTION 4--COMMODITY RATES (Continued) In Cents Per 100 Pounds		ITEM
<p>FREIGHT, viz.: (Subject to Notes 2, 3 and 4.)</p> <p>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 11½</p> <p>NOTE 1.--As described under such heading in Item 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 110.</p>		<p>◇</p> <p>340.5</p>
<p>◇ Increase, Decision No. 77506</p>		
		EFFECTIVE
<p>Correction 624</p>		<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>

MINIMUM RATE TARIFF 5

SECTION 4--COMMODITY RATES (Continued) In Cents Per 100 Pounds						ITEM		
<p>(Items 341, 342 and 343)</p> <p>FREIGHT, viz.:</p> <table><tr><td>Roofing, Building, or Paving Material, as described in Items 297 and 298 herein (subject to Note).</td><td>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 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 297 and 298 herein (subject to Note).	Wine, domestic, having a declared value of not more than \$2.00 per gallon.	342
Roofing, Building, or Paving Material, as described in Items 297 and 298 herein (subject to Note).	Wine, domestic, having a declared value of not more than \$2.00 per gallon.							
FREIGHT, as described in Items 341 and 342.						0343		
Minimum Weight in Pounds								
10,000			20,000					
Rate Basis			Rate Basis					
A	B	C	A	B	C			
26	31	45	21	22	25			
◇ Increase, Decision No. 77506								
EFFECTIVE								
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.								

Correction 625

SECTION 4--COMMODITY RATES (Continued) In Cents Per 100 Pounds								ITEM
LUMBER AND FOREST PRODUCTS, as described in Items 361 and 362.								
Rate Basis	Minimum Weight in Pounds							360
	Any Quantity	500	2,000	4,000	10,000	20,000	30,000	
A	64	56	46	36	26	17½	17	
B	89	57	51	39	26½	21	17½	
C	100	75	66	53	39	25	21	
(Items 361 and 362) LUMBER AND FOREST PRODUCTS, viz.: Forest Products (wooden articles except as otherwise provided), of Alder, Almon, Apitong, Birch, Cedar, Cottonwood, Cypress, Duali, Fir, Gum, Hemlock, Juniper, Larch, Maple, Pine Poplar, Red Lauan, Redwood, Spruce, Tamarack, Tanguile, White Lauan, or Yew, whether or not creosoted or otherwise treated with chemical preservatives, viz.: Bark, (exclusive of Tan Bark and Spent Bark), Boards, or Sheets, flat, sawdust or ground wood, preservatively treated or not treated, but not plasticized with or without added resin binder not exceeding 10 percent by weight, compressed, Box or Crate Material, wooden, in Shooks or Panels, cleated or not cleated, with or without paper lining (weight of the paper lining 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), Lumbers or Timbers (consisting of flat pieces, and edges or side edges, doweled or not doweled, glued or not glued together), rough or dressed, cut to demensions or shaped, bored or not bored, edges plain or beveled, grooved, molded, slotted or tongued, not otherwise indexed by 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,								361
(Continued in Item 362)								
♦ Increase, Decision No. 77506								
EFFECTIVE								
Correction 626								ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 4--COMMODITY RATES (Concluded) In Cents Per 100 Pounds							ITEM												
<p>PAPER AND PAPER ARTICLES, viz.:</p> <p>Boxes, paperboard or pulpboard, flat or folded flat, with or without fillers, partitions and pads sufficient to complete the boxes in the shipment;</p> <p>Paperboard or Pulpboard, binders', bristol, card, tar or trunk board.</p> <table><tr><th>Minimum Weight</th><th>Column A</th><th>Column B</th></tr><tr><td>10,000 pounds -----</td><td>26</td><td>36</td></tr><tr><td>20,000 pounds -----</td><td>23</td><td>26½</td></tr><tr><td>30,000 pounds -----</td><td>22</td><td>25</td></tr></table> <p>COLUMN A rates apply: Between or within Zones 1-A, 1-B, 1-C, or 1-D, or within but not between Zones 10, 11, 12 or 17, as described in Items 30, 31, 32 and 33.</p> <p>COLUMN B rates apply: Between Zones 1-A, 1-B, 1-C, 1-D, 10, 11, 12 or 17 on the one hand and Zones 10, 11, 12 or 17 on the other hand, as described in Items 30, 31, 32 and 33.</p>							Minimum Weight	Column A	Column B	10,000 pounds -----	26	36	20,000 pounds -----	23	26½	30,000 pounds -----	22	25	0385
Minimum Weight	Column A	Column B																	
10,000 pounds -----	26	36																	
20,000 pounds -----	23	26½																	
30,000 pounds -----	22	25																	
SUGAR:							0390												
Rate Basis	Minimum Weight in Pounds																		
	Any Quantity	500	2,000	4,000	10,000	20,000													
A	87	77	53	47	18	17													
B	113	78	73	51	18	17													
C	125	97	85	74	31	21													
◊ Increase, Decision No. 77506																			
EFFECTIVE																			
Correction 627																			
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.																			

SECTION 5--UNIT RATES AND RULES (Continued)	ITEM
<p style="text-align: center;">RULES (Concluded) (Items 400 and 401)</p> <p>(d) Rates named in Item 420 are subject to an additional charge at the rate of \$8.00 per man per hour, minimum charge \$4.00, when carrier furnishes help in addition to the driver. The time for computing the additional charge shall be not less than the actual time in minutes the helper or helpers are engaged in performing the services. The total time so computed shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the table provided by Note 2(b), Item 420.</p> <p>(e) Unit rates named in Item 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 style="text-align: center;">0401</p>
<p>◇ Increase, Decision No. 77506</p>	
EFFECTIVE	
Correction 628	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 5—UNIT RATES AND RULES (Continued)		ITEM
FREIGHT, regardless of classification, transported between or within the zones described in Items 30, 31, 32 and 33, subject to Notes 1, 2 and 3:		
Minimum Units per Calendar Month or Any Portion Thereof		oRates in Cents per Unit
Any Quantity -----		165
250 -----		160
750 -----		150
2,000 -----		140
4,000 -----		120
6,000 -----		115
8,000 -----		105
10,000 -----		96
12,500 -----		93
15,000 -----		91
25,000 -----		86
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.		
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.		
o Change) Decision No. 77506		
o Increase)		
EFFECTIVE		
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.		
Correction 629		

SECTION 5--UNIT RATES AND RULES (Continued)		ITEM
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:		
<u>Weight in Pounds</u>	<u>oRates in Cents Per Hour(1)</u>	
250 or less -----	1150	
Over 250 but not over 2,500 -----	1330	
Over 2,500 but not over 5,000 -----	1355	
Over 5,000 but not over 8,000 -----	1390	
Over 8,000 but not over 12,000 -----	1405	
Over 12,000 but not over 20,000 -----	1525	
Over 20,000 but not over 30,000 -----	1600	
Over 30,000 -----	1755	
(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 transaction. No allowance shall be made for weight of containers.		
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.		ø420
(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:		
Less than 8 minutes ----- omit.		
8 minutes or more but less than 23 minutes shall be ¼ hour.		
23 minutes or more but less than 38 minutes shall be ½ hour.		
38 minutes or more but less than 53 minutes shall be ¾ 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 10, an additional charge at the rate of ø\$4.00 per hour (or fraction thereof) shall be assessed. On all other holidays, as defined in Item 10, an additional charge of ø\$8.00 per hour (or fraction thereof) shall be assessed.		
ø Change) ø Increase)	Decision No.	77506
EFFECTIVE		
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.		
Correction 630		