

ORIGINAL

Decision No. 79551

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation)	
into the rates, rules, regulations,)	Case No. 5432
charges, allowances, and practices)	Petition for Modification No. 637
of all highway carriers relating)	(Filed April 5, 1971)
to the transportation of any and)	Petition for Modification No. 639
all commodities between and within)	(Filed April 7, 1971)
all points and places in the State)	Petition for Modification No. 640
of California (including, but not)	(Filed April 8, 1971;
limited to, transportation for)	Amended April 29, 1971)
which rates are provided in Minimum)	
Rate Tariff 2).)	

Richard W. Smith and A. D. Poe, Attorneys at
Law, and H. F. Kollmyer, for California
Trucking Association, petitioner.

Anthony J. Heywood, for West Transportation,
Inc.; Barney Bloat, for Paxton Trucking;
and Maurice H. Costes, for Sheedy Drayage
Co.; respondents.

Jess J. Butcher, for California Manufacturers
Association, protestant.

William D. Mayer, for Cannery League of
California; Robert A. Kormel, for Pacific
Gas and Electric Company; and Don Newkirk,
for Highway Carriers Association: inter-
ested parties.

Norman Haley, for the Commission staff.

O P I N I O N

Decision No. 78981, dated August 8, 1971, in Case No. 5432, denied the California Manufacturers Association and the Traffic Managers Conference of California motions to dismiss and ordered Petitions 637, 639 and 640, filed by the California Trucking Association (CTA), to be set for public hearing. The petitions seek to have certain tariff provisions published for the Metropolitan Los Angeles Area in Minimum Rate Tariff 2 (MRT 2) amended so

as to apply statewide in California.^{1/} In addition, other revisions in various items of MRT 2 are sought by the CTA which are technical in nature and proposed primarily for tariff simplification and clarification.

Public hearing was held before Examiner Gagnon at San Francisco on November 2, 1971. Evidence pertaining to Petitions 637, 639 and 640, respectively, was received on a common record and all matters were submitted on the aforementioned date.

The Commission's Transportation Division staff stated it had no objections to the rate proposals contained in Petitions 637 and 639 nor to that part of Petition 640 wherein it is proposed that provisions of Item 299 of MRT 2 be made statewide in application. The staff does oppose, however, the portions of Petition 640 which seek statewide application of Items 122, 260 and 262 of MRT 2 which are currently restricted to movements within the Metropolitan Los Angeles Area. The opposition of the California Manufacturers Association to CTA's various rate proposals is similar to the position of the Commission's staff. Pacific Gas and Electric Co. also objects to the sought statewide application of Item 262 of MRT 2.

Minimum rates for the highway transportation of property by for-hire carriers between points located within the Metropolitan Los Angeles Area were recently established by Decision No. 78264, dated February 2, 1971, in Case No. 6322 (OSH Decision No. 74991) et al. The rates thus adopted replaced the prior governing minimum

^{1/} The Metropolitan Los Angeles Area includes the geographical area embraced by the portions of Los Angeles and Orange Counties included in the 58 Metropolitan Zones 201 through 258, as described in Section 2-A of the Commission's Distance Table 7.

rates published in MRT 5 (Los Angeles Drayage Area)^{2/} and MRT 2 (Statewide-General Commodity). The rates established by Decision No. 78264 are published in Minimum Rate Tariffs 2 and 15 (hourly vehicle unit rates) and were originally published to become effective on March 13, 1971. This effective date was stayed by the timely filing of a petition by CTA for reconsideration, modification or rehearing of Decision No. 78264. Said petition was denied by the Commission's order in Decision No. 78472, dated March 23, 1971, in Case No. 6322 (OSH Decision No. 74991) et al., whereupon the newly established minimum rates for the Metropolitan Los Angeles Area became effective as of April 24, 1971.

Subsequent to the issuance of the Commission's order in Decision No. 78472, CTA commenced filing a series of petitions concerning both the scope and application of the newly established Metropolitan Los Angeles Area rate structure. Included in the series of said petitions filed by the CTA are Petitions 637, 639 and 640 under consideration in this proceeding.

Petition 637: The CTA proposes that the current definition of the term "Low Bed Equipment" provided in Item 11 of MRT 2 be amended as set forth in Exhibit 637-1. The present and proposed definitions for such motor vehicular equipment are hereinafter set forth:

Present

"LOW BED EQUIPMENT means a semitrailer, dolly or other trailing equipment constructed with any or all of the loading area depressed below the top of the tires (other than van-type trailing equipment)."

^{2/} The rates published in Minimum Rate Tariff 5 governed the local drayage of general commodities within the central "Core Area" portion of Los Angeles County (Metropolitan Zones 218, 227, 228, 229, 234, 235 and 236).

Proposed

"LOW-BED TRAILER means trailing equipment, other than a van-type, having its principal load carrying bed or platform not more than 42 inches above ground or street level."

A CTA cost analyst explained that certain highway carriers have low-bed trailers with bed levels above the top of the tires but below the normal bed height of 52 inches, above ground or street level, for standard trailer equipment. Petitioner's proposed tariff clarification is designed to reflect the actual circumstances surrounding the transportation of property in low-bed trailers. The staff and other interested parties have no objections to a favorable consideration of Petition 637.

Petition 639: The petitioner states that certain technical corrections in various MRT 2 items are necessary and desirable to maintain consistency with related tariff provisions, to minimize questions of tariff interpretation and to carry out the intent of the Commission's Decision No. 78264. The sought technical tariff changes are not opposed, have merit and should be adopted.^{3/}

Petition 640: Decision No. 78264 established various tariff items in MRT 2 which apply only to shipments having both point of origin and point of destination within the Metropolitan Los Angeles Area. The CTA now requests that the restricted application of certain of these tariff items be lifted so as to apply statewide in California. Petitioner also suggests substantive revisions in the existing forklift service provisions of Item 260 of the tariff. The tariff rules in question are hereinafter discussed:

^{3/} The proposed tariff changes to correct technical deficiencies in Minimum Rate Tariff 2 are set forth in Exhibit 639-2.

1. Item 122 - Charges for Shipments Originating at or Destined to Wharfs.
2. Item 262 - Rail Carloading and Unloading Charges.

Application of the aforementioned tariff provisions in areas other than the Metropolitan Los Angeles Area is opposed by both the Commission staff and several interested shippers. A staff witness, who originally proposed the adoption of these tariff items for application within the Metropolitan Los Angeles Area, explained that practically all of the traffic involved is interstate or foreign commerce currently held to be exempt from the jurisdiction of this Commission.^{4/} Whatever intrastate traffic may exist, the witness explained, is relatively insignificant. Had the jurisdictional question of this particular traffic been resolved at the time the staff's Metropolitan Los Angeles Area studies were in progress, the staff rate witness stated he would not have recommended the tariff provisions now contained in Items 122 and 262 of MRT 2. It is evident that broadening the scope of application of the current provisions of Items 122 and 262 would serve no useful purpose. Petitioner's recommendations with respect to said tariff items should not, therefore, be adopted.

3. Item 260 - Forklift Service Rates.

This tariff rule provides that, when carrier supplies a forklift for loading and/or unloading at other than carrier's depot or a wharf, an accessorial charge of \$1.55 per hour shall be assessed when the carrier's truck driver operates the forklift. In the event carrier supplies a forklift operator other than the

^{4/} Cal.P.U.C. vs. Baltimore Shippers and Receivers Assn., (1967) 268 Federal Supplement 836; also 38 US 583.

truck driver, the accessorial forklift service charge shall be \$10.80 per hour (\$9.25 plus \$1.55). The CTA contends that the application of a single charge for the use of forklifts of varying lift capacities results in inequities to both shippers and carriers. Petitioner contends that if the carrier provides a light capacity forklift the service charge therefore should be less than the present tariff charge. Conversely, as larger capacity forklifts are used, at a greater cost to the carrier, the tariff charge attendant thereto should be increased.

In addition to making the forklift service provisions of Item 260 statewide in application, the CTA, among other minor revisions, recommends the following multiple forklift service charges:

<u>FORKLIFT (CAPACITY):</u>	<u>CHARGE IN CENTS PER HOUR</u>
4,000 Lbs. and UNDER	130
4,001 Lbs. to 8,000 Lbs.	150
8,001 Lbs. to 18,000 Lbs.	270
18,001 Lbs. AND OVER	330

The forklift and driver's hours of service shall be computed from the time the forklift leaves the carrier's established depot until it returns to carrier's established depot. When carrier's truck driver operates the forklift, the rate shall apply. When carrier supplies the forklift operator other than the truck driver, the rate in paragraph (a) of Item 145 shall be added to the above rate.

The minimum charge for forklift service shall be for two (2) hours.

The forklift service charges proposed by the CTA are predicated upon its cost analyst's study of three highway carriers. He

stated that he found the carriers' forklift inventory to be predominately less than 8,000 pounds capacity. The suggested level of charges are based upon the cost data set forth in Exhibit 86 (Table 76) of record in Decision No. 78264. It is the CTA's position that the statewide application of its proposed forklift service charges will eliminate an existing deficiency in the current application of MRT 2.

The Commission's Transportation Division staff witness stated that he reviewed the forklift inventories of six highway carriers and found that out of a total of 95 forklifts studied 83 percent had capacities of 8,000 pounds or less. The witness explained that this latter observation was a determinative factor in the staff's proposed single forklift service charge for the Metropolitan Los Angeles Area as currently published in Item 260 of MRT 2. The staff witness noted that those carriers which do not maintain a full range of forklift equipment would be put at a competitive disadvantage under the multiple forklift service charges proposed by the CTA. The staff rate witness explained numerous shipper-carrier tariff inequities which would ensue under the CTA's forklift rate proposal. In addition, he contends that enforcement of the CTA's rate proposal would be extremely difficult. The staff witness had no objections to the publication of a forklift service charge rule in MRT 2 that would apply to shipments within areas other than the Metropolitan Los Angeles Area. He urged, however, that the establishment of such a tariff rule be predicated upon a specific statewide study therefor and not the isolated operating experiences observed in the Metropolitan Los Angeles Area.

Minimum Rate Tariff 2 does not currently provide a basis for the assessment of accessorial charges to cover the carrier's cost for supplying forklift equipment to perform loading and/or

unloading at other than the carrier's depot in areas other than the Metropolitan Los Angeles Area. The Commission's Transportation Division has issued an Informal Ruling No. 75-A which expresses a staff view that (1) the rates in MRT 2 do not include the carrier service of supplying forklifts; and (2) the carrier must assess a charge not less than the cost applicable to the use of a forklift, plus other charges applicable under Item 145 for the accessorial services of driver, helper or delays.^{5/}

The determination of freight charges solely on the basis of tariff interpretation or informal understandings not specifically spelled out in the governing freight tariff is, at best, a temporary expediency and apology for admitted deficiencies in the otherwise governing tariff. Such tariff infirmities should be eliminated as soon as possible, if not immediately, after they become known. Informal Ruling 75-A, insofar as it relates to the charges to be assessed by highway carriers for supplying forklift equipment under the provisions of MRT 2, has been in existence since at least 1966. Petitioner's desire to eliminate the existing deficiency in MRT 2 with respect to forklift service charges is well taken and appropriate corrective tariff action should be taken immediately.

Extending the application of the current forklift service provisions of Item 260 of MRT 2 so as to apply statewide in California, in lieu of being restricted to the Metropolitan Los Angeles Area, would restore the desired self-containment and clarification

^{5/} Informal Ruling No. 75-A of the Transportation Division of the Public Utilities Commission of the State of California is made in response to questions propounded by the public indicating what is deemed by the Division to be the correct application and interpretation of the particular tariffs involved. This ruling is tentative and provisional and is made in the absence of formal decisions upon the subject by the Commission.

of MRT 2. While it is true that the forklift charges named in Item 260 of the tariff reflect carrier operating experiences in the Local Metropolitan Los Angeles Area, it is unlikely that such charges would not reasonably approximate the statewide forklift operating experiences of the highway carriers involved. Such action would also avoid all of the potential tariff inequities inherent in the CTA's proposed multiple forklift service charges. Finally, it should be noted that the statewide application of Item 260 of MRT 2 will enable the Commission's Transportation Division to cancel its Informal Ruling 75-A insofar as it relates to the computation of minimum forklift accessorial service charges.

4. Item 299 - Articles for Which Classification
Ratings Are Not Provided In The
Governing Classification.

This item provides a basis for charges in the Metropolitan Los Angeles Area when articles are indexed in the Governing Classification as "Not Taken" or are rated as "Class O". The petitioner suggests and the staff recommends that the application of Item 299 of MRT 2 be broadened so as to apply statewide in California. The proposal has the general support of the interested parties, resolves a long standing query relative to the application of MRT 2 and should be adopted as proposed by the CTA.

The Commission finds that:

1. The technical tariff revisions proposed in Petitions 637 and 639 for clarification and simplification of Minimum Rate Tariff 2 have been shown to be just and reasonable.

2. The petitioner has demonstrated a need for the publication of specific accessorial forklift service charges applicable statewide in California in connection with traffic subject to Minimum Rate Tariff 2; such statewide forklift service charges to be in lieu of the limited Metropolitan Los Angeles Area forklift service provisions named in Item 260 of the tariff.

3. The multiple forklift accessorial service charges proposed in Petition 640, as amended, for application statewide in California in lieu of the existing forklift service provisions published in Item 260 of Minimum Rate Tariff 2, have not been shown to be either justified nor nondiscriminatory. ✓

4. The forklift service rates provisions contained in Item 260 of Minimum Rate Tariff 2, previously found to be just, reasonable and nondiscriminatory minimum rates and charges for application within the Metropolitan Los Angeles Area, are also found to be just, reasonable and nondiscriminatory for application elsewhere in California.

5. Minimum Rate Tariff 2 does not contain a basis for determining minimum class rates and charges in connection with articles indexed in the Governing Classification as "Not Taken" or which are rated as "Class O" when such articles are transported within areas other than the Metropolitan Los Angeles Area.

6. The determination of class rates in accordance with the provisions set forth in Item 299 of Minimum Rate Tariff 2, for application to shipments transported within areas other than the Metropolitan Los Angeles Area, has been shown to be just and reasonable.

7. The proposed statewide application of the Metropolitan Los Angeles Area tariff provisions set forth in Item 122 (Charges for Shipments Originating at or Destined to Wharfs) and Item 262 (Rail Carloading and Unloading Charges) of Minimum Rate Tariff 2 has not been shown to be justified by transportation conditions.

The Commission concludes that:

1. Petitions for Modification Nos. 637 and 639 should be granted.

2. Petition for Modification No. 640, as amended and further modified herein, should be granted to the extent set forth in the order hereof.

3. To the extent not granted herein, Petition for Modification No. 640, as amended, should be denied.

4. To the extent increased accessorial service charges may result under the authority to be granted herein, such increases are consistent with the purposes of the Federal Governments's economic stabilization program.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 2 (Appendix D to Decision No. 31606, as amended) is further amended by incorporating therein, to become effective February 12, 1972, 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 to said Decision No. 31606, as amended, are directed to establish in their tariffs the increases necessary to conform with the further adjustments ordered herein.

3. Any provisions currently maintained in common carrier tariffs which are more restrictive than, or which produce charges greater than, those contained in Minimum Rate Tariff 2, are authorized to be maintained in connection with the increased rates and charges directed to be established by ordering paragraph 2 hereof.

4. Common carriers maintaining rates on a level other than the minimum rates for transportation for which rates are prescribed in Minimum Rate Tariff 2 are authorized to increase such rates by the same amounts authorized for Minimum Rate Tariff 2 rates herein.

5. Common carriers maintaining rates on the same level as Minimum Rate Tariff 2 rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff 2 are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariff 2 rates herein.

6. 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 2 are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariff 2 rates herein.

7. Tariff publications required 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 and such tariff publications shall be made effective not later than February 12, 1972; and the tariff publications which are authorized but not required to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order, 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.

8. 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.

9. In all other respects said Decision No. 31606, as amended, shall remain in full force and effect.

10. To the extent not granted herein, Petition for Modification No. 640, as amended, is denied.

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

Dated at San Francisco, California, this 4th
day of JANUARY, 1972

[Signature]
Chairman
William S. Thomas Jr.
[Signature]
Thomas L. Sturgeon
[Signature]
Commissioners

C. 5432 (Pet. 637) et al. - hk

APPENDIX A

LIST OF REVISED PAGES TO MINIMUM RATE TARIFF 2

TWENTY-FIFTH REVISED PAGE 12

FIFTEENTH REVISED PAGE 12-A

ELEVENTH REVISED PAGE 18-B

NINTH REVISED PAGE 27-B

SECOND REVISED PAGE 27-C

SECOND REVISED PAGE 29-B

SECOND REVISED PAGE 44-C

FIRST REVISED PAGE 66-H

FIRST REVISED PAGE 66-I

FIRST REVISED PAGE 66-J

SECOND REVISED PAGE 66-K

FIRST REVISED PAGE 66-L

FIRST REVISED PAGE 66-M

(END OF APPENDIX A LIST)

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Continued) (Items 10, 11 and 12)</p> <p>..</p> <p>"LOW BED TRAILER means trailing equipment, other than van-type, having its principal load carrying bed or platform not more than 42 inches above ground or street level.</p> <p>MULTIPLE LOT SHIPMENT means a shipment transported in accordance with the provisions of Item 85.</p> <p>PALLETIZED SHIPMENT means a shipment tendered to and transported by the carrier on pallets (elevating-truck pallets or platforms or lift-truck skids, with or without standing sides or ends, but without tops).</p> <p>PERMIT SHIPMENT means a shipment which because of its width, length, height, weight or size requires special authority from a governmental agency regulating the use of highways, roads or streets for the transportation of such shipment in whole or in part.</p> <p>PICKUP AND DELIVERY CHARGE means the full charge applicable without the deduction authorized by Item 110.</p> <p>POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee. All sites within a single business place of one consignee shall be considered as one point of destination. A business place of one consignee shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.</p> <p>POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor into the custody of the carrier for transportation. All sites within a single business place of one consignor shall be considered as one point of origin. A business place of one consignor shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.</p> <p>POOL SHIPMENT means a shipment consisting of component parts which are for reshipment to two or more points of destination, such shipment being consigned to:</p> <ol style="list-style-type: none"> 1. A carrier with instructions for unloading, distribution and delivery of one or more component parts to consignees, their agents, or to other carriers; or 2. A consignee (other than a carrier) in connection with which pool shipment a carrier is instructed to unload, distribute and deliver one or more component parts to the consignee, subconsignees, their agents or to other carriers. <p>The term "delivery" as used in this definition means relinquishing the property to the consignee, his agent, or another carrier entitled to receive such property, whether at the point of distribution or elsewhere.</p> <p>POWER EQUIPMENT means any gasoline, diesel, electric or gas driven equipment including electric powered cranes and lift-truck equipment.</p> <p>RAILHEAD means a point at which facilities are maintained for the loading of property into or upon, or the unloading of property from, rail cars or vessels. It also includes truck loading facilities of plants or industries located at such rail or vessel loading or unloading point.</p> <p>RATE means the figure stated in cents, dollars and cents, or fractions thereof, including the charge and, also, the ratings, minimum weight and rules governing, and the accessorial charges applying in connection therewith to be used in computing the charge on property transported.</p> <p>SAME TRANSPORTATION means transportation of the same kind and quantity of property between the same points, and subject to the same limitations, conditions and privileges, but not necessarily in an identical type of equipment.</p> <p style="text-align: center;">(Continued in Item 12)</p>	<p>611</p>
<p> 6 Change) * Addition) ** Eliminated) </p> <p style="margin-left: 150px;">Decision No. 79551</p>	
EFFECTIVE	
<p>Correction</p>	<p style="text-align: right;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Concluded) (Items 10, 11 and 12)</p> <p>SPLIT DELIVERY SHIPMENT means a shipment consisting of two or more component parts delivered to (a) one consignee at more than one point of destination, or (b) more than one consignee at one or more points of destination, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 5,000 pounds, said shipment being shipped by one consignor from one point of origin. (See Note)</p> <p>NOTE.--All transportation charges must be prepaid and, except as provided in paragraph 3 of Item 255, charges shall be billed to and collected from only one debtor.</p> <p>SPLIT PICKUP SHIPMENT means a shipment consisting of two or more component parts picked up by a carrier within a period of two calendar days for one person, firm or corporation at more than one point of origin, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 5,000 pounds, said shipment being consigned and delivered to one consignee at one point of destination. (See Note)</p> <p>NOTE.--In addition to the component parts picked up by the carrier, a split pickup shipment will include order component parts delivered to carrier's established depot for the person, firm or corporation for whom carrier made such pickups.</p> <p>STRINGING means the progressive delivery of a shipment at spaced intervals or designated points along a predetermined route.</p> <p>TEAM TRACK means a point at which property may be loaded into, or upon, or unloaded from rail cars by the public generally. It also includes wharves, docks and landings at which the public generally may receive and tender shipments of property from and to common carriers by vessel.</p> <p>TEMPERATURE CONTROL SERVICE means the protection from heat by the use of ice (either water or solidified carbon dioxide), by mechanical refrigeration, or by release of liquefied gases.</p> <p>VEHICULAR ELEVATOR means elevator capable of lifting or lowering carrier's equipment to different levels for loading or unloading.</p> <p>VEHICULAR RAMP means structures enabling carrier's equipment to be driven to different levels for loading or unloading.</p> <p>WHARF means any wharf, berth, pier, quay, landing or other structure to which a vessel may make fast and that area or structure (other than a public utility warehouse) immediately adjacent, which is used for transit storage, loading, unloading, assembling, or distribution of goods or merchandise.</p>	612
<p>6 Change in format only, Decision No. 79551</p>	
EFFECTIVE	
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM														
<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates in this tariff, and common carrier rates applied under the provisions of Items 200, 210, 220 and 230, subject to minimum weights of less than 10,000 pounds, include loading into and unloading from the carrier's equipment. When the carrier picks up or delivers a shipment subject to a minimum weight of less than 10,000 pounds and weighing more than 100 pounds, at 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 15 cents per 100 pounds, minimum additional charge \$1.15 per shipment, shall be assessed for the service of handling shipment beyond the carrier's equipment.</p> <p>Rates in this tariff, subject to minimum weights of 10,000 pounds or more, include loading into and unloading from carrier's equipment at established depots. At points of origin or points of destination other than established depots, rates in this tariff (other than common carrier rates, applied under the provisions of Items 200, 210, 220 and 230), subject to minimum weights of 10,000 pounds or more, and rates provided in Items 635, 636 and 729 include the services of one man (driver or helper) for loading or unloading of the carrier's equipment, subject to the provisions of Item 140.</p>	120														
<p style="text-align: center;">CHARGES FOR SHIPMENTS ORIGINATING OR DESTINED TO WHARFS-- METROPOLITAN LOS ANGELES AREA</p> <p>(Applies only to shipments having both point of origin and point of destination in the Metropolitan Los Angeles Area.)</p> <p>When point of origin or destination is on a wharf, an additional rate of 6 cents per 100 pounds for each point of origin or point of destination located on a wharf shall be added to the applicable rate subject to a minimum additional charge of 90 cents per shipment. (See Exception)</p> <p>ΔEXCEPTION.--Does not apply to shipments for which rates are provided in Items 530 or 775.</p>	6122														
<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 \$10.70 per hour, plus 8½ cents per mile computed in accordance with the provisions of Item 100, 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 Note).</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>(c) A charge of \$9.50 per twenty-four (24) hour period shall be assessed for subsistence for each escort driver if service requires overnight delay.</p> <p>NOTE.--Charges for fractions of an hour shall be determined in accordance with the following table:</p> <table border="1"> <thead> <tr> <th colspan="2">MINUTES</th></tr> <tr> <th>Over</th><th>But Not Over</th></tr> </thead> <tbody> <tr> <td>0</td><td>8-----omit</td></tr> <tr> <td>8</td><td>23-----shall be ¼ hour</td></tr> <tr> <td>23</td><td>38-----shall be ½ hour</td></tr> <tr> <td>38</td><td>53-----shall be ¾ hour</td></tr> <tr> <td>53</td><td>60-----shall be 1 hour</td></tr> </tbody> </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	124
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>Δ Change } Δ Change, neither } increase nor reduction }</p>	Decision No. 79551														
EFFECTIVE															
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</p>															

Correction

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM								
<p style="text-align: center;">ISSUANCE OF DOCUMENTS (Concluded) (Items 255 and 256)</p> <p>4. For the transportation of (1) permit shipments, (2) shipments which require circuitous routing, (3) shipments requiring escort service, or (4) dangerous articles, the following information, wherever applicable, shall be shown on all bills of lading, freight bills or accessorial service documents issued by the carrier in connection therewith and shall be in addition to the information otherwise required to be shown thereon:</p> <ul style="list-style-type: none"> (a) Permit identification of all permit shipments. (See Item 11) (b) Any circuitous routing required, and the authority therefor. (c) Any escort service furnished and the authority therefor. (See Item 10) (d) Description of dangerous articles must be in terms prescribed in the Dangerous Articles Tariff, including reference to labeling requirements. A further description, not inconsistent therewith, may be included. <p>5. A copy of each bill of lading, freight bill, accessorial service document, weighmaster's certificate, written instructions, written agreement, written request or any other written document which supports the rates and charges assessed and which the carrier is required to issue, receive or obtain by this tariff for any transportation or accessorial service shall be retained and preserved by the carrier, at a location within the State of California, subject to the Commission's inspection, for a period of not less than three years from the date of issue.</p>	256								
<p style="text-align: center;">UNITS OF MEASUREMENT TO BE OBSERVED</p> <p>Except as otherwise provided in this tariff, rates or accessorial charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.</p>	257								
<p style="text-align: center;">6FORKLIFT SERVICE RATES ***</p> <p>When carrier supplies forklift for loading and/or unloading at other than carrier's established depot or a wharf, the following rates shall be assessed in addition to all other applicable rates and charges contained in the tariff:</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;"><u>Col. 1</u></td><td style="text-align: center;"><u>Col. 2</u></td></tr> <tr> <td style="text-align: center;">(Cents per Hour)</td><td></td></tr> <tr> <td style="text-align: center;"><u>Forklift Operator</u></td><td style="text-align: center;"><u>Forklift</u></td></tr> <tr> <td style="text-align: center;">925</td><td style="text-align: center;">155</td></tr> </table> <p>The forklift and driver's hours of service shall be computed from the time the forklift leaves the carrier's established depot until it returns to carrier's established depot. When carrier's truck driver operates the forklift, the rate in Col. 2 shall apply. When carrier supplies the forklift operator other than the truck driver, the rate in Col. 1 shall be added to the rate in Col. 2.</p>	<u>Col. 1</u>	<u>Col. 2</u>	(Cents per Hour)		<u>Forklift Operator</u>	<u>Forklift</u>	925	155	6260
<u>Col. 1</u>	<u>Col. 2</u>								
(Cents per Hour)									
<u>Forklift Operator</u>	<u>Forklift</u>								
925	155								
<p> 6 Change) o Increase) Decision No. 79551 ** Eliminated) </p>									
EFFECTIVE									
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>									

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p>RAIL CARLOADING AND UNLOADING CHARGES--METROPOLITAN LOS ANGELES AREA</p> <p>(Applies only to shipments having both point of origin and point of destination in the Metropolitan Los Angeles Area. See Exception.)</p> <p>Δ(a) For the service of loading or unloading rail cars at carrier's established depot or team track, the following rate shall be assessed in addition to the transportation charges:</p> <p style="padding-left: 40px;">15 cents per 100 pounds</p> <p>(b) For the service of separating the contents of rail cars into two or more units of the same kind or group, the following rate shall be assessed in addition to the rate provided in paragraph (a):</p> <p style="padding-left: 40px;">7½ cents per 100 pounds</p> <p>(c) When a fork lift is supplied by the carrier for loading and/or unloading, the charges in Item 260 will be assessed in addition to all other applicable rates and charges.</p> <p>(d) The above rates include the services of not more than one man. The rates provided in Item 145 shall be assessed for each man in excess of one.</p> <p>(e) The rates and rules set forth above are applicable only to rail cars whose contents are consigned to a single consignee.</p> <p>EXCEPTION.--Rules and charges in this item are not applicable to shipments subject to rates and charges in Item 179-2.</p>	6262
<p>Δ Change) Δ Change, neither increase) Decision No. 79551 nor reduction)</p>	
EFFECTIVE	
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
EXCEPTIONS TO GOVERNING CLASSIFICATION AND SECTION 2 OF THE EXCEPTION RATINGS TARIFF	
<p>METHOD OF COMPUTING COMBINATION RATES</p> <p>On a continuous through movement of commodities moving under ratings based on a multiple, percentage or proportion of another rate for which charges are obtained by use of two or more separately stated rates, the through charge shall be computed by combining the two or more separately stated rates before applying the multiple, percentage or proportion authorized.</p>	295
<p>ACCESSORIAL CHARGES NOT TO BE OFFSET BY TRANSPORTATION CHARGES</p> <p>Accessorial charges set forth in this tariff for accessorial services not included in the rate for actual transportation shall be assessed and collected whenever such services are performed, regardless of the level of the transportation rate assessed. Such accessorial charges may not be waived on the basis that a higher-than-minimum transportation rate serves as an offset.</p>	297
<p>APPLICATION OF CLASS RATES THAT ARE PERCENTAGES, MULTIPLES OR PROPORTIONS OF SPECIFIC CLASS RATINGS</p> <p>Class ratings which are based on percentages, multiples or proportions of Class 100 or other specified class ratings are not restricted in their application solely to the minimum class rates in the any-quantity weight brackets but will apply in connection with the minimum weight brackets set forth in this tariff applicable to the shipment transported.</p>	298
<p>ARTICLES FOR WHICH CLASSIFICATION RATINGS ARE NOT PROVIDED IN THE GOVERNING CLASSIFICATION **O</p> <p>Articles indexed in the Governing Classification as "NOT TAKEN" and articles which are rated as Class "O" may be accepted for shipment. Class rates shall be assessed on a basis of Class 100, subject to a released value of 50 cents per pound per article; or Class 150, subject to a released value of \$1.50 per pound per article.</p>	299
<p> ◊ Change ◊ Increase ** Eliminated </p> <p> } Decision No. 79551 </p>	
EFFECTIVE	
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA

SECTION 2--CLASS RATES (Continued)

ITEM

SHIPMENT CHARGES--METROPOLITAN LOS ANGELES AREA
(Applies only to shipments having both point of origin and point
of destination in the Metropolitan Los Angeles Area.)
(See Notes 1, 2, 3 and 4)

(Charges on shipments weighing less than 1,000 pounds)

Weight of Shipment (In Pounds)		Charge in Cents		
Over	But Not Over	Col. A (1)	Col. B (2)	Col. C (3)
0	25	380	270	265
25	50	465	305	315
50	75	535	345	370
75	100	595	365	425
100	150	710	430	500
150	200	830	515	605
200	250	950	590	725
250	300	1040	670	830
300	400	1230	760	1010
400	500	1375	760	1075
500	600	1505	760	1175
600	700	1635	760	1320
700	800	1765	760	1475
800	900	1895	760	1615
900	♦	2035	760	1765

♦ But less than 1,000 pounds.

NOTE 1.--For commodities rated over Class 100 in the National Motor Freight Classification, the Shipment Charge shall be the charge stated above for the weight of the shipment multiplied by the applicable rating. Exception: Not subject to the charges provided in Col. C.

NOTE 2.--Charges in this item will not apply to shipments made under the provisions of Item 265, Parcel Deliveries.

NOTE 3.--For shipments having point of origin or point of destination on a wharf, the shipment charge shall be that charge determined under other provisions of this item, plus 100 cents per shipment.

NOTE 4.--(Exception to paragraphs 2, 3 and 5 of Item 90 - Mixed Shipments) Mixed shipments shall be subject to the charges applicable to the highest rated commodity in the shipment, but not to exceed Class 125.

(1) Applicable only on shipments not subject to Cols. B and C.

(2) Applicable only on shipments subject to Pool Shipments in Item 179-1.

+(3) Applicable only on shipments which have both point of origin and point of destination within the area encompassed by one or more of the following Metropolitan Zones: 218, 227, 228, 229, 234, 235 and 236.

♦ + Expires upon further order of the Commission.

4530

Δ Change
Δ Change, neither increase
nor reduction

} Decision No.

79551

EFFECTIVE

Correction

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

SECTION 3.5--COMMODITY RATES (Continued)	ITEM
COMMODITY DESCRIPTIONS (Applies in connection with items making specific reference hereto.)	
(Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)	
<p>IRON and STEEL ARTICLES, viz.:</p> <p>Bands (104180, 104200 and 104220) Bars, plain, corrugated, twisted or bent (104340) Billets (104440 and 104460) Bolts (104520 and 104540) Castings, rough (104780, Sub 1, 2 and 3) Fencing (including fence posts) (105080, 105100, 105120, 105140 and 105160) Fittings, pipe (51460, 51470, 51480, 51482, 51500, 51510 and 51520) Forging, rough (104750, 104770, 104780 and 104790) Hoops (105540) Ingots (104460) Nails (105840) Nuts (104520 and 104540) Pig Iron (105900) Pipe (51190, 51200, 51210, 51220, 51230, 51240, 51250, 51260 and 51320) Rivets (106500 and 106510) Rods (106530) Sheets, black, galvanized, corrugated or plain (106060, 106080, 106100, 106120, 106140, 106160, 106180, 106200, 106220, 106710 and 106740) Ties, bale (107220 and 107240) Tinplate (107140, 107160, 107180 and 107200) Washers (107400) Wire (including wire rope or strand) (107480 and 107520)</p> <p>IRON and STEEL, structural, fabricated or unfabricated, viz.:</p> <p>Angles (104050) Bars, truss (104340 and 104420) Bases, post (104400) Beams (104420) Braces (104600) Caps, post (104660) Channels (104810, 104830 and 104850) Columns (104890, 104900 and 104910) Frames, circular Girders (105420 and 105440) Guides, elevator (34590) Hangers, joist (105520) Ladder Assemblies, tank or tower (108820) Piling (105940) Plates (106020, 106060, 106080, 106100, 106120, 106140, 106160, 106180, 106200, 106220, 106260 and 106280) Plates, fish Pulleys, tank or reservoir Railings, bridge Rails (106400) Shoes, riveted or cast (106820) Tees (107120) Trusses (107300) Tubing, pier Turnbuckles (107340) Weights (not including sash weights) (107420) Zeus (107120)</p>	4760
Change, Decision No. 79551	
EFFECTIVE	
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 3.5--COMMODITY RATES (Continued)	ITEM
COMMODITY DESCRIPTIONS (Applies in connection with items making specific reference hereto.)	
(Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)	
<p>(Items 761 and 762)</p> <p>ROOFING, BUILDING OR PAVING MATERIAL, viz.:</p> <p>Asbestos Lumber (14830), subject to Note 2, loose or in packages</p> <p>Asbestos Millboard (14850), in boxes or crates, or in burlap rolls</p> <p>Asbestos Ridge Roll (14910), subject to Note 2, loose or in packages</p> <p>Asbestos Roofing or Sheathing (14830 or 170530), hard, flat or corrugated, subject to Notes 1 and 2, loose or in packages</p> <p>Asphalt Flooring Compound, solid (mastic block) (33660), loose or in packages</p> <p>Asphaltic Sewer Pipe Joints (33720), in boxes</p> <p>Cement, roofing, liquid or other than liquid (170040 or 170060), in packages</p> <p>Coating, roof, other than paint or stain (170150), in metal pails, in metal cans in crates, or in bulk in barrels</p> <p>Compounds, Paving Joint (35180), in packages</p> <p>Compound, waterproofing, dry, liquid or waste, viz.:</p> <p>Cement, Concrete or Masonry (33800 or 33880), in packages</p> <p>Paper, Building, Roofing or Sheathing, including Asbestos or Felt Paper (170020), in boxes, bundles, crates or rolls</p> <p>Paving Joints, expansion, viz.: Asphalt or Asphalt Base (35140), loose or in packages</p> <p>Paving Joints, expansion rubber composition (35160), loose or in packages</p> <p>Roofing, composition or prepared, subject to Note 1, viz.:</p> <p>Felt or Paper (170160), saturated and coated with asphalt, pitch, tar or similar materials combined with burlap or cotton cloth, coated or not coated</p> <p>Felt or Paper (170160), saturated and coated with asphalt, pitch, tar or similar materials, and surfaced with crushed slate, talc, sand, mica, pebbles or similar materials, but not combined with burlap cotton cloth or other fabrics</p> <p>Felt or Paper, asbestos (170190), in bundles, rolls, boxes or crates</p> <p>Cotton Cloth (49110), saturated or coated with asphalt, pitch, tar or similar materials, coated or not coated with gravel, slag, sand, mica or other similar coating, in rolls (subject to Note 2)</p> <p>Shingles or Siding, in bundles, boxes or crates (subject to Note 1), viz.:</p> <p>Asphalt (170550 or 170570), coated or not coated with gravel, sand, slag, mica or other similar materials</p> <p>(Continued in Item 762)</p>	<p>6761</p>
<p> Δ Change Δ Change, neither increase nor reduction </p> <p>)) Decision No. </p>	<p>73551</p>
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA	

Correction

SECTION 3.5--COMMODITY RATES (Continued)	ITEM
COMMODITY DESCRIPTIONS (Applies in connection with items making specific reference hereto.)	
<p>6 (Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)</p> <p>(Items 761 and 762)</p>	
<p>ROOFING, BUILDING OR PAVING MATERIAL, viz.: (Concluded)</p> <p>Wallboard, other than plasterboard (15020, 15030, 193660, 193680, 193700, 193720, 193740, 193760, 193780, 193820, 193840, 193860, 193950 or 193960)</p> <p>- also -</p> <p>Lining (felt or paper), carpet, plain (70540, 70580, 70600 or 70650)</p> <p>In straight or mixed shipments - or - in mixed shipments with</p> <p>Asphalt (asphaltum), natural, by-product, or petroleum, viz.: Liquid (15220), in metal cans in crates, or in bulk in barrels Solid (15240), in packages</p> <p>Boards, wall, viz.: Plaster Boards (fibreboard, pulpboard, strawboard, felt or fibre and plaster combined) (193900), loose or in packages (subject to Note 3)</p> <p>Pitch (other than Brewer's, Montan or Pine) (15270, 15300, 15310, 15320 or 15360), in barrels with or without heads</p> <p>Shingles or Siding, asbestos, hard (170530), in bundles, boxes or crates (subject to Note 1)</p> <p>Tar, viz.: Coal or Petroleum (15380), in barrels</p> <p>NOTE 1.--With shipments of one or more articles making reference to this note, there may be included Metal Fasteners, Metal or Wooden Strips, Mop Yarn, Nails, Tin Roofing Caps, not to exceed ten percent of the weight of the entire shipment, at the rate named.</p> <p>NOTE 2.--The aggregate weight of articles making reference to this note is limited to fifteen percent of the total weight of the shipment. The total weight of such articles must be shown separately on shipping document by shipper.</p> <p>NOTE 3.--With shipments of plasterboard in mixed shipments with other articles described in this item, plasterboard joint system (plastering compound and fabric, paper, or metal tape combined) not to exceed in weight five percent of the weight of the plasterboard contained in the shipment may be included at rates applying on the plasterboard.</p>	6762
<p>6 Change, Decision No. 79551</p>	
EFFECTIVE	
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

MINIMUM RATE TARIFF 2

SECTION 3.5--COMMODITY RATES (Continued)				ITEM
IRON and STEEL ARTICLES as described in Item 760. (See Notes 1 and 2)				764
Rate in Cents per 100 Pounds				
<u>MILES</u> Over But Not Over		COMMODITY RATE		
0	5	Minimum Weight 40,000 Pounds----- 12½		
ANOTE 1.--The provisions of this item will not apply in connection with permit shipments. ANOTE 2.--The provisions of this item will not apply on shipments having a prior or subsequent rail movement, nor on shipments having a prior or subsequent movement under provisions of Items 210 through 230 herein.				
IRON and STEEL ARTICLES as described in Item 760. JUNK, viz.: Waste Paper and Rags in machine pressed bales. Rates in Cents per 100 Pounds				765
<u>MILES</u> Over But Not Over		MINIMUM WEIGHT (In Pounds)		
		10,000	20,000	
0	5	25	19	
5	10	29	21	
10	--	45	25	
✕ Change) Δ Change, neither increase) Decision No. 79551 nor reduction)				
EFFECTIVE				
Correction		ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA		

SECTION 3.5--COMMODITY RATES (Continued)					ITEM
AROOFING, BUILDING OR PAVING MATERIAL as described in Items 761 and 762. Rates in Cents per 100 Pounds					ø767
<u>MILES</u>		MINIMUM WEIGHT (In Pounds)			
Over	But Not Over	10,000	20,000		
0	5	29	23		
5	10	34½	24½		
10	--	50	27½		
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 trunkboard. Rates in Cents per 100 Pounds					770
<u>MILES</u>		MINIMUM WEIGHT (In Pounds)			
Over	But Not Over	10,000	20,000	30,000	
0	10	29	25½	24½	
10	--	40	29	27½	
Δ Change Δ Change, neither increase nor reduction					Decision No. 79551
EFFECTIVE					
Correction					
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA					

MINIMUM RATE TARIFF 2

SECTION 3.5--COMMODITY RATES (Concluded)				ITEM
*(Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)				772
Containers, Sheet Steel		FROM Metropolitan Zone 248 to Metropolitan Zone 251, apply the applicable rate for 0-5 miles.		
Cans, NOI, including jacketed cans (1) (52760, 52770, 52772, 52780, 52790 and 52800) (1) Subject to truckload ratings only.				
COMMODITY	BETWEEN	AND	Rates in Cents per 2,000 Pounds	6775
Fish, fresh, frozen NOI (69770) in bulk containers or Fish Loins, Frozen in packages or pallets (69770) Minimum Weight 40,000 Pounds	Public Utility Cold Storage Warehouse within MZ-251	Canneries at Terminal Island within MZ-251	325 *See Notes 1, 2, 3 and 4	
NOTE 1.--When transportation is performed on a Saturday, Sunday or holiday, a charge of 50 cents per 2,000 pounds shall be added to the rates set forth above. NOTE 2.--Not subject to the provisions of Item 120. NOTE 3.--Temperature Control Service may not be performed in connection with shipments moving under rates in this item. NOTE 4.--The weight of the bulk containers shall not be included in the gross weight of the shipment.				
† Change } * Addition } Decision No. 79551				
EFFECTIVE				
Correction				
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.				