

Decision No. 54564

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation)
 into the rates, rules, regulations,)
 charges, allowances and practices of)
 all common carriers, highway carriers,)
 and city carriers, relating to the)
 transportation of general commodities)
 (commodities for which rates are pro-)
 vided in Minimum Rate Tariff No. 2).)

Case No. 5432
 Petition for Modification
 No. 79

Frederick L. Hilger, for North Coast Timber
 Truckers Association, petitioner.
Marcel J. Gagnon and John B. Nance, for the
 Commission's staff.

O P I N I O N

The North Coast Timber Truckers Association, hereinafter called Association, is a nonprofit association composed of owners and operators of motor vehicles used exclusively in the transportation of logs on the public highways. By its petition filed July 9, 1956, the Association seeks the establishment of minimum rates for the transportation of logs by highway carriers in Humboldt and Del Norte Counties.

Public hearing on the petition was held October 9, 1956, at Eureka before Examiner Jack E. Thompson. At the close of the hearing petitioner requested opportunity to file a brief. Time for filing briefs was set and subsequently at the request of petitioner was extended to December 7, 1956, at which time the matter was taken under submission. No briefs were filed so the petition will be determined on the record made at the hearing.

Minimum hourly rates, rules and regulations for the transportation of logs between points in Del Norte, Humboldt and Mendocino Counties were established on an interim basis in Minimum

Rate Tariff No. 2 effective August 1, 1950, by Decision No. 44478 in Case No. 4808. Those rates were canceled by the Commission in its Decision No. 51307 in Case No. 5432, dated April 12, 1955, because it was found that the hourly rates were not being observed, were not suitable or practical for log transportation and did not serve any public or useful purpose.

The secretary-manager of the Association estimated the number of trucks engaged in the transportation of logs to be approximately 1800 in Humboldt County and 700 in Del Norte County. This, he stated, represents an investment of about 50 million dollars. Of the total trucks, about 60 percent are operated by for-hire carriers and of these about half are owned by one-truck operators. He said log haulers for the most part are not large carriers; the largest operator had a fleet of 14 trucks, a few operators had as many as six trucks and the remainder were operators having from one to four trucks.

He stated that there is no stability in the going rates for the transportation of logs. The variation has been as much as 50 percent during the year. The rates are highest during the summer months and lowest during the winter. Illustrative of this, he stated, was that the summer rate from Honeydew to Arcata was \$25 per 1,000 board feet and during the winter the rate was \$16. From Deer Creek to Fortuna the rate was \$13 per 1,000 board feet and was reduced to \$6.50. The rate reductions during the winter were attributed to the supply of log truckers exceeding the demand. The hauling of logs is virtually a year around operation in the coastal areas of Humboldt and Del Norte Counties, whereas in other portions of the State and in southern Oregon weather conditions cause a cessation of operations during winter season. According to the witness, this circumstance results in an influx of log haulers

during those months and a resulting increase in competition. Assertedly, the financial position of carriers offering a year around service in the area has steadily deteriorated under these conditions to a point where most of them have been unable to meet operating expenses. This situation, it was said, has an untoward effect upon the communities in the area in several respects. Purveyors of equipment and supplies have lost substantial sums of money by reason of many log haulers going through bankruptcy or defaulting the making of payments for purchases made on credit.

One of the current problems in the area is the overloading of logging trucks. According to the witness, the going rates are so low that truckers must load their vehicles to maximum loading capacity in order to obtain revenues sufficient to cover equipment payments and the running costs. This, together with the fact that it is virtually impossible to select logs which will exactly comprise the legal maximum load, assertedly contributes to the overloading problem.

The secretary-manager said that the establishment of minimum rates was needed to stabilize the log transportation industry. He suggested a scale of rates which he said the Association believed would provide the carriers with sufficient revenues to cover the costs of performing service. Under the proposal, rates in cents per 1,000 board feet, hereinafter abbreviated MBF, would be assessed for each load carried. The rate to be applied would be determined by adding a number of factors including \$2.05 MBF to cover loading and unloading, \$.08 MBF times the number of logs in the load, \$.20 MBF for each mile traversed on a Class "A" road, \$.40 MBF for each mile on a Class "B" road and \$.50 MBF per

mile on Class "C" roads.¹ The number of MBF would be determined according to the Scribner Scale, which, according to the witness, is the prevailing one used in the area. Class "A" roads would include U. S. Highways 101 and 199 except that portion of U. S. 101 extending 11½ miles between Wilson Creek Bridge and Old Humboldt Road. Class "B" roads include that section of U. S. 101 excluded in Class "A", U. S. Highway 299, State Highway 96 and that portion of State Highway 36 extending from Bridgeville to Alton. Class "C" roads would include all roads traversed other than Classes "A" and "B". Mileages referred to are one-way actual mileages.

The witness stated that the freight bills of a number of members of the Association were reviewed using the rate proposed. It was found that in almost every case the proposed rate would approximate the "summer rate" of the carriers. He said that prior to the filing of this petition he had undertaken to discuss with the Commission's staff the problems encountered in enforcing the prior minimum hourly rates for the transportation of logs. Based on those discussions, it was his opinion that the difficulties stemmed principally from the establishment of a basis of rates that was not used by the industry and that the one-truck operators were not accustomed to preparing shipping documents or recording data that was necessary

¹ For example, to determine the rate and the charge for 5 logs totaling 5,000 board feet for a distance of 10 miles over Class "A", 10 miles on Class "B" and 10 miles on Class "C" highways:

	<u>Rate per MBF</u>
Loading and Unloading	\$ 2.05
8 cents per log	.40
10 miles Class "A" road	2.00
10 miles Class "B" road	4.00
10 miles Class "C" road	5.00
	<u>\$13.45</u>

5,000 feet at \$13.45 MBF = \$67.25

to determine the applicable minimum rate and charges. Under his proposal these difficulties would not be encountered to any great degree. The thousand board foot measure is the customary unit for all transactions in logs and lumber. The Scribner Decimal "C" Log Rule is the scale used by the Northern California Log Scaling and Grading Bureau which is the agency scaling almost all of the logs in the area. The Bureau issues in quintuplicate a scaler's ticket for each load showing the number of logs in the load, the footage in each log, the date the transportation is performed, the owner of the logs, the point of delivery and the name of the carrier. According to the petitioner, the scaler's tickets are permanent records maintained by the carrier, the logger, the lumber mill, the Bureau and the scaler so that there are at least five sources of information regarding the transportation of each load of logs. It was stated that because the Bureau is vitally interested in the stability of the log transportation industry that the scaler's ticket form could be revised to include spaces for showing the point of origin and the license number of the vehicles. It was asserted that with that information the minimum rate could be determined in almost every case. It also was stated that there was no possibility of falsifying the document because other important transactions, including the amounts to be paid the logger by the mill, are based upon the scaler's ticket.

A number of carriers testified in support of the petition. Their testimony and the exhibits offered by them support the testimony of the secretary-manager regarding the instability of the going rate and the financial condition of the log haulers in the area.

A sergeant of the California Highway Patrol presented evidence concerning the number of citations issued in the area by the Highway Patrol for overload violations during the week October 1.

to 7, 1956. An exhibit shows that during that week 264 arrests were made for overloads totaling 739,700 pounds. The violations occur most frequently in connection with motor vehicles laden with logs.

Representatives of the Commission's staff participated in the proceeding by cross-examining the witnesses. No one opposed the establishment of the rates proposed by the petitioner.

Conclusions

The evidence indicates that the carriers of logs operating in Humboldt and Del Norte Counties are not in a healthy financial condition. It appears that some form of minimum rates is necessary to assure the stability of the log transportation industry in the area. The matter of the establishment of minimum rates for the transportation of logs has been before the Commission on two prior occasions where the records made did not contain the data necessary for the determination of suitable minimum rates. It is clear that, if they are to be acceptable and enforceable, minimum rates on logs must be on a footage basis.

The proposal of petitioner has favorable aspects in that the rates are based upon board foot measure and the documents in use in the industry require but little supplementation in order to furnish the information necessary to the application of the rates. The process for determining the applicable rate appears to be somewhat cumbersome; however, the record shows that the movement of logs from one point of origin to one point of destination is of some duration so that the applicable rate does not have to be determined with great frequency. Once the rate is determined it is a simple mathematical process to calculate the applicable charge for each load.

The record contains statements of carriers that they were of the opinion that the rates would be sufficient and the testimony of the secretary-manager that he had tested the proposed rates on shipments transported by a number of carriers and found the resulting charges to be approximately the same as those computed at the "summer rates".

The cost of operating vehicles in the transportation of logs varies considerably with the conditions of the roads traversed. The proposed classification of roads and the difference in rates for each class of road is intended to reflect this variation in cost. Actual road conditions on all of the highways and roads is not of record. From a comparison of the constructive mileages contained in Distance Table No. 4 with the actual mileages between various points over several roads, it appears that the proposed classification reasonably reflects the differences in the favorableness or adversity of road conditions that would be encountered by carriers of logs. While there may be short stretches of roads classified as Class "C" that, from the standpoint of cost of operation, may be no more adverse than portions of highways classified as Class "A", from a broad view of the roads as a whole the rates do not appear to be unreasonable.

In a situation such as that confronting the Commission here where the evidence shows the need for the establishment of minimum rates and the record does not contain data other than the testimony of parties having experience in transporting logs to the effect that the proposed rates would provide revenues sufficient to meet the cost of performing service, and when no opposition to the proposed rates appears, it is necessary to accord more weight to the expert opinion of the witnesses than would ordinarily obtain. The proposed rates will be adopted.

It is not the custom for log haulers to issue a shipping document to the shipper showing the charges assessed for each shipment. Charges are paid by the shipper at the agreed rate for the amount of footage shown on the scale tickets. One of the principal reasons why the prior minimum rates on logs were not suitable was because the rates, rules and regulations did not conform to the custom of the industry. In general, rules concerning the issuance and maintenance of shipping documents are necessary to the enforcement of minimum rates. The establishment of minimum rates which cannot be enforced is idle. In the case of logs, the issuance of a shipping document by the carrier will not be required but carriers will be required to maintain records which will show with respect to each load transported the charges collected from the shipper and other information necessary to a determination of the applicable minimum rate and charge. They will also be required to preserve those records and all other documents, including scaler's tickets, covering the transportation performed for a period of not less than three years.

As has been indicated, the proposed rates appear to be minimum reasonable rates for the area generally with respect to the movement of logs under usual and ordinary conditions; however, there is a possibility, particularly in connection with transportation performed over short distances where unusually favorable road conditions obtain, that a lesser rate than that established herein may be shown to be reasonable. Although notice of hearing was given wide distribution and there was publicity respecting this proceeding, the loggers and the manufacturers of lumber did not participate in the proceeding. Prior to the time that the minimum rates become effective, the carriers and the shippers should have an opportunity to consider the effect the rates would have upon their operations and

to petition the Commission respecting individual adjustments believed necessary. It appears that a period of approximately one hundred and twenty days after the date hereof should afford a reasonable opportunity in that regard.

Upon consideration of all of the facts and circumstances of record, the Commission is of the opinion and finds that the rates provided in the order which follows are just, reasonable and non-discriminatory minimum rates for the transportation of logs in Humboldt and Del Norte Counties and that the rules and regulations prescribed therein are necessary to the application and the enforcement of said minimum rates.

ORDER

Based on the evidence of record and on the findings, and conclusions set forth in the preceding opinion,

IT IS ORDERED:

1. That Minimum Rate Tariff No. 2 (Appendix "D" of Decision No. 31606, as amended) be and it is hereby further amended by incorporating therein, to become effective June 1, 1957, the following pages, which pages are attached hereto and by this reference made a part hereof:

Third Revised Page 1 Cancels Second Revised Page 1
Fourteenth Revised Page 2 Cancels Thirteenth Revised Page 2
Fifteenth Revised Page 7 Cancels Fourteenth Revised Page 7
Thirty-Second Revised Page 14 Cancels Thirty-First
Revised Page 14
Twentieth Revised Page 15 Cancels Nineteenth Revised
Page 15
Original Page 56-B
Original Page 56-C
Original Page 56-D

2. That in all other respects the aforesaid Decision No. 31606, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 25th day of FEBRUARY, 1957.

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

Commissioners

Commissioner Rex Hardy, being necessarily absent, did not participate in the disposition of this proceeding.

CORRECTION NUMBER CHECKING SHEET

This tariff is issued in loose-leaf form. 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 tariff.

CORRECTION NUMBERS

697	737	777	817	857	897	937
698	738	778	818	858	898	938
699	739	779	819	859	899	939
700	740	780	820	860	900	940
701	741	781	821	861	901	941
702	742	782	822	862	902	942
703	743	783	823	863	903	943
704	744	784	824	864	904	944
705	745	785	825	865	905	945
706	746	786	826	866	906	946
707	747	787	827	867	907	947
708	748	788	828	868	908	948
709	749	789	829	869	909	949
710	750	790	830	870	910	950
711	751	791	831	871	911	951
712	752	792	832	872	912	952
713	753	793	833	873	913	953
714	754	794	834	874	914	954
715	755	795	835	875	915	955
716	756	796	836	876	916	956
717	757	797	837	877	917	957
718	758	798	838	878	918	958
719	759	799	839	879	919	959
720	760	800	840	880	920	960
721	761	801	841	881	921	961
722	762	802	842	882	922	962
723	763	803	843	883	923	963
724	764	804	844	884	924	964
725	765	805	845	885	925	965
726	766	806	846	886	926	966
727	767	807	847	887	927	967
728	768	808	848	888	928	968
729	769	809	849	889	929	969
730	770	810	850	890	930	970
731	771	811	851	891	931	971
732	772	812	852	892	932	972
733	773	813	853	893	933	973
734	774	814	854	894	934	974
735	775	815	855	895	935	975
736	776	816	856	896	936	976

EFFECTIVE JUNE 1, 1957

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 694

TABLE OF CONTENTS	Item Number Except as Shown
Arrangement of Tariff-----	Page 10
Correction Number Checking Sheet-----	Page 1
Rates:	
Class Rates-----	500 to 520, incl.
Commodity Rates	
Beverages and Tonics-----	600
Butter, Cheese and Margarine-----	605
Canned Goods and Other Articles-----	610-620-630
Dried Fruits-----	640
Earth, Infusorial-----	650
Grain, Grain Products and Related Articles--	652-656
Hay and Related Articles-----	657-658
Hourly Rates, Gas, Oil Well; Stringing Pipe-	720
Ice-----	659
Lumber and Forest Products-----	660-680-
	690-700
Petroleum and Petroleum Products-----	#711-715, incl.
Rice-----	723-726
Soap, Lard and Related Articles-----	723
Sugar-----	730
#Monthly Vehicle Unit Rates-----	740-750
	760-800, incl.
Routing-----	900
Rules and Regulations	
Accessorial Services-----	140
Accessorial Services Not Included in Common	
Carrier Rates-----	240
Advertising on Equipment-----	147
Alternative Application of Combinations with	
Common Carrier Rates-----	210
Alternative Application of Common Carrier Rates	200
Alternative Application of Split Delivery under	
Rates Constructed by use of Combinations with	
Common Carrier Rates-----	230
Alternative Application of Split Pickup under	
Rates Constructed by use of Combinations with	
Common Carrier Rates-----	220
Application of Combinations of Class and	
Commodity Rates-----	190
Application of Rates-----	120
Application of Rates--Deductions-----	110
Application of Tariff--Carriers-----	20
Application of Tariff--Commodities-----	40-41
(Continued)	
#Addition, Decision No. 34304.	
EFFECTIVE JUNE 1, 1957	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 695	

INDEX OF COMMODITIES (Continued)

COMMODITY	Item Number	COMMODITY	Item Number
Line, Chlorinated	730		
Linens	365		
Linens, Polished Rod	362		
Lines, Measuring	365		
Links	365		
Lipsticks, medicated (chap sticks)	395		
Liquid, cigar or cigarette lighter (M)	723-726		
Liquors, Malt	360, 600		
Liquors, Vinous	360, 600		
Logs	711-715		
Lubricant, Grease Binder	723-726		
Lumber	660, 690, 700		
Lye, Concentrated	730		
Macaroni (M)	653, 654		
Macaroni, except canned	360		
Macaroni (prepared)	(1)		
Machines, Oil Well Pulling	365		
Machines, Rotary Drilling	365		
Maize	652, 652 ¹ / ₂ , 654		
Malt	652, 652 ¹ / ₂ , 654		
Malt, milk and cocoa compound	360, 375		
Malt Sprouts	652, 652 ¹ / ₂ , 654		
Malted milk	360, 375		
Mantel Shelves	660, 690		
Margarine	(M) 315, 605		
Mash	652, 652 ¹ / ₂ , 654		
Meal, Alfalfa	652 ¹ / ₂ , 653, 654		
Meal, Babassu Nut	652 ¹ / ₂ , 653, 654		
Meal, Bean Straw	652 ¹ / ₂ , 653, 654		
Meal, Clover	652 ¹ / ₂ , 653, 654		
Meal, Coconut	652 ¹ / ₂ , 653, 654		
Meal, Copra	652 ¹ / ₂ , 653, 654		
Meal, Corn Germ	652 ¹ / ₂ , 653, 654		
Meal, Corn Oil (M)	652 ¹ / ₂ , 654		
Meal, Cottonseed	652 ¹ / ₂ , 653, 654		
Meal, Fish	652 ¹ / ₂ , 653, 654		
Meal, Flaxseed	653, 654		
Meal, Gluten	652, 652 ¹ / ₂ , 654		
Meal, (Grain)	652, 652 ¹ / ₂ , 654		
Meal, Hemp Seed	652 ¹ / ₂ , 653, 654		
Meal, Kapok Seed	652 ¹ / ₂ , 653, 654		
Meal, Linseed	652 ¹ / ₂ , 653, 654		
Meal, Meat	652 ¹ / ₂ , 654		
Meal, Mesquite (M)	652 ¹ / ₂ , 654		
Meal, Palm	652 ¹ / ₂ , 653, 654		
Meal, Palm Kernel	652 ¹ / ₂ , 653, 654		
Meal, Peanut	652 ¹ / ₂ , 653, 654		
Meal, Perilla	653, 654		
Meal, Perilla Seed	652 ¹ / ₂ , 653, 654		
Meal, Rape Seed	652 ¹ / ₂ , 653, 654		
Meal, Rice	652 ¹ / ₂ , 654		
		Meal, Velvet Bean	652 ¹ / ₂ , 653, 654
		Meats, cooked, cured or preserved	(1)
		Meat other than fresh	360
		Meat Substitutes	360
		Mechanics' Tools (M)	365
		Medicine Cabinets	660, 690
		Medicines	395
		Middlings	652, 652 ¹ / ₂ , 654
		Military toilet kits	395
		Milk (condensed or evaporated) liquid	(1)
		Milk and cocoa compound	375
		Milk, dried	652 ¹ / ₂ , 654
		Milk, Malted	360, 375
		Milk, sour skim	652 ¹ / ₂ , 654
		Milk, sterilized	(1)
		Milo Maize	652, 652 ¹ / ₂ , 654
		Mince Meat	(1)
		Molasses	(1), 652 ¹ / ₂ , 654
		Molding, Carpenters'	660, 690
		Molding, Casting	660, 690
		Mud Mixer Parts	365
		Mustard	360
		Mustard (prepared)	(1)
		Noodles	360
		Noodles (M)	653, 654
		Nuts, edible, shelled	360
		Oats	652, 652 ¹ / ₂ , 654
		Oats, rolled	652, 652 ¹ / ₂ , 654
		Offal	652, 652 ¹ / ₂ , 654
		Oil, cooking	730
		Oil, Fish (M)	652 ¹ / ₂ , 654
		Oil, Olive	(1)
		Oil, (other than medicinal) (M)	723-726
		Oil, petroleum medicinal (M)	723-726
		Oil, Salad	(1), 730
		Olives	(1)
		Onion Chips	(1)
		Onion Powder	(1)
		Ornaments, Gable	660, 690
		Outfits, insect destroying (M)	723-726
		Outfits, Oil, Water or Gas Well	365
		Outfits, Wire Line Pumping	365
		Packers	365
		Paint, asphaltic (M)	723-726
		Paint, liquid (M)	723-726
		Paint, liquid or paste	377
		Panelling	660, 690

Meal, Safflower Seed	653, 654	Parts, Boiler (M)	365
Meal, Sesame Seed	652, 653, 654	Parts, Mud Mixer	365
Meal, Soya Bean	652, 653, 654	Paste, Alimentary	360
Meal, Sunflower Seed	652, 653, 654	Paste, Confectioners'	360
Meal, Tucum Nut	652, 653, 654	Paste, Tomato	(1)
		Peanut Butter	(1)

Addition, Decision No. 54564

(1) See "Canned Goods and Other Articles as described in Item No. 610."

(M) Denotes articles on which application of rates is limited to mixed shipments.

EFFECTIVE JUNE 1, 1957

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 696

Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)		
<p>*40-FF Cancels 40-EE</p>	<p style="text-align: center;">APPLICATION OF TARIFF—COMMODITIES (Items Nos. 40 and 41)</p> <p>Rates in this tariff apply for the transportation of all commodities, except the following:</p> <table border="0" style="width: 100%;"> <tr> <td style="vertical-align: top; width: 50%;"> <p>Accessories; motion picture, Automobiles, set up, Automobile parts, accessories, and related articles in secondary movement by Truckaway Service when subject to the rates, rules and regulations set forth in Minimum Rate Tariff No. 12, Baggage, Butter, dairy (Subject to Note 8), Buttermilk, liquid (Subject to Note 2), Carriers (used packages), as described in Item No. 300 of Exception Sheet, empty returning or forwarded for return loads (Subject to Note 1), Cement, hydraulic, masonry, natural or Portland—also lime, common (including magnesium lime, hydrated or hydraulic lime, quick or slaked), cement fluc dust, and/or limestone, powdered, shipped in mixed shipments with cement—when transported in shipments of 40,000 pounds or more, or when transported in shipments of lesser weights subject to the rates, rules and regulations, including the minimum charge computed on a minimum weight of 40,000 pounds, which are set forth in Minimum Rate Tariff No. 10, Cement Clinker, Cheese (including cottage cheese and pot cheese) (Subject to Note 8), Commodities transported under the vehicle unit rates, rules and regulations of Minimum Rate Tariff No. 5, applicable within Los Angeles and Orange Counties, Commodities of abnormal size or weight which because of such size or weight require the use of and are transported on low-bed trailers,</p> </td> <td style="vertical-align: top; width: 50%;"> <p>Concrete transported in motor vehicles equipped for mechanical mixing in transit, Cotton, Cream (Subject to Note 2), Directories, telephone, Eggs (other than shelled, desiccated or frozen), Fertilizers, as described in Items Nos. 535, 540 and 550 of the Exception Sheet, Film, motion picture, Fodder, Bean, Cane, Corn or Peas (Subject to Note 7), Fruit, dried, unmanufactured and unprocessed (Subject to Note 4), Fruit, fresh or green (not cold pack nor frozen), Fungicides, agricultural, Furniture, household appliances and other home furnishings, transported from retail stores where they have been sold at retail by a retail merchant, or transported from retail customers to retail stores (Subject to Note 3), Furniture, uncrated, new, as described in and for which rates are provided in Minimum Rate Tariff No. 11-A, and furniture, uncrated, new, for the United States, state, county or municipal governments, Hops, House Trailers, set up, Ice Cream Mix, unflavored, Insecticides, agricultural, Jewelry transported from or to wholesale houses in packages weighing 10 pounds or less, Leaves, Cactus, dried (Subject to Note 7), Liquids, compressed gases, commodities in semi-plastic form and commodities in suspension in liquids in bulk, in tank trucks, tank trailers, tank semi-trailers or a combination of such highway vehicles,</p> </td> </tr> </table>	<p>Accessories; motion picture, Automobiles, set up, Automobile parts, accessories, and related articles in secondary movement by Truckaway Service when subject to the rates, rules and regulations set forth in Minimum Rate Tariff No. 12, Baggage, Butter, dairy (Subject to Note 8), Buttermilk, liquid (Subject to Note 2), Carriers (used packages), as described in Item No. 300 of Exception Sheet, empty returning or forwarded for return loads (Subject to Note 1), Cement, hydraulic, masonry, natural or Portland—also lime, common (including magnesium lime, hydrated or hydraulic lime, quick or slaked), cement fluc dust, and/or limestone, powdered, shipped in mixed shipments with cement—when transported in shipments of 40,000 pounds or more, or when transported in shipments of lesser weights subject to the rates, rules and regulations, including the minimum charge computed on a minimum weight of 40,000 pounds, which are set forth in Minimum Rate Tariff No. 10, Cement Clinker, Cheese (including cottage cheese and pot cheese) (Subject to Note 8), Commodities transported under the vehicle unit rates, rules and regulations of Minimum Rate Tariff No. 5, applicable within Los Angeles and Orange Counties, Commodities of abnormal size or weight which because of such size or weight require the use of and are transported on low-bed trailers,</p>	<p>Concrete transported in motor vehicles equipped for mechanical mixing in transit, Cotton, Cream (Subject to Note 2), Directories, telephone, Eggs (other than shelled, desiccated or frozen), Fertilizers, as described in Items Nos. 535, 540 and 550 of the Exception Sheet, Film, motion picture, Fodder, Bean, Cane, Corn or Peas (Subject to Note 7), Fruit, dried, unmanufactured and unprocessed (Subject to Note 4), Fruit, fresh or green (not cold pack nor frozen), Fungicides, agricultural, Furniture, household appliances and other home furnishings, transported from retail stores where they have been sold at retail by a retail merchant, or transported from retail customers to retail stores (Subject to Note 3), Furniture, uncrated, new, as described in and for which rates are provided in Minimum Rate Tariff No. 11-A, and furniture, uncrated, new, for the United States, state, county or municipal governments, Hops, House Trailers, set up, Ice Cream Mix, unflavored, Insecticides, agricultural, Jewelry transported from or to wholesale houses in packages weighing 10 pounds or less, Leaves, Cactus, dried (Subject to Note 7), Liquids, compressed gases, commodities in semi-plastic form and commodities in suspension in liquids in bulk, in tank trucks, tank trailers, tank semi-trailers or a combination of such highway vehicles,</p>
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Commodities weighing 100 pounds or less per package or piece when delivered from retail stores, or when returned to the original retail store shipper via the carrier which handled the outbound movement (Subject to Note 3),

Commodities when transported in dump trucks, for which rates are provided in Minimum Rate Tariff No. 7,

Commodities which consist of or contain materials essential to National Defense and which have been donated to and are transported for the United States Government, governmental agencies, or nonprofit organizations acting for or in behalf of said government in the collection, assembly or transportation of said commodities in connection with the recovery of said essential materials from the commodities transported,

Livestock,
*Logs (wood) (Subject to Note 10),
Margarine (Subject to Note 8),
Milk, liquid (Subject to Note 2),
Newspapers; newspaper supplements, sections or inserts; (not scrap or waste),

Nuts, edible, in the shell,
Optical goods transported from or to wholesale houses in packages weighing 10 pounds or less.

Pits, fruit,

Poultry, live or dressed,

Property shipped to or from producers of motion pictures or television shows when transported subject to the rates, rules and regulations provided by Decision No. 33226, in Cases Nos. 4246 and 4434, as amended,

Property transported to a United States Post Office for mailing and United States mail transported from a post office to the addressee thereof (Subject to Note 12),

(Continued in Item No. 41)

* Change, Decision No. 54564

EFFECTIVE JUNE 1, 1957

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

Correction No. 697

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)		
	APPLICATION OF TARIFF-COMMODITIES (Concluded)		
	(Items Nos. 40 and 41)		
	<table border="0"> <tr> <td style="vertical-align: top;"> <p>Sea Shells, crushed, ground powdered or disintegrated (Subject to Note 5),</p> <p>Seeds, Cotton,</p> <p>Seeds, field, as described in Note 6,</p> <p>Shell Marl, crushed, ground or powdered,</p> <p>Straw (Subject to Note 7),</p> <p>Sulphur,</p> <p>United States mail transported for the Post Office Department under contract,</p> <p>Used Property, viz.: household goods, personal effects, furniture, musical instruments, radios, and office and store fixtures and equipment, as described in and for which rates are provided in Minimum Rate Tariff No. 4-A, and used property as described therein transported for the United States, state, county or municipal governments,</p> </td> <td style="vertical-align: top;"> <p>Vegetables, fresh or green (not cold pack nor frozen),</p> <p>Vegetables, dried, viz.: Beans, (except Mesquite), Lentils, Onions, Peas, (except Cow Peas), Pepper Pods,</p> <p>Voting Booths, Ballot Boxes, Election Tents and Election Supplies, when transported from or to polling places.</p> </td> </tr> </table>	<p>Sea Shells, crushed, ground powdered or disintegrated (Subject to Note 5),</p> <p>Seeds, Cotton,</p> <p>Seeds, field, as described in Note 6,</p> <p>Shell Marl, crushed, ground or powdered,</p> <p>Straw (Subject to Note 7),</p> <p>Sulphur,</p> <p>United States mail transported for the Post Office Department under contract,</p> <p>Used Property, viz.: household goods, personal effects, furniture, musical instruments, radios, and office and store fixtures and equipment, as described in and for which rates are provided in Minimum Rate Tariff No. 4-A, and used property as described therein transported for the United States, state, county or municipal governments,</p>	<p>Vegetables, fresh or green (not cold pack nor frozen),</p> <p>Vegetables, dried, viz.: Beans, (except Mesquite), Lentils, Onions, Peas, (except Cow Peas), Pepper Pods,</p> <p>Voting Booths, Ballot Boxes, Election Tents and Election Supplies, when transported from or to polling places.</p>
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<p>*41-Q Cancels 41-P</p>			
	<p>NOTE 1.-Includes only used empty carriers which are returning from an outbound paying load of traffic for which rates are not provided in this tariff, or which are being forwarded for a return paying load of traffic for which rates are not provided in this tariff (subject to Rule No. 180 of the Exception Sheet).</p>		
	<p>NOTE 2.-Exemption applies only when commodities flagged subject to this note are shipped in milk shipping cans, in bottles in cases or crates, or in bulk in tanks.</p>		
	<p>NOTE 3.-Exemption applies only when the distance between point of origin and destination does not exceed 35 miles, computed in accordance with the provisions of Item No. 100.</p>		
	<p>NOTE 4.-Exemption applies only as to dried fruit in the natural state and which has not been cleaned, washed, stemmed or otherwise prepared or partially prepared for human consumption.</p>		
	<p>NOTE 5.-Exemption does not apply to sea shells as described in Item No. 652¹.</p>		
	<p>NOTE 6.-Exemption applies only to field seeds, viz.:</p>		

Adzuki,
Alfalfa,
Bahia grass,
Bean, field, horse, lima,
mat or mung,
Beet, field or sugar,
Bentgrass,
Bermuda grass,
Bluegrass,
Bluestem,
Brone, bunch or smooth,
Carpet grass,
Chick pea (garbanzo),
Clover (except sweet
clover),
Creeping bent,
Dallis grass,
Dog's-tail, crested,
Doliches,

Fenugreek,
Fescue grass,
Foxtail, meadow,
Guar,
Guinea grass,
Harding grass,
Kudzu,
Lespedeza,
Lupine,
Medic, black,
Molasses grass,
Mustard (except wild
mustard),
Napier grass,
Oatgrass, tall,
Orchard grass,
Pea, Austrian winter,
Canadian field,
Tangier or wedge,

Popcorn,
Proso,
Redtop,
Reed canary grass,
Rescue grass,
Rhodes grass,
Ryegrass,
Safflower,
Sainfoin,
Sand dropseed,
Sesbania,
Soybean,
Sudan grass,
Sweet vernalgrass,
Timothy,
Velvet bean,
Velvet bent,
Velvet grass,
Wheatgrass, crested
or slender.

NOTE 7.-Exemption will not apply to transportation for which rates are provided in Items Nos. 657 and 658.

NOTE 8.-Exemption will not apply to transportation for which rates are provided in Items Nos. 315 and 605.

*NOTE 10.-Exemption will not apply to transportation for which rates are provided in Items Nos. 711, 712, 713, 714 and 715.

NOTE 11.-Exemption applies only to transportation between points within a radius of 25 miles of the intersection of 1st and Main Streets, Los Angeles, said mileage to be computed in accordance with the provisions of Item No. 100.

* Change, Decision No. 54564

EFFECTIVE JUNE 1, 1957

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 698

Item No.	SECTION NO. 3 - COMMODITY RATES (Continued)																									
	<p>LUMBER AND FOREST PRODUCTS, viz.: Logs. (Subject to Items Nos. 712, 713, 714 and 715.)</p> <p>Rates in cents per 1000 board feet for each load transported (See Note 1)</p> <ol style="list-style-type: none"> The applicable charge shall be determined by adding the basic rate per 1000 board feet as provided in paragraph 2 hereof to the distance rate per 1000 board feet as provided in paragraph 3 hereof, and applying the composite rate so determined to the number of board feet in the load. (See Notes 2 and 4.) The basic rate is the number of logs in the load times 8 cents per 1000 board feet plus 205 cents per 1000 board feet. (Example: 8-log load, 269 cents per 1000 board feet.) The distance rate is the aggregate of the rate per mile for each road classification times the number of miles traversed over roads in each classification. (See Note 3.) The rates per mile are as follows: 																									
		<table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="3" style="text-align: center;">CLASS OF ROAD</th> </tr> <tr> <th style="text-align: center;">A</th> <th style="text-align: center;">B</th> <th style="text-align: center;">C</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Rate in cents per 1000 board feet per mile</td> <td style="text-align: center;">20</td> <td style="text-align: center;">40</td> <td style="text-align: center;">50</td> </tr> </tbody> </table>			CLASS OF ROAD			A	B	C	Rate in cents per 1000 board feet per mile	20	40	50												
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#711		<p>(Example: For a 30-mile haul consisting of 10 miles in each classification the distance rate is 200 + 400 + 500 or a total of 1100 cents per 1000 board feet.)</p> <p>NOTE 1.—The amount of board footage shall be determined in accordance with the Scribner Decimal C Log Rule.</p> <p>NOTE 2.—Example: For a 10-log load scaling 5000 board feet transported 30 miles, 10 miles of each classification of road, the rate and charge are determined as follows:</p>																								
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NOTE 3.-Mileages refer to actual road mileages for each class of road traversed from the point of origin or loading point to the point of destination or dump. Within each classification where mileages end in a fraction, fractions of less than $\frac{1}{2}$ mile omit, fractions of $\frac{1}{2}$ mile or greater increase to 1 mile.

NOTE 4.-Charges apply to all logs transported. No allowance or deduction shall be made for defective logs.

Addition, Decision No.

54564

EFFECTIVE JUNE 1, 1957

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

Correction No. 699

Item No.	SECTION NO. 3 - COMMODITY RATES (Continued)								
#712	<p style="text-align: center;">APPLICATION OF RATES</p> <p>The rates, rules and regulations contained herein making specific reference to this item shall apply to the transportation of logs in Humboldt and Del Norte Counties.</p> <p>Rates, rules and regulations contained in Sections 1, 2, 4 and 5 of this tariff shall not apply in connection with transportation performed under rates named herein making specific reference to this item.</p>								
#713	<p style="text-align: center;">MINIMUM CHARGE</p> <p style="text-align: center;">(Applies only in connection with rates provided in Item No. 711)</p> <p>The minimum charge for each load shall be the amount of board footage set forth below for the equipment used by the carrier at the applicable rate per 1000 board feet determined pursuant to Item No. 711:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;"><u>Type of Equipment</u></th> <th style="text-align: center;"><u>Board Footage</u></th> </tr> </thead> <tbody> <tr> <td>Trucks (including short loggers)</td> <td style="text-align: center;">2500</td> </tr> <tr> <td>Trucks and trailers (1)</td> <td style="text-align: center;">4500</td> </tr> </tbody> </table> <p>(1) Includes tractors and semitrailers, tractors and pole dollies.</p>	<u>Type of Equipment</u>	<u>Board Footage</u>	Trucks (including short loggers)	2500	Trucks and trailers (1)	4500		
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# Addition, Decision No. 54564									
EFFECTIVE JUNE 1, 1957									
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 700</p>									

Item No.	SECTION NO. 3 - COMMODITY RATES (Continued)
#715	<p style="text-align: center;">MAINTENANCE OF RECORDS BY CARRIERS</p> <p>(Applies only in connection with the rates provided in Item No. 711)</p> <ol style="list-style-type: none"> 1. Carrier shall maintain a record, either in single or multiple form, of each load transported; such record or records shall show with respect to each load transported the following information: <ol style="list-style-type: none"> (a) The name of the carrier. (b) The name and address of the shipper. (c) The point of origin or loading point. (d) The point of destination or dump. (e) The charge paid by the shipper. (f) The date the load was hauled. (g) The amount of board footage of logs in the load. (supported by a scalers ticket or scalers certification) (h) The number of logs in the load. (i) The number of miles traversed on Class A roads. (j) The number of miles traversed on Class B roads. (k) The number of miles traversed on Class C roads. (l) Whether the equipment used was a truck or truck and trailer. 2. Where the information required above is recorded on more than one document, the documents containing such information shall be fastened together. 3. The record of each load transported and all documents relating to the logs transported, including scaler's tickets, shall be retained and preserved by the carrier subject to the Commission's inspection at a place in California, for a period of not less than three years from the date the load was transported.
	#Addition, Decision No. 54564
	EFFECTIVE JUNE 1, 1957
	Issued by the Public Utilities Commission of the State of California, San Francisco, California
	Correction No. 701