

ORIGINAL

Decision No. 55249

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 provided in Minimum Rate)
Tariff No. 2).

Case No. 5432
Petitions for Modification
Nos. 36, 39, 42, 62 and 74

(Appearances are listed in Appendix "A")

O P I N I O N

The California Trucking Associations, Inc., on June 14, 1955, filed Petition No. 62 seeking, in addition to an interim increase in the rates and charges in Minimum Rate Tariff No. 2, a reappraisal by the Commission of the rates, rules and regulations contained in said tariff and an order from the Commission modifying the rates, charges and rules to the extent necessary to reflect the current costs of transportation operations and the prevailing practices of the highway carrier industry.

The major railroads operating in this State, on April 17, 1956, filed Petition No. 74 seeking authority from the Commission to adjust class rates and certain commodity rates to the same level as may be established by the Commission as minimum rates for highway carriers in Petition No. 62.

A number of interim orders have been issued by the Commission in Petitions Nos. 62 and 74, the most recent one being Decision

No. 55175 dated June 25, 1957.¹ As a result of these interim orders, surcharges of between 7 and 15 percent are applicable to the charges at rates named in Minimum Rate Tariff No. 2; and common carriers, including railroads, have been authorized to increase their rates on comparable traffic to the level of the rates, including the surcharges, prescribed in the minimum rate tariff. The surcharges and the authorities are scheduled to expire August 31, 1957, unless sooner modified or canceled.

Petition No. 36 of Garden City Transportation Co., Petition No. 39 of R. Cali & Bro. et al., and Petition No. 42 of the California Manufacturers Association seek modifications of the provisions of Minimum Rate Tariff No. 2 regarding the transportation of property on pallets. On August 21, 1956, by Decision No. 53605 in these proceedings the Commission amended Minimum Rate Tariff No. 2 so as to provide an allowance of 1-3/4 cents per 100 pounds from the otherwise applicable minimum rate when palletized shipments are loaded by the consignor with powered lift truck equipment and a like deduction when such shipments are unloaded by the consignee by similar means. On petitions from a number of parties of record, the Commission ordered rehearing in these matters and suspended the deductions prescribed in Decision No. 53605.² On motion at the

¹ Decisions issued in these proceedings are:
Decision No. 51688 in Pet. 62 dated July 18, 1955
Decision No. 51735 in Pet. 62 dated July 26, 1955
Decision No. 52971 in Pets. 62 and 74 dated April 24, 1956
Decision No. 53052 in Pets. 62 and 74 dated May 9, 1956
Decision No. 53782 in Pet. 62 dated September 18, 1956
Decision No. 54636 in Pets. 62 and 74 dated March 12, 1957
Decision No. 54802 in Pets. 62 and 74 dated April 9, 1957
Decision No. 53513 in Pet. 74 dated July 31, 1956
Decision No. 53898 in Pet. 74 dated October 16, 1956
Decision No. 55175 in Pets. 62 and 74 dated June 25, 1957

² Order Granting Rehearing dated October 1, 1956, and Decision No. 53742 dated September 11, 1956, ordering suspension of the rates promulgated by Decision No. 53605.

rehearing, the Commission ordered the proceedings in Petitions Nos. 36, 39 and 42 be consolidated with Petitions Nos. 62 and 74.

Forty-eight days of hearing starting July 6, 1955, and two days of oral argument were held in Petition No. 62 at San Francisco and Los Angeles before Commissioner Matthew J. Dooley and Examiner Jack E. Thompson. Petition No. 74 was consolidated with Petition No. 62 on April 18, 1956. Prior to their consolidation with Petitions Nos. 62 and 74 on January 7, 1957, eight days of hearing had already been held in Petitions Nos. 36, 39 and 42. Oral argument in the proceedings was concluded April 26, 1957. The matters are ready for decision.

One hundred fifty-five exhibits were offered in Petition No. 62, four additional exhibits in Petition No. 74 and 20 additional exhibits in Petitions Nos. 36, 39 and 42. The principal issues in the consolidated proceedings were pin-pointed in the oral arguments and concern the level of the class rates and minimum charges, the level of the commodity rates, whether split pickup and delivery charges should be increased, whether there should be an allowance or deduction in rates when consignor loads or consignee unloads shipments by power loading device, whether under the alternative application of common carrier rate provisions in the tariff there should be an arbitrary of one cent per 100 pounds when the service provided by the highway carrier is different from that offered under the common carrier rate, whether truckload minimum weights should be established for shipments loaded to full visible capacity of vehicular equipment, and whether common carriers by railroad should be authorized to increase certain of their carload commodity rates that presently are not subject to the minimum rates.

The record is voluminous. The California Trucking Associations, Inc., and the Commission's staff offered comprehensive

studies and analyses of the estimated cost of transporting commodities moving under class rates by highway carriers in this State and, with those cost studies as a basis, proposed modifications of the minimum rates, rules and regulations. The petitioners in Petition No. 74 offered analyses of the out-of-pocket cost of transporting less-than-carload shipments between points in California by railroad. Shippers offered evidence respecting the impact of the proposed rates upon their businesses, sales and distribution. Several shippers presented analyses of the cost to them of transporting their property under proprietary operations. The participation by shippers in these proceedings has been one of the greatest in the history of minimum rate proceedings before the Commission. Because of the size of the record, a detailed summary of the evidence is not practical. The Commission has weighed all of the evidence and has given full consideration to all of the arguments and contentions of the parties.

During the course of the proceedings motions were made, the granting of which would result in dismissal of one or more of the petitions or a denial of the petitions on procedural grounds. The California Manufacturers Association moved that Petition No. 74 be dismissed on the ground that a showing, as contemplated under Section 454 of the Public Utilities Code, had not been made which would support a finding by the Commission that the sought increases in rates are justified. The presiding officer referred to the Commission all motions which would involve a final determination of the proceedings. All such motions will be denied. The arguments and contentions of the parties with respect to the motions have been given full consideration by the Commission in evaluating the evidence.

Cost Estimates and Class Rate Proposals

There are substantial differences in the cost estimates submitted by the California Trucking Associations, Inc. on the one hand and by the Commission staff on the other. The Association estimates are generally the higher, largely because its witness gave relatively greater weight to the higher unit costs incurred in serving the sparsely settled areas. The Commission engineers based their statewide estimates primarily upon the cost of serving the numerous larger communities between which the preponderance of the general-commodity traffic is shipped.

Similarly, the class rate scales proposed by California Trucking Associations, Inc. are higher, with few exceptions, than those recommended by the Commission staff witness. The rates proposed by the Association would exceed the present minimum rates in almost every instance. Those recommended by the Commission rate expert would result in various increases in and reductions from the present minimum rates. His suggested rate scales follow the staff cost estimates in a general way. All of the rate proposals, as well as the cost estimates, were explained and developed fully through the testimony of the several witnesses.

While a number of shippers supported the recommendations of the Commission rate witness, many of them, particularly those whose traffic consists predominantly of small shipments or who tender the short-haul traffic, contend that the suggested rates exceed what the traffic will bear. Numerous exhibits were presented designed to show the impact of the suggested rates upon the traffic of these shippers. According to some of the shipper exhibits, the increases in rates suggested by the rate expert exceed the gross profit that could be realized from the sale of the goods. Shippers testified that they would be forced to change their distribution practices and shipping

methods in order to compete in the markets if the suggested increases in the rates on small shipments or on short-haul traffic were adopted. Such changes contemplated by the shippers, if carried into effect, would tend to diminish the volume of this traffic available to the for-hire carriers. These shippers urged that, for rate purposes, the costs as estimated by the Commission engineers for the shorter hauls and the lighter shipments be distributed in part over the other distances and weight brackets in order to avoid any sharp increases in the rates on their traffic.

Minimum Charges on Small Shipments

The California Trucking Associations, Inc., urged that minimum per-shipment charges be established for shipments weighing up to 300 pounds rather than to only 100 pounds as now provided in the tariff. The traffic manager of California Hardware Co. asked that the present form of minimum charges be retained, and that the progression of the charges be uniform and be correlated to the costs as estimated by the Commission staff.

Commodity Rates

The California Trucking Associations, Inc., proposed that commodity rates based on minimum weights of less than 20,000 pounds ~~be canceled~~, and that minimum weights be increased to 40,000 pounds in the case of truckload commodity rates. It was also proposed that the present surcharges be integrated into the rates. The Commission rate expert stated that studies of the commodity rates are presently being made by the Commission's staff. It was his opinion that, pending completion of the studies and consideration of them by the Commission, the present surcharges of 10 percent should be incorporated into the less-than-truckload commodity rates and that the truckload commodity rates, without the surcharges, should be continued in the tariff. He stated that his opinion was based in part

upon the engineers' estimates of the cost of transporting class rated traffic.

Tariff Rules and Accessorial Charges

The California Trucking Associations, Inc., asked that the split pickup and split delivery charges be increased. The traffic manager of Sherwin Williams Co. requested that the rules respecting the issuance of a manifest by the shipper in connection with split pickup shipments be modified to permit the shipper to place thereon the "approximate weight" of the component parts rather than the actual weight.

The Association proposed also, in connection with the alternative application of common carrier rates, that an additional charge of one cent per 100 pounds be provided for each instance of truck loading or truck unloading when such service is not included in the application of the common carrier rate, and when such service is not performed by the shipper or receiver.

The California Trucking Associations, Inc., suggested also the establishment of a minimum weight rule applicable to class rated shipments when vehicles are loaded to full visible loading capacity. The rule and the charges proposed therein are directed toward light and bulky traffic. The proponent characterized its proposal as being intended to accomplish for trucking operations the same result as does Rule 34 of the Western Classification for the rail lines, which rule provides varying minimum weights for cars of different capacities.

A number of other proposals respecting the level of charges for accessorial services and clarifications of present tariff provisions were offered by the parties. The evidence has been carefully considered in connection with all of the proposals.

Railroad Rates not Subject
to Existing Minimum Rate Orders

The rail lines by Petition No. 74 request authority to increase their class rates and certain commodity rates which have been maintained at the same level as the corresponding rates in Minimum Rate Tariff No. 2. Evidence in support of the petition was presented through testimony of employees of the Southern Pacific Company. This railroad transports more intrastate traffic in California than any of the other rail lines. Exhibits were offered for the purpose of showing that the present rates on less-than-carload traffic do not return the cost of providing the service. With respect to certain class rates and certain commodity rates which, although heretofore not subject to the minimum rate orders of the Commission, historically have been maintained at the level of rates on corresponding traffic set forth in Minimum Rate Tariff No. 2, the railroads contend the rates must be maintained at the minimum rate levels. They rely on the following grounds: (1) over the years, the railroads have not increased such rates to the full extent found justified by the Commission in general rate increase proceedings because of the necessity of maintaining the rates at levels which would be competitive with the rates of highway carriers; (2) if the full amounts of the increases authorized by the Commission had been applied to the rates, they would exceed the rates herein sought; (3) with respect to these rates, the only times the railroads can apply an increase and remain competitive are when the minimum rates for highway carriers are increased; and (4) the railroads are complying with admonishments that the Commission expects the railroads to review and analyze their rate structures carefully and make every effort to remove maladjustments which have resulted from rate reductions to meet highway competition.

³ Decision No. 31606, 41 C.R.C. 671, 716 (1939) and Decision No. 54215.

The California Trucking Associations, Inc., supported the petition of the railroads. It was argued that the increases in rates in issue in Petition No. 74 are a necessary part of an effective adjustment in Minimum Rate Tariff No. 2 by reason of the alternative application of common carrier rate provisions of that tariff.

Arguments opposing the increases sought by the railroads were presented by a number of shippers. As grounds for denial of the petition it was contended, among other things, that evidence consisting of revenue and expense studies or analyses of the costs of transporting the commodities involved was not presented. It was argued that such evidence is indispensable to a showing by petitioners and a finding by the Commission that the sought increases in rates are justified.

DISCUSSION AND CONCLUSIONS

Class Rates

By Petition for Modification No. 62 herein, as amended, California Trucking Associations, Inc., requested a general revision and adjustment of the rates and charges as well as emergency interim increases pending the completion of comprehensive studies. The interim increases, as aforesaid, were established in the form of surcharges. The comprehensive studies have been completed insofar as class-rated traffic is concerned. The order which follows will constitute a general revision and adjustment of the rates and charges as was requested by the Association.

The latest comprehensive general revision and adjustment of the rates and charges contained in Minimum Rate Tariff No. 2 was accomplished in 1953.⁴ Subsequent revisions in the tariff, made generally to meet increases in wages or other expense items, were established under circumstances which would not permit of the detailed cost and rate analyses necessary to a general revision of the

⁴The changes became effective March 1, 1953, pursuant to Decision No. 48189, dated January 19, 1953, in Case No. 4808 (52 Cal.P.U.C. 385).

minimum rates. Interim rate adjustments under such circumstances inevitably must create some disturbances and distortions within and between the rate scales. It is a purpose of a comprehensive revision such as the present one to correct maladjustments and to bring the rates into proper relationships in the light of current operating and economic conditions.

A general revision and adjustment of the class rates necessarily will result in numerous rate changes. In relation to the current interim rates, there will be some increases and some reductions. The Commission has had the benefit herein of comprehensive cost studies and rate proposals from California Trucking Associations, Inc. and from engineers and rate experts of its own transportation staff. The substantial participation in the proceeding by numerous shippers and their representatives has contributed materially to the development of a full record.

The revised class rates hereinafter prescribed do not follow precisely any of the disparate recommendations, nor do they represent a compromise of the several recommendations. The Commission has been guided by each of the cost estimates and rate proposals, as well as by the shipper testimony concerning the transportation requirements of California industries. The minimum rates hereinafter prescribed are the lowest of the lawful rates for any of the types or classes of carriers involved herein.

Except as hereinafter specifically provided, all of the interim surcharges now applicable to Minimum Rate Tariff No. 2 will be cancelled concurrently with the establishment of the revised class rates. The evidence shows that the class rate disparities between San Francisco Bay Counties Territory on the one hand and the remainder of the State on the other hand are no longer required or justified.

Commodity Rates

The commodity rates contained in Section No. 3 of Minimum Rate Tariff No. 2 will be continued in effect without change, as will the interim surcharge applicable thereto, pending completion of the studies now being made by the Commission staff. Upon receipt of these studies and such other evidence as then may be offered, determination will be made to what extent, if at all, the various commodity rates should be adjusted. The present record affords no sufficient basis for any revision of these rates.

Split Pickup and Split Delivery

As was pointed out in Decision No. 50297 in these proceedings,⁵ complex considerations are involved in the establishment of just, reasonable and nondiscriminatory rules and charges to be applicable to split pickup shipments and split delivery shipments. While a number of expenses incurred by highway carriers have increased substantially since the last adjustment of those charges, the engineers' cost analyses indicate that, to some extent, the increased expenses have been offset by improvements in the performance of transportation operations. Whether the charges should be increased and if so by what amount, cannot be determined on this record. Other than a minor change suggested by the staff rate expert to clarify the present rule, the rules and charges applicable to split pickup and split delivery shipments will not be disturbed at this time.

⁵ Decision No. 50297 dated July 20, 1954, in Case No. 5432 (Petition No. 17).

Alternative Application of
Common Carrier Rates

As hereinbefore stated, the California Trucking Associations, Inc., proposed that an additional charge of one cent per 100 pounds be established for the service of loading or unloading of a carrier's equipment when that carrier uses an alternative rate which does not contemplate loading or unloading service. The suggested charge would have principal application when rail carload commodity rates are used by highway carriers under alternative provisions established in Minimum Rate Tariff No. 2 pursuant to Section 3663 of the Public Utilities Code.⁶ The carload rail rates, with negligible exceptions, do not include the service of loading or unloading the rail cars.

This matter was before the Commission at the time the minimum rate tariff here involved was under development. In Decision No. 31606, dated December 27, 1938, the Commission concluded that the free loading and unloading of highway vehicles was an offset to some extent, among other factors, for the 48 hours free time allowed by the railroads for the loading or unloading of rail cars.⁷ Accordingly, Item No. 240 series of the minimum rate tariff provides, with certain exceptions, that highway carriers using railroad rates need not assess any additional charge for the accessorial service of loading or unloading the shipment.

⁶ Section 3663. "In the event the Commission establishes minimum rates for transportation service by highway permit carriers, the rates shall not exceed the current rates of common carriers by land subject to Part 1 of Decision 1 for the transportation of the same kind of property between the same points."

⁷ 41 C.R.C. 671 (1939) at pages 712, 713.

The evidence in the instant record is convincing that, under present-day conditions, accessorial charges should be established for the loading and unloading services essentially as proposed by the California Trucking Associations, Inc. The record shows that the loading and unloading of the vehicles is a service of substantial cost to the carrier and substantial value to the shipper and consignee. The minimum rates specifically established for the highway carriers include the service of loading and unloading the vehicles. When highway carriers elect for competitive reasons to observe railroad rates which do not cover such service, it is appropriate that reasonable charges be made therefor. Such charges will be provided hereinafter.

Varying Minimum Weights

The proposal of the California Trucking Associations, Inc., that class-rated shipments loaded to the full visible capacity of the vehicle be subject to special minimum weights is not suitable for adoption. The evidence shows that the suggested rule is so loosely constructed that avoidance of the rule by legal means could be a simple process. Under such circumstances the rule will not be prescribed.

Other Tariff Rules and Accessorial Charges

The Commission rate witness recommended certain rate deductions for shipments loaded or unloaded with specified power equipment by the shipper or receiver. Similar deductions would have been established by Decision No. 53605, which was suspended upon the basis of petitions for rehearing alleging that an unwarranted lowering of the minimum rate level would result.⁸ The objections

⁸ See Decision No. 53605, in Case No. 5432, issued August 21, 1956 (55 Cal. P.U.C. 153). The provisions were suspended by Decision No. 53742 dated September 11, 1956 (55 Cal. P.U.C. 195).

which were thus raised to the earlier prescription would not be applicable in the present circumstances wherein a general revision of the tariff is involved. In the absence of appropriate deductions, somewhat lower rates necessarily would be established. Such an alternative, however, would result in insufficient rates for the normal conditions under which the carriers perform much of the loading and unloading of their vehicles. The deduction rule recommended by the rate witness will be adopted, with some modifications for further clarification.

Other recommendations of the several parties concerning revisions and clarifications of the tariff rules and related provisions have been considered, and will be adopted to the extent hereinafter provided.

Railroad Rates not Subject
to Existing Minimum Rates

The evidence offered in support of and in opposition to the increases in certain rail rates as sought in Petition No. 74 in this proceeding has been carefully considered, together with the related arguments and other representations. Upon consideration thereof, the Commission concludes and finds that the sought rates are not greater than maximum rates, and that the increases which would result from their establishment are justified.

By the petitions, common carriers request authority to increase rates and charges for the transportation of commodities for which minimum rates for highway carriers have not been established by the Commission. Common carriers maintaining class rates on commodities for which commodity rates are established in Minimum Rate Tariff No. 2 seek authority to increase such rates to the same extent as may be authorized in connection with class rates. Common carriers which do not maintain in their tariffs all of the rate

scales provided in the minimum rate tariff seek authority to increase the rates they do publish to the level of the rates set forth in corresponding rate scales in the minimum rate tariff. The increases in rates sought are reasonable and justified to the extent hereinafter authorized.

Upon consideration of all of the facts and circumstances of record, the Commission is of the opinion and finds that:

1. With respect to the commodity rates set forth in Section 3 of Minimum Rate Tariff No. 2, and with respect to the corresponding rates of common carriers, pending further determination by the Commission, the statewide surcharges established by Decision No. 52971, as amended, and as provided for in the order which follows, are justified and are necessary for the maintenance of adequate and dependable transportation service in this State.

2. The minimum rates and charges which will be established in the order which follows will be just, reasonable and nondiscriminatory minimum rates for the transportation of property, and are the lowest of the lawful rates for any of the types or classes of carriers involved.

3. The modifications in the rules and regulations set forth in the order which follows are necessary to the application and enforcement of the minimum rates.

4. Increases in the rates of common carriers are justified to the extent authorized in the order which follows.

5. Common carriers presently having authority from the Commission to publish and maintain rates which are greater for a shorter distance than for a longer distance over the same line or route and in the same direction in order to maintain rates competitive with the established minimum rates should, for that purpose and to the same extent, continue to be relieved from the prohibitions of Article XII, Section 21, of the Constitution of

the State of California and Section 460 of the Public Utilities Code.

6. In all other respects the proposed modifications in the minimum rates, rules and regulations and the increases in rates sought by common carriers have not been shown to be just, reasonable, nondiscriminatory or justified.

O R D E R

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

IT IS ORDERED:

1. That Minimum Rate Tariff No. 2 (Appendix "D" to Decision No. 31606, as amended) be and it is further amended by incorporating therein, to become effective September 1, 1957 the supplement and the revised pages attached hereto and listed in Appendix "B" also attached hereto, which supplement, pages and appendix by this reference are made a part hereof.

2. That common carriers subject to the Public Utilities Code, including common carriers by railroad with respect to their less-than-carload rates and charges, subject to said Decision No. 31606, as amended, be and they are hereby authorized and directed to establish in their tariffs the increases necessary to conform with the further adjustment herein of that decision.

3. That common carriers, except common carriers by railroad, be and they are hereby authorized to establish in their tariffs increases in class rates and charges maintained for the transportation: (a) for which minimum commodity rates have been established, (b) for which minimum rates have not been established for highway carriers, and (c) between points for which no minimum rates have been established for highway carriers; but that such increases shall be no greater in volume or effect than the corresponding class rate increases established herein.

4. That said common carriers, except common carriers by railroad, which do not maintain in their tariffs all of the rate scales provided in Minimum Rate Tariff No. 2 be and they are authorized to establish the increases in the rate scales they do publish to the same extent as the increases in corresponding rate scales in Minimum Rate Tariff No. 2.

5. That common carriers which maintain in their tariffs rules and regulations more restrictive than those contained in Minimum Rate Tariff No. 2 may continue to maintain such rules and apply the increases in rates and charges authorized herein.

6. That common carriers which maintain in their tariffs rates based on multiples or percentages of other rates on rate levels higher than the applicable minimum rates be and they are authorized to increase said rates by the same amount of the increase prescribed herein in connection with the applicable minimum rates.

7. That common carriers, except common carriers by railroad, which maintain in their tariffs minimum charges on levels higher than the minimum charges prescribed in Minimum Rate Tariff No. 2 be and they are authorized to increase said minimum charges, but such increases shall be no greater in volume or effect than the corresponding increases in minimum charges established herein in Minimum Rate Tariff No. 2.

8. That highway common carriers and express corporations, subject to Decision No. 31606, which maintain in their tariffs rates for the transportation of commodities under refrigeration differentially higher than the minimum rates for such transportation be and they are authorized to establish the increases required to maintain the differential in rates under these circumstances.

9. That common carriers by railroad, in addition to the authorization granted above, be and they are authorized to establish in the following tariff items increases necessary to maintain

rates no greater in volume or effect than the minimum rates, rules and regulations established herein.

(a) The rates, charges, provisions and regulations in Pacific Southcoast Freight Bureau Tariff No. 255-F, J. P. Haynes, Agent.

(b) The rates, charges, provisions and regulations in Pacific Southcoast Freight Bureau Tariff No. 294, J. P. Haynes, Agent, in the following particulars:

- (1) Item 180, paragraph (b).
- (2) Items 210, 270, 710, 730, 740 and 760.
- (3) All class rates in Section 1 of said tariff.
- (4) Items Nos. 1700 to 1723, inclusive; 1725; 1730 to 1834, inclusive; 1840; 1850; 1860; 1870 to 1900, inclusive; 1920 to 1955, inclusive; 1970, except the rate of 61-1/2 cents; 1980; 1990; 2010; 2030 to 2055, inclusive; 2060, except the rate of 48-1/2 cents; 2070 to 2090, inclusive; 2095; 2100; 2110; 2120; 2130 and 2140.

(c) Carload commodity rates contained in Items 310, 320 and 330 of Pacific Southcoast Freight Tariff Bureau Tariff No. 263-A, J. P. Haynes, Agent, for the transportation of Boracic Acid and Borax, in packages, minimum weight 30,000 pounds from West End and Trona to: Group 1 points (San Francisco Area), San Jose, Maybury, Stockton, Sacramento, Santa Clara and Luther.

(d) Carload commodity rates contained in Pacific Southcoast Freight Bureau Tariff No. 300, J. P. Haynes, Agent, which are flagged with a "Z" reference in the following items:

- (1) Sugar, Items 945 to 975 and 4160 to 4225, inclusive.
- (2) Boracic acid and borax, Items 1645 to 1660, inclusive, except only the rate of 42 cents in Items 1655 and 1660.
- (3) Butter, cheese and margarine, Items 3125 to 3146, inclusive.
- (4) Infusorial earth, Item 3200.
- (5) Canned goods, Items 3455 to 3485, inclusive; 3525 to 3550, inclusive; 3580 to 3655, inclusive; 3685 to 3715, inclusive; 3760; 3765; 3785 to 3815, inclusive; 3855 to 3885, inclusive.
- (6) Beverages, Items 5100 and 5116, inclusive; 5135 to 5142, inclusive.
- (7) Lard, lard substitute and vegetable oil shortening, Items 6120 to 6140, inclusive.
- (8) Washing Compounds, soap, and related articles, Items 6675 to 6691, inclusive.

10. That common carriers, in establishing and maintaining the rates and charges authorized hereinabove, be and they are authorized to depart from the provisions of Article XII, Section 21, of the Constitution of the State of California, and Section 460 of the Public Utilities Code, to the extent necessary to adjust long-and-short-haul departures now maintained under outstanding authorizations; that such outstanding authorizations be and they are modified only to the extent necessary to comply with this order; and that common carriers in publishing rates under the authority conferred in this ordering paragraph shall make reference in their schedules to the prior orders authorizing the long-and short-haul departures and to this order.

11. That common carriers be and they are authorized to depart from the provisions of Tariff Circular No. 2 and General Order No. 80 of the Commission to the extent necessary to publish the tariff changes authorized by this order.

12. That tariff publications required or authorized to be made by common carriers as a result of the order herein may be made effective on or after the effective date hereof on not less than five days' notice to the Commission and to the public, and that such required tariff publication shall be made effective not later than

September 1, 1957

13. That except as otherwise provided herein, Petitions for Modification Nos. 36, 39, 42, 62 and 74 be and they are denied.

14. All pending motions for dismissal of one or more of the petitions herein involved or for the denial of said petitions on procedural grounds are hereby denied.

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

Dated at San Francisco, California, this 9th day of July, 1957.

Paul L. Interim

[Signature]

[Signature]

 Commissioners

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

Appearances

(Additional appearances at hearings subsequent to those listed in Decisions Nos. 50595, 51688 and 53605)

Respondents:

Harold M. Brake for Brake Delivery Service and Meier Transfer Service.
Raymond M. Brown for Brown Drayage, Inc.
V. A. Blackburn for Scholdach and Blackburn Truck Line.
Daniel Baker and Marvin Handler for Lodi Truck Service.
Cecil C. Clark for Intercity Truck and Delivery Service.
Wm. J. Davis for California Motor Express, Ltd. and California Motor Transport Company, Ltd.
Louis A. Dore, Jr., for Blankenship Motors, Inc.
Dell W. Ehrlard for Jos. D. Sheedy Drayage.
Marvin D. Gilardy for Interlines Motor Express.
R. A. Geisness for Paxton Truck Lines, Inc., and Paxton Truck Company.
Hyland Hinman for Haslett Warehouse Company.
Joseph R. Hillin for Consolidated Freightways, Inc.
Don Haslett for Haslett Warehouse Company.
A. E. Houck for Arrow Pacific Drayage.
Willard S. Johnson for J. Christenson Co. and Ted Peters Trucking Co.
Wm. J. Keane for United Transfer Co.
Grove G. Lautzenhiser for Alco Transportation Co.
Tom Meyer for Morris Draying Co.
Frank A. Paras for Sterling Transit Co., Inc.
B. W. Porter for Higgins Trucks, Inc.
Ray M. Quesava for Western Transport Service.
John A. Pifer for Peninsula Motor Express.
Neil J. Riordan for DiSalvo Trucking.
Lloyd Rasmussen for Trans Bay Motor Express.
John M. Ross for Constructors Transportation Co.
G. W. Stadler for Torrance Van & Storage.
H. S. Scott for Sterling Transit Co., Inc.
Ray L. Smith for Airway Trucking Co.
W. F. Smith for Schnitzer Trucking Co.
B. Talsky for Reliable Delivery Service.
Howard C. Vose for Fortier Transportation Co., Inc.
Philip A. Winter for Delivery Service Company.
Donald M. Woodley for Johnson Truck Lines.

Interested Parties:

Harriet H. Adams for Macy's of California.
F. H. Binney, Stockwell & Binney, Inc.
B. F. Bolling - Pioneer Division - The Flintkote Company.
Bert Buzzini and Joseph Joynt for California Farm Bureau Federation.
L. E. Binsacca for M.J.B. Co.
C. R. Baker for Union Oil Company of California.
W. Y. Bell for Richfield Oil Corp.
Carl F. Breidenstein for Canner's League of California.
Stanley T. R. Bush for Port of San Francisco.
Keith M. Brown for W. P. Fuller & Co.
John W. Bruner for Skaggs-Stone, Inc.
Royston E. Campbell for Freight Traffic Service.

W. P. Coogan for Convair Division of General Dynamics Corporation.
 W. R. Czaban for Purex Corporation, Ltd.
 Warren Carroll for Ducommun Metals & Supply Co.
 Harold D. Crider for American Wholesale Hardware Co.
 Earl L. Cranston for Los Angeles Soap Co.
 Jack Clodfelder for McCormick & Company, and Schilling Division.
 J. M. Connors and E. C. Hurley for Tide Water Associated Oil Co.
 R. O. Cowling for Retail Division, Fontana Chamber of Commerce;
 Pryne & Co.; Drapery Hardware Mfg. Co.; Webb Products Co.;
 Orange Belt Emporium; Bowes Pacific Corp.; California Electric
 Power Co.; Stockwell & Binney; Food Machinery & Chemical Corp.;
 Electroweld Steel Corp.; Bestile Mfg. Co.; Mineral Wool
 Insulations; California Industrial Realty Corp.; Cal-Dak Co.,
 Inc.; The Harris Company; Richmond Paper Co.
 Anthony V. Danna for Furniture Manufacturers Association of
 Southern California.
 Harry W. Dimond for John Breuner Co.
 Stanley R. Duncan for Sealright Pacific, Ltd.
 William M. Edwards for Paxton Truck Company.
 Floyd C. Ellis for Arcadia Metal Products, Interstate Precision
 Products, Rabin Co., Repeal Brass Mfg. Co., The Stuart Co.,
 Westco Products.
 A. T. Eche for F. W. Woolworth Co.
 R. C. Fels for Furniture Manufacturers' Association of Southern
 California.
 Jay Frederick for Signal Trucking Service, Ltd.
 Scott D. Flegal for Safeway Stores, Inc.
 W. G. Lankford for Kaiser Gypsum Company, Inc.
 Mrs. Anna Lee Grazer for Maytag West Coast Company.
 Raymond D. Houston for Rexall Drug Co.
 A. P. Huis, Jr., for Carnation Company.
 Robert J. Healy for Simmons Company.
 M. S. Housner for Shell Oil Co.
 John D. Hudson for Virtue Manufacturing Co.
 George Harshman for California Wine Association.
 H. H. Halverson for Halverson Transportation.
 A. L. Hillman for W. P. Fuller & Co.
 C. E. Jacobson for Ajax Boiler & Heater Co., Pryne & Co.,
 Sliding Door & Window Institute, Certified Chrome Furniture
 Co., Globe Lighting Products Co., Sunbeam Lighting Products
 Co., Virco Mfg. Products Co., Smoot Holman Co.
 Rudolph Illing for Columbia-Geneva Steel Division, U. S.
 Steel Corp.
 V. Fred Jakobsen for Trans-Bay Motor Express Co.
 Leonard Joseph for Manufacturers & Wholesalers Assn. of
 San Francisco.
 William F. Krause for Crown Zellerbach Corp.
 John H. Kemp, Jr., for Thompson Bros., Inc.
 Frank Loughran for Wholesale Liquor Distributors Assn. of northern
 California.
 Ralph M. Lawson for Albrecht Publishing Company.
 Thomas H. Losee for Coffin-Redington Co.
 John P. Malmquist for Bestile Manufacturing Co.
 B. F. Maddux for Kaiser Steel Corp.
 R. P. McCarthy for Riverside Elevators, W. A. Siebert Co.,
 California Milling Corp.
 James Mullen for Kaiser Steel Corp.
 Karl L. Mallard for California & Hawaiian Sugar Refining Corp.
 Robert Minardi for Garden City Transportation Co.
 James B. Mahoney for San Francisco Warehouse Co.
 D. H. Marken for Vegetable Oil Products, Inc., and U. S.
 Electrical Motors, Inc.
 Herald L. Marshall for Weinstock, Lubin & Co.

A. E. Norrbom for Wholesale Liquor Distributors Assn. of Northern California & Beverage Wholesalers of Southern California.
R. E. Phelan for Rate Service Company.
Omar E. Pullen for Retail Furniture Association of California.
Richard Prosser for C. A. Worth & Co.
W. P. Pierce for Kaiser Steel Corp.
Harry H. Ross for Cannery League of California.
B. E. Rowland for Willig Freight Lines.
Ed Rutherford.
Frank Spencer for Continental Can Co., Inc.
K. R. Sadler for B. F. Goodrich Company.
A. W. Savage for The Dodd Warehouses.
E. J. Schilz for Young's Market Co.
D. C. Turrentine for Wine Institute.
John C. Torbet for Sherwin Williams.
Orin Thorkelson for Sterling Transit Co.
R. E. Tewson for Montgomery Ward & Co.
C. J. Van Duker for R. M. Wade & Co., and Sprinkler Irrigation Assn.
Reginald F. Walker and Thomas B. Kircher for Spreckels Sugar Co.
George Widler for Frigidaire Sales Corp.
R. K. Wilson for Western Traffic Conference.
K. J. Wion for Ford Motor Co.
Earl S. Williams for State of California, Department of Finance.
C. L. Wadsworth for Bethlehem Pacific Coast Steel Corp.
S. J. Zalar for Gough Industries, Inc.

Protestants:

Ralph A. Henderson for United States Paper Company.
Charles S. Winston and Alan Silvius for San Francisco Grain Exchange.
Eugene R. Warren for California Hay, Grain & Feed Dealers Assn., and San Francisco Grain Exchange.

Commission Staff:

M. J. Gagnon

(End of Appendix "A")

Supplement and Revised Pages to
Minimum Rate Tariff No. 2 Authorized by Said Decision

Supplement No. 37 Cancels Supplements Nos. 29, 31 and 36
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Seventeenth Revised Page 3 Cancels Sixteenth and Fifteenth
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Twelfth Revised Page 11 Cancels Eleventh and Tenth Revised Pages 11
Ninth Revised Page 12 Cancels Eighth Revised Page 12
Third Revised Page 12-A Cancels Second Revised Page 12-A
Twentieth Revised Page 14 Cancels Twenty-Second Revised Page 14
Twenty-First Revised Page 15 Cancels Twentieth Revised Page 15
Seventh Revised Page 16 Cancels Sixth and Fifth Revised Pages 16
First Revised Page 17-A Cancels Original Page 17-A
Twelfth Revised Page 18 Cancels Eleventh Revised Page 18
Tenth Revised Page 19 Cancels Ninth and Eighth Revised Pages 19
Third Revised Page 19-B Cancels Second Revised Page 19-B
Thirteenth Revised Page 20 Cancels Twelfth Revised Page 20
Sixth Revised Page 20-A Cancels Fifth Revised Page 20-A
Twelfth Revised Page 21 Cancels Eleventh Revised Page 21
Seventh Revised Page 22 Cancels Sixth Revised Page 22
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Fifth Revised Page 24 Cancels Fourth Revised Page 24
First Revised Page 25 Cancels Original Page 25
Twelfth Revised Page 26 Cancels Eleventh Revised Page 26 ---
Fourth Revised Page 36 Cancels Third and Second Revised Pages 36
Sixteenth Revised Page 37 Cancels Fifteenth Revised Page 37
Seventh Revised Page 38 Cancels Sixth Revised Page 38
Eleventh Revised Page 41 Cancels Tenth Revised Page 41
Tenth Revised Page 42 Cancels Ninth Revised Page 42
Eighth Revised Page 43 Cancels Seventh Revised Page 43
Sixth Revised Page 43-A Cancels Fifth Revised Page 43-A
Eleventh Revised Page 44 Cancels Tenth Revised Page 44
Fourth Revised Page 44-A Cancels Third Revised Page 44-A
Third Revised Page 44-B Cancels Second Revised Page 44-B

(End of Appendix "B")

SUPPLEMENT NO. 37
(Cancels Supplements Nos. 29, 31 and 36)

(Supplements Nos. 34, 35 and 37 Contain All Changes)

TO

MINIMUM RATE TARIFF NO. 2

NAMING

MINIMUM RATES, RULES AND REGULATIONS

FOR THE

TRANSPORTATION OF PROPERTY OVER THE

PUBLIC HIGHWAYS WITHIN THE

STATE OF CALIFORNIA

BY

RADIAL HIGHWAY COMMON CARRIERS

HIGHWAY CONTRACT CARRIERS

AND

HOUSEHOLD GOODS CARRIERS

APPLICATION OF SURCHARGES

(See page 2 of this supplement)

NOTE

Pages and provisions previously suspended by Supplements Nos. 29 and 31 of this tariff will be canceled and superseded concurrently with the effective date hereof.

EFFECTIVE

Issued by the
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA
State Building, Civic Center
San Francisco, California

APPLICATION OF SURCHARGES

Applicable only to Rates Named in Section No. 3 of this Tariff.

(a) (Applies only to shipments, including split pickup and split delivery shipments, between points of origin and destination all of which are within the SAN FRANCISCO BAY COUNTIES TERRITORY as described in Paragraph 3 $\frac{1}{2}$ of Item No. 270.) Except as provided in Paragraphs (b), (c) and (d) below, compute the amount of charges in accordance with the rates named in Section No. 3 of this tariff and increase the amount so computed as follows:

1. By 16% on charges computed upon rates which are subject to minimum weights of less than 10,000 pounds;
2. By 11% on charges computed upon rates which are subject to minimum weights of 10,000 pounds and greater but less than 20,000 pounds;
3. By 13% on charges computed upon rates which are subject to minimum weights of 20,000 pounds and greater;
4. By 16% on the additional or accessorial charges named in Section No. 3 or such charges computed upon the additional or accessorial rates named therein.

(b) (Applies on all shipments not subject to the provisions of Paragraph (a).) Except as provided in Paragraphs (c) and (d) below, compute the amount of charges in accordance with the rates named in Section No. 3 of this tariff and increase the amount so computed as follows:

1. By 10% on charges computed upon rates which are subject to minimum weights of less than 10,000 pounds;
2. By 8% on charges computed upon rates which are subject to minimum weights of 10,000 pounds and greater but less than 20,000 pounds;
3. By 7% on charges computed upon rates which are subject to minimum weights of 20,000 pounds and greater;
4. By 10% on the additional or accessorial charges named in Section No. 3 or such charges computed upon the additional or accessorial rates named therein.

(c) The provisions of Paragraphs (a) and (b) will not apply to the following:

1. Rates, rules and regulations named in Sections Nos. 1, 2 and 3-A;
2. Rates in Items Nos. 690 (Column 2 only), 700 and 711.

(d) The provisions of Paragraph (a) will not apply to charges based on rates named in Item No. 690 applicable on lumber and forest products (excluding building woodwork) as described in Item No. 660. For the statewide transportation of lumber (excluding building woodwork) the provisions of Paragraph (b) will apply.

Note - The provisions of Paragraphs (a) or (b) will apply to building woodwork, depending on the location of the points of origin and destination.

(e) Fractions of less than one-half cent shall be dropped; fractions of one-half cent or greater shall be increased to one cent.

(f) When the charges on all or any portion of a shipment are subject to the surcharges provided for in this Supplement, the provisions of Item No. 80 shall apply only after the surcharges have been added to the portion subject to such surcharges.

THE END

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#Addition, Decision No. 55249	
EFFECTIVE	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No.	

Cancel

(1) Sixteenth Revised Page 3

and

Fifteenth Revised Page 3

MINIMUM RATE TARIFF NO. 2

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*** Shipments Transported on Pallets canceled. Suspended
by Supplement No. 31.

(1) Sixteenth Revised Page 3 was suspended by Supplement No. 31.

Suspension canceled by Decision No. 55249

EFFECTIVE

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

Correction No.

Twelfth Revised Page 11
 Cancels
 (1) Eleventh Revised Page ... 11
 and
 Tenth Revised Page 11

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION
<p>*10-L Cancels 10-K and 10-J</p>	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Items Nos. 10 and 11)</p> <p>CARRIER means a radial highway common carrier or a highway contract carrier as defined in the Highway Carriers' Act, or a household goods carrier as defined in the Household Goods Carriers Act.</p> <p>CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles, operated by the carrier.</p> <p>COMMON CARRIER RATE means any intrastate rate or rates of any common carrier, or common carriers, defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment; any interstate rate of any common carrier railroad or railroads applying between points in California by an interstate or foreign route lawfully in effect at time of shipment; also any interstate or foreign rate of any common carrier railroad or railroads applying between points in California in effect at time of shipment and covering transportation exempt from rate regulation of the Interstate Commerce Commission under Section 203(b) (6) of Part II of the Interstate Commerce Act.</p> <p>DISTANCE TABLE means Distance Table No. 4, amendments thereto or reissues thereof.</p> <p>ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p>EXCEPTION SHEET means Pacific Southcoast Freight Bureau Exception Sheet No. 1-S, Cal.P.U.C. No. 193 of J. P. Haynes, Agent, and supplements thereto or reissues thereof when the provisions of such supplements or reissues have been approved by the Commission.</p> <p>INDEPENDENT-CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.</p> <p style="text-align: center;">***</p> <p>PICKUP AND DELIVERY CHARGE means the full charge applicable without the deduction authorized by Item No. 110.</p>

POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent. All points within a single industrial plant or receiving area of one consignee shall be considered as one point of destination. An industrial plant or receiving area of one consignee shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.

POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation. All points within a single industrial plant or shipping area of one consignor shall be considered as one point of origin. An industrial plant or shipping area of one consignor shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.

#POWER EQUIPMENT means any gasoline, diesel, electric or gas driven equipment including electric powered cranes and lift-truck equipment.

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.

RATE includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.

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.

(1) Eleventh Revised Page 11 was suspended by Supplement No. 31.
***PALLETIZED SHIPMENT canceled. Suspended by Supplement No. 31.
*Change)
#Addition) Decision No. 55249

EFFECTIVE

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

Correction No.

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>*11-G Cancels 11-F</p>	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Concluded) (Items Nos. 10 and 11)</p> <p>SHIPMENT means a quantity of freight tendered by one shipper on one shipping document at one point of origin at one time for one consignee at one point of destination. (See also split pickup and split delivery shipments.)</p> <p>SPLIT PICKUP SHIPMENT means a shipment consisting of several component parts, tendered at one time and received during one day and transported under one shipping document from (a) one consignor at more than one point of origin, or (b) more than one consignor at one or more points of origin, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 4,000 pounds, said shipment being consigned and delivered to one consignee at one point of destination and charges thereon being paid by the consignee when there is more than one consignor.</p> <p>SPLIT DELIVERY SHIPMENT means a shipment consisting of several 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 4,000 pounds, said shipment being shipped by one consignor at one point of origin and charges thereon being paid by the consignor when there is more than one consignee.</p> <p>TAILGATE LOADING means loading of the shipment into or upon carrier's equipment from a point not more than 25 feet distant from said equipment.</p> <p>TAILGATE UNLOADING means unloading of the shipment from carrier's equipment and placing it at a point not more than 25 feet distant from said equipment.</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>WESTERN CLASSIFICATION means Western Classification No. 76 of G. M. Dumas, Agent, and supplements thereto or reissues thereof when the provisions of such supplements or reissues have been approved by the Commission.</p>
	<p>* Change, Decision No. 55249</p>
	<p style="text-align: center;">EFFECTIVE</p>
<p>Correction No.</p>	<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
APPLICATION OF TARIFF - CARRIERS	
<p>Rates provided in this tariff are minimum rates established pursuant to the Highway Carriers' Act and the Household Goods Carrier Act and apply for transportation of property by radial highway common carriers, highway contract carriers and household goods carriers as defined in said Acts.</p>	
<p>When property in continuous through movement is transported by two or more such carriers, the rates (including minimum charges) provided herein shall be the minimum rates for the combined transportation.</p>	
<p>*20-F Cancels 20-E</p>	<p>(1) Radial highway common carriers, highway contract carriers and household goods carriers may deviate from the transportation of property for the armed forces of the United States.</p>
<p>*Rates, rules and regulations named in this tariff shall not apply to transportation by independent-contractor subhaulers when such transportation is performed for other carriers defined in this tariff or for common carriers defined in the Public Utilities Act.</p>	
<p>(1) The cancellation of this paragraph was suspended by Supplement No. 29. * Change, Decision No. 55249</p>	
EFFECTIVE	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>	
<p>Correction No.</p>	

Item No.	SECTION NO.1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
	<p>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>	
<p>*40-GG Cancels 40-FF</p>	<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 flue 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>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 packed nor frozen), Fungicides, agricultural, *Furniture, household appliances and other home furnishings which have been sold at retail by a retail merchant, transported from retail stores or retail store warehouses, or transported from retail customers to retail stores or retail store warehouses (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, 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),</p>
	<p>** Commodities when transported in dump trucks, for which rates are provided in Minimum Rate Tariff No. 7,</p>	

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,

Concrete transported in motor vehicles equipped for mechanical mixing in transit,

Cotton,

Cream (Subject to Note 2),

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 11),

(Continued in Item No. 41)

* Change, Decision No.

55240

** Provisions transferred to Twenty-First Revised Page 15

EFFECTIVE

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

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)		
	<p style="text-align: center;">APPLICATION OF TARIFF-COMMODITIES (Concluded)</p> <p style="text-align: center;">(Items Nos. 40 and 41)</p> <table border="0" style="width: 100%;"> <tr> <td style="vertical-align: top; width: 50%;"> <p>Sea Shells, crushed, ground, powdered or disintegrated (Subject to Note 5), Seeds, cotton, Seeds, field, as described in Note 6, Shell Marl, crushed, ground, or powdered, (1)*Shipments weighing 100 pounds or less when delivered from retail stores or retail warehouses where the property has been sold at retail by a retail merchant, or when returned to the original retail store shipper via the carrier which handled the outbound movement (Subject to Note 3), Straw (Subject to Note 7), Sulphur, United States mail transported for the Post Office Department under contract,</p> </td> <td style="vertical-align: top; width: 50%;"> <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, Vegetables, fresh or green (not cold pack nor frozen), Vegetables, dried, viz.: Beans (except Mesquite), Lentils, Onions, Peas (except Cow Peas), Pepper Pods, Voting Booths, Ballot Boxes, Election Tents and Election Supplies, when transported from or to polling places.</p> </td> </tr> </table> <p>*41-R Cancels 41-C.</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. 652½.</p> <p>NOTE 6.-Exemption applies only to field seeds, viz.:</p>	<p>Sea Shells, crushed, ground, powdered or disintegrated (Subject to Note 5), Seeds, cotton, Seeds, field, as described in Note 6, Shell Marl, crushed, ground, or powdered, (1)*Shipments weighing 100 pounds or less when delivered from retail stores or retail warehouses where the property has been sold at retail by a retail merchant, or when returned to the original retail store shipper via the carrier which handled the outbound movement (Subject to Note 3), Straw (Subject to Note 7), Sulphur, 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, Vegetables, fresh or green (not cold pack nor frozen), Vegetables, dried, viz.: Beans (except Mesquite), Lentils, Onions, Peas (except Cow Peas), Pepper Pods, Voting Booths, Ballot Boxes, Election Tents and Election Supplies, when transported from or to polling places.</p>
<p>Sea Shells, crushed, ground, powdered or disintegrated (Subject to Note 5), Seeds, cotton, Seeds, field, as described in Note 6, Shell Marl, crushed, ground, or powdered, (1)*Shipments weighing 100 pounds or less when delivered from retail stores or retail warehouses where the property has been sold at retail by a retail merchant, or when returned to the original retail store shipper via the carrier which handled the outbound movement (Subject to Note 3), Straw (Subject to Note 7), Sulphur, 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, Vegetables, fresh or green (not cold pack nor frozen), Vegetables, dried, viz.: Beans (except Mesquite), Lentils, Onions, Peas (except Cow Peas), Pepper Pods, Voting Booths, Ballot Boxes, Election Tents and Election Supplies, when transported from or to polling places.</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-tail, crested,
 Dolichos,

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,
 Sainfein,
 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.

55249

(1) Provision transferred from Thirty-second Revised Page 14.

EFFECTIVE

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

Seventh Revised Page ... 16
 Cancels
 (1) Sixth Revised Page ... 16
 and
 Fifth Revised Page ... 16

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
50-B Cancels 50-A	<p style="text-align: center;">APPLICATION OF WESTERN CLASSIFICATION AND EXCEPTION SHEET</p> <p>(a) This tariff is governed to the extent shown herein by the Western Classification and the Exception Sheet.</p> <p>(b) Where the ratings, rules and regulations or other provisions or conditions provided in the Western Classification or Exception Sheet are in conflict with those provided in this tariff, the provisions of this tariff will apply.</p>
55	<p style="text-align: center;">REFERENCES TO ITEMS AND OTHER TARIFFS</p> <p>Unless otherwise provided, references herein to item numbers in this or other tariffs include references to such numbers with letter suffix, and references to other tariffs include references to amendments and successive issues of such other tariffs.</p>
60-B Cancels 60-A	<p style="text-align: center;">SHIPMENTS TO BE RATED SEPARATELY</p> <p>Each shipment shall be rated separately. Shipments shall not be consolidated or combined by the carrier. (Component parts of split pickup or split delivery shipments, as defined in Item No. 11 may be combined under the provisions of Items Nos. 160, 170, 220 and 230.)</p>
*70-F Cancels 70-E and 70-D	<p style="text-align: center;">GROSS WEIGHT</p> <p>Charges shall be assessed on the gross weight of the shipment. No allowance shall be made for the weight of containers.</p> <p style="text-align: center;">***</p>
80	<p style="text-align: center;">RATES BASED ON VARYING MINIMUM WEIGHTS</p> <p>When charges accruing on a shipment based upon actual weight exceed the charges computed upon a rate based upon a greater minimum weight, the latter shall apply. For the purpose of applying this item to a mixed shipment, deficiency between actual weight of the shipment and the greater minimum weight shall be computed at the rate applicable to the lowest rated commodity in the shipment.</p>

(1) Sixth Revised Page 16 was suspended by Supplement No. 31.

* Change, Decision No.

*** Exception canceled. Suspended by Supplement No. 31.

EFFECTIVE

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

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">MIXED SHIPMENTS(Concluded)</p> <p>3. Traffic for which rates are named in this tariff, moving in mixed shipments containing traffic on which interstate rates are applicable, shall be subject to the following provisions:</p> <p style="padding-left: 40px;">*(a) When a shipment consisting both of traffic for which rates are named in this tariff and traffic on which interstate rates are applicable, is received by a carrier at a point or points of origin for delivery by a carrier at a point or points of destination, all of which points of origin and destination are located wholly within California, the charges on the traffic subject to the rates named in this tariff may be computed at the separate rates applicable to such traffic based upon the combined weight of the entire mixed shipment. The minimum weight shall be the highest provided for any of the intrastate rates used in computing the charges, subject to Item No. 80. The rate applicable to the deficiency weight, if any, shall be the intrastate rate applicable to the lowest rated commodity in the intrastate portion of the shipment.</p> <p style="padding-left: 40px;">(b) The provisions of this paragraph shall apply only when both the intrastate and interstate portions move under a single contract of carriage embodied in one shipping document on which are shown separately (1) for the intrastate portion and each component part thereof, and (2) for the interstate portion and each component part thereof, the name of each shipper and consignee, each point of origin and point of destination, and the quantity, kind and weight of the property transported. The weight of the entire shipment shall also be shown.</p> <p style="padding-left: 40px;">(c) The word "shipment" as used in this item shall include a split pickup shipment or a split delivery shipment.</p> <p style="padding-left: 40px;">(d) The term "interstate" as used in this item means interstate or foreign.</p>
<p>*90-1-A Cancels 90-1</p>	<p style="text-align: center;">* Change, Decision No. 55249</p>
	<p>EFFECTIVE</p>
	<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No.</p>

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
100-F Cancels 100-E	<p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>(a) Distances to be used in connection with distance rates named herein shall be the shortest resulting mileage via any public highway route, computed in accordance with the method provided in the Distance Table, subject to the following exceptions:</p> <ol style="list-style-type: none"> 1. Distances from or to points located within zones described in Item No. 260 shall be computed from or to the mileage basing points designated in connection with such descriptions. The provisions of this exception will not apply in computing mileages between points located within a single zone. 2. From points of origin or to points of destination more than 70 miles distant from both the San Francisco and the Oakland pickup and delivery zones (computed in accordance with the method hereinabove provided), distances from points of origin or to points of destination located within the San Francisco pickup and delivery zone or located within the Oakland pickup and delivery zone shall be the average of the distances from or to the San Francisco pickup and delivery zone and the Oakland pickup and delivery zone (computed in accordance with the method hereinabove provided). In the event such average distance is less than the distance computed from or to an intermediate point via the shortest constructive route, such lesser mileage shall apply from or to such intermediate point. (See Note.) 3. For transportation under rates in Items Nos. 654, 654½ and 728, between points lying within the Imperial Valley Irrigation District on the one hand and points lying without such district on the other hand, distances shall be those computed in accordance with the Distance Table from or to the City of Imperial. <p>NOTE.-In computing distances under the provisions of Item No. 160 in connection with split pickup shipments, or under the provisions of Item No. 170 in connection with split delivery shipments, the average of the distance from or to (or from and to) the San Francisco Pickup and Delivery Zone and the distance from or to (or from and to) the Oakland Pickup and Delivery Zone shall be used only when the distance computed under the provisions of those items from or to (or from and to) both zones is more than 70 constructive miles.</p>
	<p style="text-align: center;">APPLICATION OF RATES - DEDUCTIONS</p> <p>(a) Rates provided in this tariff are for the transportation of shipments, as defined in Item No. 11(k), (l) and (m) from point of origin to point of destination, subject to Items Nos. 120, 140, 142 and 143.</p>

(b) Subject to Notes 1, 2, 3 and 4 hereof, when point of origin or point of destination is carrier's established depot, rates shall be 5 cents per 100 pounds (or 5 cents per shipment when shipment weighs less than 100 pounds) less than those specifically named herein. When both point of origin and point of destination are carrier's established depots, rates shall be 10 cents per 100 pounds (or 10 cents per shipment when shipment weighs less than 100 pounds) less than those named herein. In no case shall the net transportation rate be less than 15 cents per 100 pounds when applying the provisions of this paragraph.

*110-I
Cancels
110-H

NOTE 1.-No deduction from rates specifically named herein shall be made under this rule from rates based upon a minimum weight of 10,000 pounds or more, nor from minimum charges provided by Item No. 150.

NOTE 2.-No deduction from rates specifically named herein shall be made under this rule on shipments transported for persons, companies or corporations upon whose premises depots from or to which the transportation is performed are located.

NOTE 3.-When the commodity upon which charges are to be computed is rated at a percentage or multiple of classes 1, 2, 3 or 4, deductions under this rule shall be made from the resulting rate.

NOTE 4.-Deductions under this rule on split pickup or split delivery shipments shall be made only on the weight of the component parts having point of origin or point of destination, or both (as the case may be), at the carrier's established depots.

* Change)
◊ Increase) Decision No. 55249

EFFECTIVE

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

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*120-D Cancels 120-C	<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates in this tariff, and common carrier rates applied under the provisions of Items Nos. 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 08½ cents per 100 pounds, minimum additional charge 058 cents 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, and common carrier rates, applied under the provisions of Items Nos. 200, 210, 220 and 230, subject to minimum weights of 10,000 pounds or more, include the services of one man (driver or helper) for loading or unloading of the carrier's equipment, subject to the provisions of Item No. 140.</p>
#0126	<p style="text-align: center;">APPLICATION OF RATES-SHIPMENTS LOADED AND/OR UNLOADED BY SHIPPER WITH POWER EQUIPMENT</p> <p style="text-align: center;">(Not applicable in connection with rates named in Section No. 3 of this tariff)</p> <p>When a shipment subject to rates named in Section No. 2 of this tariff is loaded into and/or unloaded from the carrier's equipment by the consignor and/or the consignee with power equipment, as described in Item No. 10, the following provisions shall apply (See Notes 1, 2 and 3):</p> <p>(a) A shipment loaded by the consignor with power equipment or unloaded by the consignee with power equipment, shall be subject to rates 1½ cents per 100 pounds less than those otherwise applicable.</p> <p>(b) A shipment loaded by the consignor with power equipment and unloaded by the consignee with power equipment, shall be subject to rates 3 cents per 100 pounds less than those otherwise applicable.</p>

NOTE 1.-The provisions of this rule apply only when:

- (a) Shipment weighs (or transportation charges are computed upon a weight of) not less than 20,000 pounds; and
- (b) Shipping Document (Freight Bill), issued pursuant to Item No. 255, indicates that the shipment was loaded by the consignor and/or unloaded by the consignee and specifies the kinds of power equipment utilized.

NOTE 2.-The provisions of this item do not apply in connection with rates of 10 cents per 100 pounds or less.

NOTE 3.-When common carrier rates are used under the provisions of Items Nos. 200 to 230, inclusive, the application of this rule shall:

- (a) Not apply to common carrier rates determined under the alternative provisions of Item No. 200.
- (b) Apply only to rates named in this tariff when used in combination with common carrier rates under the provisions of Items Nos. 210 to 230, inclusive, and the total deductions so determined shall not exceed those provided for a like shipment moving entirely under through rates named in this tariff.

ACCESSORIAL SERVICES

When carrier performs, at shipper's or receiver's request or order, service such as stacking, sorting, providing helpers for loading or unloading, or any other like service which is not authorized to be performed under rates named in this tariff, and for which a charge is not otherwise provided, additional charges per man shall be assessed as provided in Item No. 145(a). The charge provided in Item No. 145(b) for unit of equipment shall also apply whenever the accessorial or incidental service requires its use, or whenever the unit of equipment is inactivated by reason of the driver or helper being engaged in such service.

140-G
Cancels
140-F

The provisions of this item shall not apply when a helper is provided for any reason other than shipper's or receiver's request or order. The reason for supplying helpers shall be recorded on shipping and accessorial service documents.

* Change)
◇ Increase)
⊖ Reduction) Decision No. 55249
Addition)

(1) Ninth Revised Page 19 and Item No. 125(canceled) were suspended by Supplement No. 31.

EFFECTIVE

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

Cancel

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																					
<p>*143-B Cancels 143-A</p>	<p style="text-align: center;">(1) DELAYS TO EQUIPMENT</p> <p>1. Definitions (a) Actual placement. By actual placement is meant the placing of carriers' equipment at place designated by consignee or consignor for loading or unloading. (b) Constructive placement. By constructive placement is meant the holding of a unit of carriers' equipment at a point other than the designated loading or unloading place, due to the inability of consignee or consignor to accept for actual placement the unit of carriers' equipment after its tender for actual placement by the carrier. Constructive placement of equipment for purpose of loading or unloading shall not commence prior to the time specified in consignee's or consignor's oral or written equipment order, or at any time other than normal business days between the hours of 8:00 A.M. and 3:00 P.M. (the lunch hour between 12:00 noon and 1:00 P.M. excepted) Monday through Friday. (c) Unit of Equipment. By unit of equipment is meant a motor truck, trailer, or semi-trailer, exclusive of motor tractor.</p> <p>2. Free Time (a) A period of four (4) hours will be allowed on each unit of equipment between constructive placement and time equipment has actually completed loading or unloading. (b) The provisions of this item shall not apply in connection with the actual placement of units of equipment under agreement with the consignor or consignee for loading by the consignor or unloading by the consignee, when such agreement is recorded on the shipping document.</p> <p>3. Demurrage on Equipment Held After Free Time Has Elapsed A charge of \$ 2 ¢ per 100 pounds will be made by the carrier on all shipments on all equipment unloaded or loaded after the free time has elapsed.</p> <p>4. Provisions of Item No. 145 of this tariff will not apply.</p>																					
<p>0145-B Cancels 145-A</p>	<p style="text-align: center;">CHARGES FOR ACCESSORIAL SERVICES OR DELAYS</p> <p>For accessorial services or delays under conditions specified in Items Nos. 140 and 142, charges shall be assessed for each period or fraction thereof, as follows:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th colspan="2" style="text-align: center;">Charges in Cents</th> </tr> <tr> <th></th> <th style="text-align: center;">For First</th> <th style="text-align: center;">For Each</th> </tr> <tr> <th></th> <th style="text-align: center;">30 Minutes</th> <th style="text-align: center;">Additional</th> </tr> <tr> <th></th> <th style="text-align: center;"><u>or Fraction</u></th> <th style="text-align: center;"><u>15 Minutes</u></th> </tr> <tr> <th></th> <th style="text-align: center;"><u>or Fraction</u></th> <th style="text-align: center;"><u>or Fraction</u></th> </tr> </thead> <tbody> <tr> <td>(a) For driver, helper or other carrier employee, per man</td> <td style="text-align: center;">180</td> <td style="text-align: center;">90</td> </tr> <tr> <td>(b) For unit of equipment (each motor truck, trailer or semi-trailer, exclusive of motor tractors)</td> <td style="text-align: center;">65</td> <td style="text-align: center;">33</td> </tr> </tbody> </table>		Charges in Cents			For First	For Each		30 Minutes	Additional		<u>or Fraction</u>	<u>15 Minutes</u>		<u>or Fraction</u>	<u>or Fraction</u>	(a) For driver, helper or other carrier employee, per man	180	90	(b) For unit of equipment (each motor truck, trailer or semi-trailer, exclusive of motor tractors)	65	33
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ADVERTISING ON EQUIPMENT

*147-A
Cancels
147

For placing or carrying any sign, or signs, or advertising, of alcoholic liquors on carrier's equipment engaged in transporting alcoholic liquors, N.O.I.B.N., as described under that heading in the Western Classification, moving between San Francisco Territory and Los Angeles Territory, an additional charge of \diamond \$6.60 per unit per shipment shall be assessed by the carrier.

(1) Applies only on shipments of Whole Grain in bulk or in bags, subject to minimum weights of 10,000 pounds or more.

* Change)
 \diamond Increase) Decision No. 55249

EFFECTIVE

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

Item No. SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)

The minimum charge per shipment shall be as follows:

(a) For distances not exceeding 150 constructive miles:

Weight of Shipment (In Pounds)		Minimum Charge (In Cents)
Over	But Not Over	
0	25	125
25	50	145
50	75	165
75	100	185
100		205

(b) For distances exceeding 150 constructive miles, the minimum charge per shipment shall be:

1. If classified first class or lower, for 100 pounds at the class or commodity rate applicable thereto; or

2. If classified higher than first class, for 100 pounds at the first class rate; or

3. If shipment contains different articles and no article is rated higher than first class, for 100 pounds at the class or commodity rate applicable to the article taking the highest rate; or if any article is rated higher than first class, for 100 pounds at the first class rate; but

4. The minimum charge shall not be less than \$2.05.

(c) EXCEPTION: The minimum charge shall in no event be less than \$2.35 for shipments (a) having point of origin or point of destination on steamship wharves or docks, or (b) transported beyond public highways to or from oil or gas well sites.

*150-K
Cancels
150-J

*Change }
Increase } Decision No. 55249

EFFECTIVE

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

Correction No.

Item No. SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)

SPLIT PICKUP

The rate for the transportation of a split pickup shipment shall be determined and applied as follows, subject to Note 1:

*160- J
Cancels
160-I

- (a) Distance rates shall be determined by the distance to point of destination from that point of origin which produces the shortest distance via the other point or points of origin.
- *(b) Point-to-point rates shall be applied only when point of destination and all points of origin are within the territories or are within the pickup and delivery limits of the named points between which the point-to-point rates apply, or are located between said territories or named points on a single authorized route.
- (c) Point-to-point rates determined under paragraph (b) may be combined with distance rates provided in paragraph (a) where lower charges result. The applicable distance rate factor shall be determined by use of one-half the shortest distance from the territory or authorized route and return thereto via the off-route point or points of origin and destination.
- (d) For each split pickup shipment a single bill of lading or other shipping document shall be issued; and at the time of or prior to the initial pickup the carrier shall be furnished with written instructions showing the name of the consignor, the point or points of origin and the description and weight of property in each component part of such shipment.
- (e) If split delivery is performed on a split pickup shipment or a component part thereof, or if shipping instructions do not conform with the requirements of paragraph (d) hereof, each component part of the split pickup shipment shall be rated as a separate shipment under other provisions of this tariff.

NOTE 1: In addition to the rate for transportation, the following additional charges shall be assessed for split pickup service:

- 1. For split pickup shipments transported under distance rates, when the distance computed in accordance with paragraph (a) hereof does not exceed 100 constructive miles, and shipments transported under point-to-point rates named in Items Nos. 509, 515 and 520:

Weight of Component Part (Pounds)		Split Pickup Charge for Each Component Part in Cents
Over	But Not Over	
0	100	100
100	500	100
500	1,000	130
1,000	2,000	180
2,000	4,000	250
4,000	10,000	295
10,000		345
20,000		

2. For split pickup shipments, except as provided in paragraph 1:

Weight of Component Part (Pounds)		Split Pickup Charge for Each Component Part in Cents
Over	But Not Over	
0	100	100
100	500	130
500	1,000	200
1,000	2,000	300
2,000	4,000	400
4,000	10,000	500
10,000		600

* Change, Decision No.

55249

EFFECTIVE

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

Correction No.

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																											
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*170-J Cancels 170-I	(d) For each split delivery shipment a single bill of lading or other shipping document shall be issued; and at the time of or prior to the tender of the shipment the carrier shall be furnished with written instructions showing the name of each consignee, the point or points of destination and the description and weight of property in each component part of such shipment.																											
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Weight of Component Part (Pounds)		Split Delivery Charge for Each Component Part in Cents
Over	But Not Over	
0	100	100
100	500	130
500	1,000	200
1,000	2,000	300
2,000	4,000	400
4,000	10,000	500
10,000		600

RECEIVING AND TRANSMITTING PURCHASE ORDERS

*172-C
Cancels
172-B

When the service of receiving and transmitting purchase orders is performed in connection with the transportation to which the rates provided in this tariff are applicable the charge for handling said purchase orders shall be \diamond 3 cents per order.

STRINGING PIPE

*175-A
Cancels
175

When the service of stringing (distribution in transit along a line) is performed in connection with the transportation of pipe and culvert, fencing, posts and poles for which the class rates provided in this tariff are applicable, the class rates shall be applied to the point at which the stringing service is commenced. In addition thereto hourly rates provided in Item No. 720 shall be assessed for the time consumed in performing the stringing service, less ten minutes per ton.

* Change)
 \diamond Increase)
& Reduction)

Decision No. 55249

EFFECTIVE

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 34

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																																								
	COLLECT ON DELIVERY (C.O.D.) SHIPMENTS																																								
	<p>(a) No carrier shall handle any C.O.D. shipment unless and until it has on file with the Commission a good and sufficient bond in such form as the Commission may deem proper, in a sum of not less than Two Thousand Dollars.</p> <p>(b) The bond required by paragraph (a) hereof, shall be filed by the carrier as principal and by some solvent surety company, authorized to do business in the State of California, as surety, payable to the State of California, and/or any person or persons to whom any amount may be due on any C.O.D. shipment transported by said carrier and not remitted to the person or persons to whom it is due within ten days after delivery to any such shipment; however, when the carrier has filed with any municipality or board thereof, pursuant to ordinance, a bond in a sum not less than Two Thousand Dollars, payable to said board or municipality and/or any person or persons to whom any amount may be due on any C.O.D. shipment transported by said carrier and not remitted to the person or persons to whom it is due within ten days after delivery of any such shipment, the filing by such carrier of a certified copy of said bond with this Commission shall be deemed compliance herewith. Each bond filed pursuant to the foregoing shall specify the extent to which the carrier's operations are covered thereby and may cover more than one operative authority held by the same carrier. When a carrier with such a bond or bonds on file with the Commission obtains additional operative authority, said bond or bonds shall be revised or reissued to show whether or not the additional operative authority is covered thereby. No C.O.D. bond shall be canceled on less than thirty days' notice to the Commission.</p> <p>(c) In the handling of C.O.D. shipments carrier shall, promptly upon collection of any and all C.O.D. moneys, and in no event later than ten days after delivery to consignee, unless consignor instructs otherwise in writing, remit to consignor all C.O.D. moneys collected by it on such shipments.</p> <p>(d) The charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments shall be as follows:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: left;">When the amount collected is</th> <th style="text-align: right;">◇ Charge for collecting and remitting will be</th> </tr> </thead> <tbody> <tr><td>Not over \$2.50-----</td><td style="text-align: right;">\$ 0.40</td></tr> <tr><td>Over \$2.50 not over \$5.00-----</td><td style="text-align: right;">0.46</td></tr> <tr><td>Over 5.00 not over 10.00-----</td><td style="text-align: right;">0.60</td></tr> <tr><td>Over 10.00 not over 20.00-----</td><td style="text-align: right;">0.63</td></tr> <tr><td>Over 20.00 not over 25.00-----</td><td style="text-align: right;">0.66</td></tr> <tr><td>Over 25.00 not over 40.00-----</td><td style="text-align: right;">0.77</td></tr> <tr><td>Over 40.00 not over 50.00-----</td><td style="text-align: right;">0.82</td></tr> <tr><td>Over 50.00 not over 60.00-----</td><td style="text-align: right;">1.04</td></tr> <tr><td>Over 60.00 not over 80.00-----</td><td style="text-align: right;">1.07</td></tr> <tr><td>Over 80.00 not over 100.00-----</td><td style="text-align: right;">1.10</td></tr> <tr><td>Over 100.00 not over 102.50-----</td><td style="text-align: right;">1.39</td></tr> <tr><td>Over 102.50 not over 105.00-----</td><td style="text-align: right;">1.44</td></tr> <tr><td>Over 105.00 not over 110.00-----</td><td style="text-align: right;">1.48</td></tr> <tr><td>Over 110.00 not over 120.00-----</td><td style="text-align: right;">1.53</td></tr> <tr><td>Over 120.00 not over 140.00-----</td><td style="text-align: right;">1.58</td></tr> <tr><td>Over 140.00 not over 150.00-----</td><td style="text-align: right;">1.63</td></tr> <tr><td>Over 150.00 not over 160.00-----</td><td style="text-align: right;">1.74</td></tr> <tr><td>Over 160.00 not over 180.00-----</td><td style="text-align: right;">1.78</td></tr> <tr><td>Over 180.00 not over 200.00-----</td><td style="text-align: right;">1.81</td></tr> </tbody> </table>	When the amount collected is	◇ Charge for collecting and remitting will be	Not over \$2.50-----	\$ 0.40	Over \$2.50 not over \$5.00-----	0.46	Over 5.00 not over 10.00-----	0.60	Over 10.00 not over 20.00-----	0.63	Over 20.00 not over 25.00-----	0.66	Over 25.00 not over 40.00-----	0.77	Over 40.00 not over 50.00-----	0.82	Over 50.00 not over 60.00-----	1.04	Over 60.00 not over 80.00-----	1.07	Over 80.00 not over 100.00-----	1.10	Over 100.00 not over 102.50-----	1.39	Over 102.50 not over 105.00-----	1.44	Over 105.00 not over 110.00-----	1.48	Over 110.00 not over 120.00-----	1.53	Over 120.00 not over 140.00-----	1.58	Over 140.00 not over 150.00-----	1.63	Over 150.00 not over 160.00-----	1.74	Over 160.00 not over 180.00-----	1.78	Over 180.00 not over 200.00-----	1.81
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Over 180.00 not over 200.00-----	1.81																																								

*180-G
 Cancels
 180-F

Over	\$200.00	not over	\$250.00	-----	\$ 2.05
Over	250.00	not over	300.00	-----	2.35
Over	300.00	not over	350.00	-----	2.66
Over	350.00	not over	400.00	-----	2.94
Over	400.00	not over	450.00	-----	3.27
Over	450.00	not over	500.00	-----	3.58
Over	500.00	not over	550.00	-----	3.88
Over	550.00	not over	600.00	-----	4.17
Over	600.00	not over	650.00	-----	4.49
Over	650.00	not over	700.00	-----	4.80
Over	700.00	not over	750.00	-----	5.11
Over	750.00	not over	800.00	-----	5.39
Over	800.00	not over	850.00	-----	5.71
Over	850.00	not over	900.00	-----	6.01
Over	900.00	not over	950.00	-----	6.33
Over	950.00	not over	1,000.00	-----	6.62
Over	1,000.00	at rate of	\$6.62 per	\$1,000.00	

* Change)
 ◇ Increase) Decision No. 55249

EFFECTIVE

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

Correction No.

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)		
	CHARGES FOR REFRIGERATION SERVICE Charges shown below shall be assessed, in addition to all other applicable charges provided in this tariff, for the transportation of all commodities described as "Cold Pack" or "Frozen" in the Western Classification, in the Exception Sheet or in this tariff on carload class rates for Classes 5, A, B, C, D and E or multiples thereof, and on such commodity rates that refer to this item; subject to Note 1.		
	MILES		
	Over But Not Over	Additional Charges (In Cents per 100 Pounds)	
	0 15 30 50 100 150 200 300 400 500 and over	15 30 50 100 150 200 300 400 500 1½ 2½ 3½ 5 5½ 6 7 8½ 10 11	
	BETWEEN	AND	
*185-A Cancels 185	SAN FRANCISCO TERRITORY as described in Item No. 270-3 SACRAMENTO (See Item No. 260-7)	LOS ANGELES TERRITORY as described in Item No. 270-3	8½
	LOS ANGELES ZONE 1 as described in the Distance Table	SANTA ANA	3½
	SAN JOSE or SANTA CLARA	SAN FRANCISCO OAKLAND	3½
	SAN FRANCISCO or SOUTH SAN FRANCISCO	ALAMEDA, ALBANY, BERKELEY, EL CERRITO, EMERYVILLE, OAKLAND, PIEDMONT, RICHMOND, SAN LEANDRO, SAN PABLO, or STEGE	3½
NOTE 1.-(a) Mileages to be used in determining the minimum charge in connection with shipments transported under the provisions of Items Nos. 160, 170, 210, 220 or 230 shall be computed in the same manner as the mileage employed in determining the line-haul rate specifically named in this tariff.			

(b) The minimum charge applicable in connection with shipments moving under combinations of rates named in this tariff shall be determined under the provisions of Item No.190.
#(c) Minimum refrigeration charges shall be based on the actual weight of the shipment.

* Change }
Addition } Decision No. .

55249

EFFECTIVE

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

Correction No.

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*190-C Cancels 190-B	<p style="text-align: center;">ALTERNATIVE APPLICATION OF RATES NAMED IN THIS TARIFF</p> <p>In the event two or more rates are named in this tariff for the same transportation, the lower rate shall apply. In the event a combination of rates makes a lower aggregate through rate or charge than a single rate, such lower combination of rates shall apply.</p>
*200-F Cancels 200-E	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>(a) Common carrier rates, except rates of coastwise common carriers by vessel, may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation than results from the application of the rates herein provided. (See Notes 1, 2, 3 and 4.)</p> <p>(b) Team track-to-team track rates of common carriers by railroad or of common carriers by vessel operating over inland waters may be applied in lieu of the rates provided in this tariff, in connection with transportation between established depots in the same cities or unincorporated communities in which such team tracks are located, when such team track-to-team track rates produce a lower aggregate charge than results from the application of the rates provided in this tariff for depot-to-depot movements. (See Notes 1, 2, 3 and 4.)</p> <p>NOTE 1.-When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p> <p>NOTE 2.-In determining the aggregate charge by railroad of transporting shipments of hay and related articles, as described in Item No. 657, there shall be added to the rail rate 37 cents per ton for shrinkage.</p> <p>NOTE 3.-In determining the aggregate charge by railroad for the transportation of shipments of commodities classified "cold pack" or "frozen" in the Western Classification or Exception Sheet, the charge for refrigeration service shall be the charge for Mechanical Refrigeration Service named in the applicable rail tariff or tariffs.</p> <p># NOTE 4.-In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p>
* Change) # Addition)	Decision No. 55249
EFFECTIVE	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No.</p>	

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p data-bbox="558 372 1235 435" style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p data-bbox="360 468 1417 596">When lower aggregate charges result, rates provided in this tariff may be used in combination with common carrier rates, except rates of coastwise common carriers by vessel, for the same transportation as follows:</p> <p data-bbox="360 629 1405 851">(a) When point of origin is located beyond railhead or an established depot and point of destination is located at railhead or an established depot, add to the common carrier rate applying from any team track or established depot to point of destination the rate provided in this tariff for the distance from point of origin to the team track or depot from which the common carrier rate applies. (See Notes 1, 2, 3 and 4.)</p> <p data-bbox="360 884 1430 1105">(b) When point of origin is located at railhead or an established depot and point of destination is located beyond railhead or an established depot, add to the common carrier rate applying from point of origin to any team track or established depot the rate provided in this tariff for the distance from the team track or depot to which the common carrier rate used applies to point of destination. (See Notes 1, 2, 3 and 4.)</p> <p data-bbox="360 1138 1405 1396">(c) When both point of origin and point of destination are located beyond railhead or an established depot, add to the common carrier rate applying between any railheads or established depots the rate provided in this tariff for the distance from point of origin to the team track or depot from which the common carrier rates used applies, plus the rate provided in this tariff for the distance from the team track or depot to which the common carrier rate used applies to point of destination. (See Notes 1, 2, 3 and 4.)</p> <p data-bbox="436 1429 1331 1939">NOTE 1.-If the route from point of origin to the team track or the established depot, or from the team track or established depot to point of destination, is within the corporate limits of a single incorporated city, the rates provided in this tariff for transportation for distances of 3 miles or less, or rates established for transportation by carriers as defined in the City Carriers' Act, whichever are the lower, shall apply from point of origin to team track or established depot or from team track or established depot to point of destination as the case may be; except that if the route from team track or established depot is within the limits of the Los Angeles Drayage Area (see Item No. 30 for reference), rates no lower than those established for transportation therein shall apply in connection with shipments of alcoholic liquors originating in San Francisco Territory.</p> <p data-bbox="436 1972 1314 2135">NOTE 2.-When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p>

*210-E
Cancels
210-D

NOTE 3.-In determining the aggregate charge by railroad of transporting shipments of hay and related articles, as described in Item No. 657, there shall be added to the rail rate (or the combined rail and highway carrier rate) 37 cents per ton for shrinkage.

#NOTE 4.-In applying the common carrier rate or charge under this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.

* Change)
Addition) Decision No. 55240

EFFECTIVE

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

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>*220-A Cancels 220</p>	<p>ALTERNATIVE APPLICATION OF SPLIT PICKUP UNDER RATES CONSTRUCTED BY USE OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>Charges on split pickup shipments may be computed by use of combinations with common carrier rates as follows, if a lower aggregate charge than that accruing under the basis provided in Item No. 160 results:</p> <p>(1) Compute the charge applicable under the rates named in this tariff for a split pickup shipment from the point or points of origin, of the several component parts (See Item No. 160) to any team track or established depot. (See Note.)</p> <p>(2) Add to such charge the charge applicable under Items Nos. 200 and 210 for the weight of the composite shipment from such team track or established depot to point of destination.</p> <p>*NOTE-If the points of origin of all component parts are within the limits of an incorporated city within which the team track or established depot is located, and no rate for transportation to the team track or established depot from such points of origin is named in this tariff, the rates named in this tariff for transportation for distances of 3 miles or less shall apply to the composite shipment, or rates established for transportation by carriers as defined in the City Carriers' Act, whichever are the lower, shall apply to such team track or established depot from such points of origin.</p>
<p>*230-A Cancels 230</p>	<p>ALTERNATIVE APPLICATION OF SPLIT DELIVERY UNDER RATES CONSTRUCTED BY USE OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>Charges on split delivery shipments may be computed by use of combinations with common carrier rates as follows, if a lower aggregate charge than that accruing under the basis provided in Item No. 170 results:</p> <p>(1) Compute the charge applicable under Items Nos. 200 and 210 for the weight of the composite shipment from point of origin to any team track or established depot.</p> <p>*(2) Add to such charge the charges applicable under the rates named in this tariff for a split delivery shipment (See Item No. 170) from such team track or established depot to the point or points of destination of the several component parts. (See Note)</p>

*NOTE.-If the points of destination of all component parts are within the limits of an incorporated city within which the team track or established depot is located, and no rate for transportation from the team track or established depot to such point of destination is named in this tariff, the rates named in this tariff for transportation for distances of 3 miles or less shall apply to the composite shipment, or rates established for transportation by carriers as defined in the City Carriers' Act, whichever are the lower, shall apply from such team track or established depot to such points of destination.

*Change, Decision No. 55249

EFFECTIVE

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

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*240-I Cancels 240-H	<p data-bbox="322 420 1263 496">ACCESSORIAL SERVICES NOT INCLUDED IN COMMON CARRIER RATES</p> <p data-bbox="322 522 1445 751">In the event under the provisions of Items Nos. 200 to 230, inclusive, a rate of a common carrier is used in constructing a rate for highway transportation, and such rate does not include accessorial services performed by the highway carrier the following charges for such accessorial services shall be added (except as otherwise provided in connection with individual rates):</p> <ul style="list-style-type: none"><li data-bbox="371 777 1412 904">◊◊(1) For loading of carrier's equipment, 1 cent per 100 pounds assessed on the weight on which transportation charges are computed (See Notes 1, 2, 3, 4, 5 and 6);<li data-bbox="371 930 1428 1057">◊◊(2) For unloading of carrier's equipment, 1 cent per 100 pounds assessed on the weight on which transportation charges are computed (See Notes 1, 2, 3, 4, 5 and 6);<li data-bbox="421 1082 1395 1159">(3) For C.O.D. service - charges provided in Item No. 180;<li data-bbox="421 1184 1395 1261">(4) For other accessorial services - charges provided in Item No. 145;<li data-bbox="421 1286 1462 1541">(5) Split pickup or split delivery shall not be accorded unless included in the common carrier rate (See Items Nos. 220 and 230 for exceptions) except that, on shipments of dried fruit, split delivery may be accorded, subject to the additional charges named in Note 1 of Item No. 170, when all component parts of the shipment are destined to one or more docks, piers or wharves at:<ul style="list-style-type: none"><li data-bbox="602 1567 1082 1605">(a) San Francisco only, or<li data-bbox="602 1605 1346 1643">(b) Alameda, Oakland and/or Richmond, or<li data-bbox="602 1643 933 1681">(c) Stockton only. <p data-bbox="322 1694 1445 1821">#NOTE 1.-The charge for loading and/or unloading shall apply in all circumstances except those on which the shipment is loaded into and/or unloaded from the carrier's equipment by the consignor and/or the consignee as follows:</p> <ul style="list-style-type: none"><li data-bbox="421 1821 1428 1860">(a) with power equipment as described in Item No. 10, or<li data-bbox="338 1860 1412 1949">(b) When the carrier's equipment is a trailer or semi-trailer left for loading and/or unloading without the presence of carrier's employees; and<li data-bbox="338 1949 1445 2076">(c) Provided that the Shipping Document (Freight Bill) issued pursuant to Item No. 255 indicates that the shipment was loaded by the consignor and/or unloaded by the consignee under one of the circumstances described in subparagraphs (a) and (b) hereinabove.

NOTE 2.-When shipments consisting in whole or in part of Oil, Water or Gas Well Outfits and supplies, and other Articles, as described in Item No. 365, moving between points located in Los Angeles and Orange Counties on the one hand and points located in California, Salinas, Fresno and south thereof, on the other hand, are transported:

(a) Under the provisions of Item No. 200, a charge of $\diamond 3\frac{1}{2}$ cents per 100 pounds shall be added for tailgate loading, and a charge of 3 cents per 100 pounds shall be added for tailgate unloading;

(b) Under the provisions of Paragraph (a) of Item No. 210, a charge of $\diamond 3\frac{1}{2}$ cents per 100 pounds shall be added for tailgate unloading;

(c) Under the provisions of Paragraph (b) of Item No. 210, a charge of $\diamond 3\frac{1}{2}$ cents per 100 pounds shall be added for tailgate loading; or

(d) Under the provisions of Paragraph (c) of Item No. 210, no additional charge shall be added for tailgate loading or tailgate unloading.

NOTE 3.-For loading or unloading other than tailgate loading or tailgate unloading of Lumber and Forest Products as described in Item No. 660 or of hay and related articles as described in Items Nos. 657 and 658, the charge will be $\diamond 2\frac{1}{2}$ cents per 100 pounds.

NOTE 4.-When shipments consisting in whole or in part of Liquors, alcoholic, N.O.I.B.N., as described under that heading in the Western Classification, moving between San Francisco Territory and Los Angeles Territory are transported:

(a) Under the provisions of Item No. 200 a charge of $\diamond 2\text{-}3/4$ cents per 100 pounds shall be added for tailgate loading, and a charge of $\diamond 2\frac{1}{2}$ cents per 100 pounds for tailgate unloading;

(b) Under the provisions of Paragraph (a) of Item No. 210, a charge of $\diamond 2\frac{1}{2}$ cents per 100 pounds shall be added for tailgate unloading;

(c) Under the provisions of Paragraph (b) of Item No. 210, a charge of $\diamond 2\text{-}3/4$ cents per 100 pounds shall be added for tailgate loading; or

(d) Under the provisions of Paragraph (c) of Item No. 210, no additional charge shall be added for tailgate loading or tailgate unloading.

NOTE 5.-For tailgate loading or tailgate unloading of cement, Portland (building), a charge of $2\frac{1}{2}$ cents per 100 pounds shall be added.

NOTE 6.-For pickup or delivery service at a point not at street level and where the minimum weight is less than 10,000 pounds, the tailgate loading or unloading provisions of this item will not apply and the additional charge provided in Item No. 120 will apply.

* Change)		
\diamond Increase)		
\circ Deduction)	Decision No.	55249
# Addition)		

EFFECTIVE

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

Fourth Revised Page 36
 Cancels
 (1) Third Revised Page ... 36
 and
 Second Revised Page 36

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)							
EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET								
RULES								
<p>*Rates in this tariff are not subject to the provisions of the following rules of the Western Classification:</p>								
*280-C Cancels 280-B and 280-A	1	7	13	24	31	39	44	
	3	8	14	27	32	40	47	
	4	9	15	28	34	41	49	
	5	10	16	29	35	42	50	
	6	11	#23	30	38	43	#53	
	<p>Rates in this tariff are not subject to the provisions of the following rules of the Exception Sheet:</p>							
	5	40	75	110	160	200	235	
10	45	80	115	165	205	240		
15	50	85	120	170	210	245		
20	55	90	125	175	215	250		
25	60	95	130	185	220	255		
30	65	100	140	190	225	260		
35	70	105	145	195	230			
RATINGS								
*290-A Cancels 290	<p>Except as otherwise provided in this Section, class rates contained in Section No. 2 are subject to any quantity, less-carload and carload ratings (including minimum weights) as shown in the Western Classification and Exception Sheet. (See Exception.)</p>							
	<p>EXCEPTION.—When the carload minimum weight provided in connection with ratings in the Western Classification or Exception Sheet exceeds \diamond 40,000 pounds, the minimum weight shall be considered as being \diamond 40,000 pounds for the purpose of applying rates in Section No. 2 of this tariff.</p>							
METHOD OF COMPUTING COMBINATION RATES								
295	<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>							
<p>* Change) # Addition) Decision No. 55249 \diamond Increase)</p> <p>(1) Third Revised Page No. 36 was suspended by Supplement No. 31.</p>								
EFFECTIVE								
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No.</p>								

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)					
*300-C Cancels 300-B	EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Continued)					
	<p style="text-align: center;">PACKING REQUIREMENTS</p> <p>Except as otherwise provided, articles will not be subject to the packing requirements of the Western Classification or Exception Sheet, but may be accepted for transportation in any container or any shipping form, providing such container or form of shipment will render the transportation of the freight reasonably safe and practicable.</p> <p>If two or more ratings which are subject to different packing requirements are provided for an article in the form in which it is shipped, the lowest of such ratings will apply.</p> <p>*The term "form in which it is shipped" means the form of the article itself as prepared for shipment or for the trade (exclusive of packing requirements), such as set up, knocked down, nested, not nested, compressed, not compressed, folded flat, not folded flat, in metal can inner containers, in glass bottle inner containers, in carton inner containers, in bulk (not in inner containers), dry, liquid, paste, solid, powdered, granulated, in carboys. The term "packing requirements" means (1) the outer shipping containers such as boxes, barrels, crates, bags, and (2) the shipping forms such as bundles, bales, rolls, loose, on skids (other than lift truck or platform), which are provided in the Western Classification or Exception Sheet.</p>					
305	Batteries, dry cell, electric, less carload-	<table border="1"> <tr><th colspan="2">Class Rating</th></tr> <tr><td colspan="2" style="text-align: center;">4</td></tr> </table>	Class Rating		4	
Class Rating						
4						
310	Beverages, malt; viz.: Ale, Beer, Beer Tonic, Porter, Stout, less carload -----	<table border="1"> <tr><td colspan="2" style="text-align: center;">4</td></tr> </table>	4			
4						
311	Beverage Preparations, not otherwise indexed by name in the Western Classification, dry, less carload -----	<table border="1"> <tr><td colspan="2" style="text-align: center;">4</td></tr> </table>	4			
4						
*315-A Cancels 315	Butter, dairy Cheese (including cottage cheese and pot cheese) Margarine (1) Applies only when one or more of the commodities listed in this item move in mixed shipments with other commodities for which rates are provided in this tariff.	<table border="1"> <tr><td colspan="2" style="text-align: center;">(1) 4</td></tr> </table>	(1) 4			
(1) 4						
*320-C Cancels 320-B	Canned Goods and Other Articles as described in and subject to the provisions of Item No. 610: Less than carload ----- Carload, minimum weight 30,000 pounds -	<table border="1"> <tr><td colspan="2" style="text-align: center;">90% of 4</td></tr> <tr><td colspan="2" style="text-align: center;">5</td></tr> </table>	90% of 4		5	
90% of 4						
5						

<p>*330 - H Cancels 330 - G</p>	<p>Carriers (used packages), second-hand, empty: As described in and subject to the provisions of Item No. 300 of the Exception Sheet.</p> <p>Containers, aluminum bulk commodity shipping, nested, subject to Note 1 of Item No. 300 of the Exception Sheet.</p> <p>Less than carload ----- (2) Subject to minimum rate of 26 cents per 100 pounds or actual 4th class rate, whichever is lower. On continuous through movements on which charges are obtained by use of combinations of separately established rates, the minimum rate stated above shall apply, not in connection with the separately established factors, but to the total of the combined rate applicable to the through continuous movement.</p> <p>Carload: Minimum weight 12,000 pounds ----- Minimum weight 30,000 pounds ----- (3) Not to exceed less-than-carload rate.</p>	<p>(2) 1/2 of 4</p> <p>(3)B (3)E</p>																
<p>333</p>	<p>Clothing, staple work, viz.: Dungarees, coveralls, overalls, breeches, pants, shirts or jackets (see Note 1) made of any one or any combination of the following fabrics made wholly of cotton:</p> <table border="0"> <tr> <td>Denim</td> <td>Drills</td> <td>Flannels</td> <td>Corduroys</td> </tr> <tr> <td>Jeans</td> <td>Chambrays</td> <td>Coverts</td> <td>Duck</td> </tr> <tr> <td>Twills</td> <td>Cottonades</td> <td>Poplins</td> <td>Moleskins</td> </tr> <tr> <td></td> <td></td> <td></td> <td>Whipcords</td> </tr> </table> <p>Note 1.-Includes work jackets with blanket lining made of cotton and not to exceed 50% of wool shoddy.</p>	Denim	Drills	Flannels	Corduroys	Jeans	Chambrays	Coverts	Duck	Twills	Cottonades	Poplins	Moleskins				Whipcords	<p>3</p>
Denim	Drills	Flannels	Corduroys															
Jeans	Chambrays	Coverts	Duck															
Twills	Cottonades	Poplins	Moleskins															
			Whipcords															
<p>*Change } Decision No. 55249 0Increase }</p>																		
<p>EFFECTIVE</p>																		
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No.</p>																		

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)		
	EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Continued)		Class Rating
*360-G Cancels 360-F	GROCERIES AND GROCERS' SUPPLIES, viz.:		
	Bakery Goods, as described under that heading in the Western Classification, Beverages, or Beverage preparations, as described in Items Nos. 39420, 39490, 39491, 40295, 40296, 40310, 40410 and 40420 of the Western Classification, Candy or Confectionery, as described in Items Nos. 20110, 20111 and 20112 of the Western Classification, Cereal and Nuts combined (Meat Substitutes), Cereal Food Preparations, as described under that heading in the Western Classification (subject to Notes 1 and 2), Chocolate, Chocolate Coating, Cocoa, Coffee, Coffee, extract of (condensed coffee), dry, Coffee Substitutes, Cereal, Fruit or Vegetable, including Chicory, Colorings, confectioners', Compounds, Food Curing, Preserving or Seasoning, Dessert Preparations, as described in Items Nos. 39760 and 39761 of the Western Classification, Eggs, Shelled (Egg Albumen, whites or yolks), desiccated or frozen, Extracts or Flavoring Compounds, not otherwise indexed by name in the Western Classification, Fish, other than fresh or frozen, Fondant, candy (candy filler), Food, Infants' or Invalids' cereal, or Food, Prepared, not otherwise indexed by name in the Western Classification, Fruit, or Fruit Peel, candied, crystallized, glazed or stuffed, Fruit Juice Powders or Crystals, Citrus,	Fruit Syrups, Gelatine, Glucose, Gum, Chewing, Honey, Horseradish, Lard, Lard Compounds or Lard Substitutes, as described in Items Nos. 33460 and 67840 of the Western Classification, Liquors, malt, viz.: Ale, Beer, Beer Tonic, Porter, Stout, Liquors, vinous, Macaroni, except Canned, Malt Syrup, Meat, other than fresh, Milk, malted, Mustard, Noodles, Nuts, edible, shelled, plain, salted or sweetened, Paste, alimentary, Paste, confectioners' or icings, *Popcorn, not popped, #Popped Corn (subject to Notes 1 and 2), *Potato Chips (subject to Notes 1 and 2), Powder, Baking or Yeast, Sago, Salads, Fish, Macaroni, Meat or Vegetable, Salt (subject to Note 1), Shortening, Spaghetti, except Canned, Spices, Sugar (subject to Note 1), Tapioca, Tea, Vermicelli, except Canned, Yeast.	

Minimum Weight 20,000 pounds
Minimum Weight 30,000 pounds

4
5

NOTE 1.-Ratings shown apply only when commodities subject to this note are shipped in mixed shipments with one or more other commodities named in this item.

#NOTE 2.-Ratings shown apply only when the weight of the commodities subject to this note does not exceed 5 percent of the total weight of the shipment.

* Change }
Addition } Decision No. 55249

EFFECTIVE

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

Correction No.

Item No.	SECTION NO. 2												CLASS RATES			
													In Cents Per 100 Pounds			
	Miles		Any Quantity				Minimum Weight 2,000 Pounds				Minimum Weight 4,000 Pounds					
	But Not Over	Over	1	2	3	4	1	2	3	4	1	2	3	4		
	0	3	141	127	113	99	84	76	67	59	65	58	52	45		
	3	5	144	130	115	101	86	77	69	60	66	59	53	46		
	5	10	146	131	117	102	89	80	71	62	69	62	55	47		
	10	15	150	135	120	105	91	82	73	64	71	64	57	49		
	15	20	153	138	122	107	95	86	76	67	73	66	59	51		
	20	25	156	140	125	109	99	89	79	69	76	68	61	53		
	25	30	159	143	127	111	101	91	81	71	79	71	63	55		
	30	35	161	145	129	113	104	94	83	73	81	73	65	57		
	35	40	165	149	132	116	108	97	86	76	83	75	67	58		
	40	45	168	151	134	118	111	100	89	78	85	77	68	60		
	45	50	171	154	137	120	115	104	92	81	88	79	70	62		
	50	60	174	157	139	122	120	108	96	84	90	81	72	63		
	60	70	176	158	141	123	125	113	100	88	93	83	75	65		
	70	80	180	162	144	126	130	117	104	91	96	86	77	67		
	80	90	183	165	146	128	135	122	108	95	99	89	79	69		
500-K	90	100	186	167	149	130	140	126	112	98	102	92	82	71		
Cancel	100	110	189	170	151	132	145	131	116	102	105	95	84	73		
500-J	110	120	191	172	153	134	150	135	120	105	108	97	86	76		
	120	130	195	176	156	137	155	140	124	109	110	99	88	77		
	130	140	198	178	158	139	160	144	128	112	113	102	90	79		
	140	150	201	181	161	141	165	149	132	116	115	104	92	81		
	150	160	204	184	163	143	170	153	136	119	118	106	94	83		
	160	170	206	185	165	144	175	158	140	123	120	108	96	84		
	170	180	209	188	167	146	180	162	144	126	123	111	98	86		
	180	190	211	190	169	148	185	167	148	130	125	113	100	88		
	190	200	214	193	171	150	190	171	152	133	128	115	102	90		
	200	220	216	194	173	151	196	176	157	137	131	118	105	92		
	220	240	219	197	175	153	203	183	162	142	134	121	107	94		
	240	260	221	199	177	155	209	188	167	146	137	123	110	96		
	260	280	225	203	180	158	215	194	172	151	140	126	112	98		
	280	300	230	207	184	161	223	201	178	156	144	130	115	101		
	300	325	235	212	188	165	230	207	184	161	149	134	119	104		
	325	350	240	216	192	168	238	214	190	167	154	139	123	108		
	350	375	245	221	196	172					158	142	126	111		
	375	400	250	225	200	175					163	147	130	114		
	400	425	255	230	204	179					168	151	134	118		
	425	450	260	234	208	182					171	154	137	120		
	450	475	265	239	212	186					175	158	140	123		
	475	500	270	243	216	189					180	162	144	126		
	500	525	274	247	219	192					184	166	147	129		

525	550	278	250	222	195	189	170	151	132
550	575	281	253	225	197	193	174	154	135
575	600	286	257	229	200	198	178	158	139
600	625	291	262	233	204	201	181	161	141
625	650	296	266	237	207	206	185	165	144
650	675	300	270	240	210	210	189	168	147
675	700	305	275	244	214	215	194	172	151
700	725	310	279	248	217	219	197	175	153
725	750	315	284	252	221	224	202	179	157
750	775	320	288	256	224	228	205	182	160
775	800	325	293	260	228	233	210	186	163
800	850	331	298	265	232	239	215	191	167
850	900	338	304	270	237	246	221	197	172
900	950	344	310	275	241	253	228	202	177
950	1000	350	315	280	245	258	232	206	181
1000	1050	356	320	285	249	264	238	211	185
1050	1100	363	327	290	254	271	244	217	190
1100	1150	369	332	295	258	278	250	222	195
1150	1200	375	338	300	263	284	256	227	199

◊Increase, Decision No. 55269

EFFECTIVE

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

Correction No.

Item No.	SECTION NO. 2				CLASS RATES In Cents Per 100 Pounds										
	MILES		Minimum Weight 10,000 Pounds ex- cept as provided in Note 1		Minimum Weight 20,000 Pounds ex- cept as provided in Note 2				Minimum Weight as pro- vided in Western Classi- fication, Exception Sheet or this Tariff, subject to Item No. 290						
	But Not Over	1	2	3	4	1	2	3	4	5	A	B	C	D	E
	0 3	39	35	31	26	18	16	14	13	11	12	10	9	8	7
	3 5	40	36	32	27	20	18	16	14	12	13	11	10	9	7
	5 10	41	37	33	28	22	20	18	15	13	14	12	11	10	8
	10 15	42	38	34	29	23	21	18	16	14	15	13	12	11	9
	15 20	43	39	35	30	25	23	20	18	15	16	14	13	12	10
	20 25	45	40	36	31	27	24	22	19	16	17	15	14	13	11
	25 30	46	41	37	32	28	25	22	20	17	18	16	15	14	12
	30 35	47	42	38	33	30	27	24	21	18	19	17	16	15	13
	35 40	48	43	39	34	32	29	26	22	19	20	18	17	16	14
	40 45	50	45	40	35	33	30	26	23	20	21	19	18	17	15
	45 50	52	47	42	36	35	32	28	25	21	22	20	19	18	16
o-o	50 60	55	49	44	38	38	34	30	27	23	24	21	20	19	17
505-I	60 70	58	52	46	40	42	38	34	29	25	26	22	21	20	18
Cancels	70 80	60	54	48	42	45	41	36	32	27	28	23	22	21	19
505-H	80 90	62	56	50	43	48	43	38	34	29	30	24	23	22	20
	90 100	65	59	52	45	52	47	42	36	31	32	25	24	23	21
	100 110	68	61	54	47	53	48	42	37	32	33	26	25	24	22
	110 120	70	63	56	49	57	51	46	40	34	35	27	26	25	23
	120 130	72	65	48	51	60	54	48	42	36	37	29	27	26	24
	130 140	75	68	60	53	63	57	50	44	38	39	31	28	27	25
	140 150	78	70	62	54	67	60	54	47	40	41	33	29	28	26
	150 160	80	72	64	56	68	61	54	48	41	43	35	30	29	27
	160 170	82	74	66	57	72	65	58	50	43	45	37	32	30	28
	170 180	85	76	68	59	73	66	58	51	44	47	39	34	31	29
	180 190	87	78	70	61	75	68	60	53	45	49	41	36	32	30
	190 200	90	81	72	63	78	70	62	55	47	51	43	38	33	31
	200 220	93	84	75	65	82	74	66	57	49	53	45	40	35	32
	220 240	97	87	78	68	85	77	68	60	51	55	47	42	37	33
	240 260	101	91	81	71	88	79	70	62	53	57	49	44	39	34
	260 280	105	95	84	74	92	83	74	64	55	60	51	46	41	36

NOTE 1.-When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff, subject to Item No. 290.

NOTE 2.-When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff (subject to Item No. 290) but in no event less than 20,000 pounds.

Increase)
 Reduction) Decision No. 55249
 No Change)

EFFECTIVE

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

Correction No.

Item No.	SECTION NO. 2									CLASS RATES (Continued) In Cents Per 100 Pounds						
	MILES	Minimum Weight 10,000 Pounds except as provided in Note 1				Minimum Weight 20,000 Pounds except as provided in Note 2				Minimum weight as provided in Western Classification, Exception Sheet or this Tariff, subject to Item No. 290						
		But Not Over	1	2	3	4	1	2	3	4	5	A	B	C	D	E
	280	300	110	99	88	77	95	86	76	67	57	62	53	43	43	38
	300	325	115	104	92	81	100	90	80	70	60	65	55	50	45	40
	325	350	120	108	96	84	105	95	84	74	63	68	58	53	47	42
	350	375	125	113	100	88	110	99	88	77	66	72	61	55	50	44
	375	400	130	117	104	91	115	104	92	82	69	75	63	58	52	46
	400	425	135	122	108	95	120	108	96	84	72	78	66	60	54	48
	425	450	140	126	112	98	125	113	100	88	75	81	69	63	56	50
	450	475	145	131	116	102	130	117	104	91	78	85	72	65	59	52
	475	500	150	135	120	105	135	122	108	95	81	88	74	68	61	54
	500	525	155	140	124	109	140	126	112	98	84	91	77	70	63	56
507-G	525	550	160	144	128	112	145	131	116	102	87	94	80	73	65	58
507-F	550	575	165	149	132	116	150	135	120	105	90	98	83	75	68	60
	575	600	170	153	136	119	155	140	124	109	93	101	85	78	70	62
	600	625	176	158	141	123	160	144	128	112	96	104	88	80	72	64
	625	650	180	162	144	126	165	149	132	116	99	107	91	83	74	66
	650	675	184	166	147	129	170	153	136	119	102	111	94	85	77	68
	675	700	188	169	150	132	175	158	140	123	105	114	96	88	79	70
	700	725	193	174	154	135	180	162	144	126	108	117	99	90	81	72
	725	750	198	178	158	139	185	167	148	130	111	120	102	93	83	74
	750	775	203	183	162	142	190	171	152	133	114	124	105	95	86	76
	775	800	209	188	167	146	197	177	158	138	118	128	108	99	89	79
	800	850	216	194	173	151	203	183	162	142	122	132	112	102	91	81
	850	900	223	201	178	156	210	189	168	147	126	137	116	105	95	84
	900	950	231	208	185	162	217	195	174	152	130	141	119	109	98	87
	950	1000	239	215	191	167	223	201	178	156	134	145	123	113	100	89
	1000	1050	247	222	198	173	230	207	184	161	138	150	127	115	104	92
	1050	1100	254	229	203	178	237	213	191	166	142	154	130	119	107	95
	1100	1150	262	236	210	183	243	219	194	170	146	158	134	122	109	97
	1150	1200	270	243	216	189	250	225	200	175	150	163	138	125	113	100

NOTE 1.—When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or this tariff, subject to Item No. 290.

NOTE 2.—When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff (subject to Item No. 290) but in no event less than 20,000 pounds.

Increase)
 Reduction) Decision No. 55249
 No change)

EFFECTIVE

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

Item No.	SECTION NO. 2				CLASS RATES (Continued) In Cents per 100 Pounds											
	BETWEEN	AND	Any Quantity				Minimum Weight 2,000 Pounds				Minimum Weight 4,000 Pounds					
Class Rates shown below are intermediate in application subject to Note 1.																
0509-0 Cancels 509-B		San Francisco (See Item No.260-7)	1	2	3	4	1	2	3	4	1	2	3	4		
			171	154	137	120	115	104	92	81	88	79	70	62		
		Oakland (See Item No.260-5.5)	168	151	134	118	111	100	89	78	85	77	68	60		
	San Jose (See Item No.260-7.5)		Minimum Weight 10,000 Pounds except as provided in Note 2				Minimum Weight 20,000 Pounds except as provided in Note 3				Minimum Weight as provided in Western Classification, Exception Sheet or this tariff, subject to Item No. 290					
	Santa Clara															
			San Francisco (See Item No.260-7)	1	2	3	4	1	2	3	4	5	A	B	C	D
			052	047	042	036	035	32	28	25	20	22	20	19	18	16
		Oakland (See Item No.260-5.5)	050	045	040	035	33	30	026	023	20	21	19	18	17	15
<p>NOTE 1. - If charges accruing under the Class Rates in this item, applied on shipments from, to or between points intermediate between origin and destination points via Routes 8, 9, and 10 shown in in Item No. 900, are lower than charges accruing under the Distance Class Rates in Items Nos. 500 and 505 on the same shipment via the same route such lower charges will apply.</p> <p>NOTE 2. - When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff, subject to Item No. 290.</p> <p>NOTE 3. - When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff (subject to Item No. 290) but in no event less than 20,000 pounds.</p>																
<p>◇ Increase, except as otherwise indicated) 0 Reduction o No change</p> <p style="text-align: right;">} Decision No. 55249</p>																
EFFECTIVE																
Issued by the Public Utilities Commission of the State of California, San Francisco, California,																
Correction No.																

Item No.	SECTION NO. 2		CLASS RATES (Continued) In Cents per 100 Pounds											
Class Rates shown below are intermediate in application subject to Note 1.														
		MINIMUM WEIGHT												
BETWEEN		AND	Any Quantity				4,000 Pounds				10,000 Pounds except as provided in Note 2			
			1	2	3	4	1	2	3	4	1	2	3	4
0510-K Cancels 510-J SAN FRAN- CISCO TERRITORY as de- scribed in Item No. 270-3		LOS ANGELES TERRITORY as de- scribed in Item No. 270-3	240	216	192	168	154	139	123	108	120	108	96	84
			Minimum Weight 20,000 Pounds except as provided in Note 3				Minimum Weight as provided in Western Classification, Exception Sheet or this tariff, subject to Item No. 290							
SACRA- MENTO (See Item No. 260-7)			1	2	3	4	5	A	B	C	D	E		
			105	95	84	74	63	68	58	53	47	42		
<p>NOTE 1.- If charges accruing under the Class Rates in this item, applied on shipments from, to or between points intermediate between origin and destination territories shown in this item via routes shown in Item No. 900 are lower than charges accruing under the Distance Class Rates in Items Nos. 500, 505 or 507 on the same shipment via the same route, such lower charges will apply.</p> <p>NOTE 2.-When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or this tariff, subject to Item No. 290.</p> <p>NOTE 3.-When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff (subject to Item No. 290) but in no event less than 20,000 pounds.</p>														
◇ Increase, Decision No. 55249														
EFFECTIVE														
Issued by the Public Utilities Commission of the State of California, San Francisco, California.														
Correction No.														

Item No.	SECTION NO. 2				CLASS RATES (Continued) In Cents per 100 Pounds											
	Class Rates shown below are intermediate in application subject to Note 1.															
	BETWEEN	AND	Any Quantity				Minimum Weight 2,000 Pounds				Minimum Weight 4,000 Pounds					
			1	2	3	4	1	2	3	4	1	2	3	4		
			161	145	129	113	104	94	83	73	81	73	65	57		
	LOS ANGELES ZONE 1 AS DESCRIBED IN THE DISTANCE TABLE	SANTA ANA	Minimum Weight 10,000 Pounds except as provided in Note 2.				Minimum Weight 20,000 Pounds except as provided in Note 3.				Minimum Weight as provided in Western Classifica- tion, Exception Sheet or this tariff, subject to Item No. 290					
			1	2	3	4	1	2	3	4	5	A	B	C	D	E
			647	642	638	633	30	27	24	21	18	19	17	16	15	13
	<p>NOTE 1.--If charges accruing under the Class Rates in this item, applied on shipments from, to or between points intermediate between origin and destination points via Route 11 shown in Item No. 900, are lower than charges accruing under the Distance Class Rates in Items Nos. 500 and 505, on the same shipment via the same route such lower charges will apply.</p> <p>NOTE 2.--When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff, subject to Item No. 290.</p> <p>NOTE 3.--When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff (subject to Item No. 290), but in no event less than 20,000 pounds.</p>															
	◇ Increase, except as otherwise indicated) ◇ Reduction)										Decision No. 55249					
	EFFECTIVE															
	Issued by the Public Utilities Commission of the State of California, San Francisco, California.															
	Correction No.															

◇ 515-D
Cancels
515-C

Item No.	SECTION NO. 2					CLASS RATES (Continued) In Cents per 100 Pounds				
*0520-C Cancels 520-B	<p>Rates in this item apply only to shipments having point of origin in San Francisco or South San Francisco and point of destination in Alameda, Albany, Berkeley, El Cerrito, Emeryville, Oakland, Piedmont, Richmond, San Leandro, San Pablo or Stege and to shipments having point of origin in Alameda, Albany, Berkeley, El Cerrito, Emeryville, Oakland, Piedmont, Richmond, San Leandro, San Pablo or Stege and point of destination in San Francisco or South San Francisco. (Subject to Note 2.)</p>									
	Minimum Weight 20,000 Pounds Except as Provided in Note 1					Minimum Weight as Provided in Western Classification, Exception Sheet or this Tariff, Subject to Item No. 290				
	1	2	3	4	5	A	B	C	D	E
	32	29	26	22	19	20	18	17	16	14
<p>NOTE 1.- When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff (subject to Item No. 290) but in no event less than 20,000 pounds.</p> <p>#NOTE 2.-When applied in connection with Item No. 160 (split pickup) or Item No. 170 (split delivery), San Francisco and South San Francisco will be considered as one territory and Alameda, Albany, Berkeley, El Cerrito, Emeryville, Oakland, Piedmont, Richmond, San Leandro, San Pablo or Stege will be considered as one territory in connection with the application of paragraphs (b) and (c) of Items Nos. 160 and 170, respectively.</p>										
<p>* Change) ◊ Increase) Decision No. 55249 # Addition)</p>										
EFFECTIVE										
Issued by the Public Utilities Commission of the State of California, San Francisco, California.										
Correction No.										