

Decision No. 55704**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation into)	
the Rates, Rules, Regulations, Charges,)	Case No. 5432
Allowances and Practices of all Common)	
Carriers, Highway Carriers and City)	Petitions for Modifications
Carriers, relating to the Transporta-)	Nos. 36, 39, 42, 62 and 74
tion of General Commodities (Commodi-)	
ties for which Rates are Provided in)	3rd Supplemental Petition
Minimum Rate Tariff No. 2).)	No. 62
<hr/>	
	4th Supplemental Petition
	No. 74

(Additional Appearances are listed in Appendix "A")

OPINION ON REHEARING AND
OPINION ON SUPPLEMENTAL PETITIONS

By Decision No. 55249, dated July 9, 1957, in these proceedings, the Commission made a general revision of the class rates, rules and regulations set forth in Minimum Rate Tariff No. 2. Petitions for rehearing were filed by The California Trucking Associations, Inc., The Draymen's Association of San Francisco and the Draymen's Association of Alameda County, Bauer-Schweitzer Malting Co. and other grain interests, and the Southern Pacific Company and other major railroads operating in California.

Simultaneously with the filing of their respective petitions for rehearing, the California Trucking Associations, Inc., filed Third Supplemental Petition No. 62 and the major railroads filed Fourth Supplemental Petition No. 74. Both petitions seek an interim increase of 10 per cent of the presently effective minimum rates and charges pending decision by the Commission on rehearing.

Rehearing was granted by the Commission and was consolidated with hearings in the supplemental petitions.

The revisions in Minimum Rate Tariff No. 2 promulgated by Decision No. 55249 were suspended.

Public hearings were held before Commissioner Matthew J. Dooley and Examiner J. E. Thompson at San Francisco on August 5, 6 and 12 and at Los Angeles on August 8, 14 and 15, 1957. Commissioner Dooley and Examiner Carter R. Bishop presided at hearings at Los Angeles on August 16 and at San Francisco on August 19 and 20, 1957. Oral argument was held before the Commission en banc September 10 and 11, 1957.

At the hearings the California Trucking Associations, Inc.⁽¹⁾ and the railroads stated they would not prosecute their respective supplemental petitions for an interim increase in minimum rates if the Commission acted upon the issues raised in rehearing promptly and without delay.

The issues raised in rehearing do not involve mistakes in law but are characterized by the petitioners as errors in judgment by the Commission. Allegedly errors in judgment were made in eight general aspects of Decision No. 55249. The contentions and the evidence will be related with respect to the subjects on which the Commission allegedly erred.

The Level of Rates Generally

California Trucking Associations, Inc. contends that the rates established in Decision No. 55249 will not return sufficient revenues to the carriers to enable them to provide adequate and dependable transportation service to the public. Exhibit No. 62-156 contains a summary of profit and loss statements of 86 carriers for the year 1956 and first half of 1957. It also contains a

(1) Hereinafter for convenience, petitioner California Trucking Associations, Inc. will be referred to as C.T.A., the petitioners Draymen's Association of San Francisco and Draymen's Association of Alameda County will be called the Draymen and the petitioning major railroads will be called the railroads.

comparison of the composite operating results of those carriers with the composite results shown in Exhibits Nos. 62-10 and 62-1.⁽²⁾ The exhibit shows:

Comparative Composite Operating Results

	1953	1954	1955	1956	1957*
Operating Revenues	\$87,705,233	\$91,850,279	\$84,973,209	\$101,981,145	\$45,712,599
Operating Expenses	85,411,093	89,687,852	83,504,678	\$100,305,797	45,851,371
Operating Ratio before Taxes	97.4%	97.7%	98.3%	98.4%	100.3%

*First Six Months.

Exhibit No. 62-17 contains a summary of C.T.A.'s estimates of the effect of Decision No. 55249 upon carrier revenues. A traffic flow study prepared by the Commission's staff in 1952 was used as a basis for the estimates. The exhibit shows that on shipments of less than 10,000 pounds the rates in Decision No. 55249 would increase over-all carrier revenues by 2.4 per cent and on shipments of over 10,000 pounds there would be a reduction in revenues of 1.8 per cent. The over-all effect of the rates was estimated to be an increase of .08 per cent. On shipments of 20,000 pounds or more the C. T. A. witness reduced the tabulated rates in Decision No. 55249 by three cents because of the power loading and unloading allowances prescribed in said decision. Without this adjustment for the power loading and unloading allowances, the estimates would be an increase of 7.6 per cent on shipments over 10,000 pounds and an increase of 5.35 per cent over all.

C. T. A. contends that a substantial increase in revenues is required by the highway carrier industry in order that it may

(2) Exhibit No. 62-1 contains a summary of the operating results for the years 1953 and 1954 of 111 carriers. Exhibit No. 62-10 contains a summary of the operations of 86 carriers for the year 1955. 75 of the carriers are included in Exhibits 62-1, 62-10 and 62-156.

continue to provide adequate and dependable service. Testimony and exhibits offered by C.T.A. show that the costs of supplies and equipment as well as wages have increased substantially and that the upward trend in expenses is continuing. Several officers of highway carriers called by C. T. A. testified that they have had to advance their own capital to their operations in order to continue to operate. Several testified that they were no longer able to secure borrowed capital because of unsatisfactory operating results.

The Draymen presented similar evidence relating to carriers operating predominantly within the San Francisco Bay Counties Territory and into the Redwood Empire area. Exhibits were offered by the Draymen showing the operating results of 19 carriers whose operations are principally within a radius of 150 miles of San Francisco. The exhibits show:

	2nd 6 months 1956	1st 6 months 1957	Period 7-1-56 to 6-30-57
Operating Revenues	\$10,753,485	\$9,302,550	\$20,056,035
Operating Expenses	<u>10,650,519</u>	<u>9,735,194</u>	<u>20,385,713</u>
Net Operating Revenue	\$ 102,966	\$ (432,644)	\$ (329,678)
Operating Ratio	99.04%	104.65%	101.64%

Exhibit No. 62-187 contains balance sheet statements of the 19 carriers. A composite statement of the financial condition of the carriers as a group as of June 30, 1957, shows:

Total Current Assets (including deferred debit)	\$ 2,479,063
Current Liabilities before equipment obligations	<u>1,998,516</u>
Subtotal	\$ 480,547
Equipment Obligations Due Within 1 year	<u>\$ 1,336,506</u>
Net Working Capital (Deficit)	\$ (855,959)

The exhibit also shows the equity of the 19 carriers as a group:

Revenue Equipment - Net	\$5,461,344	
Other Revenue Property - Net	705,140	
Non-carrier Operating Property - Net	287,640	
Other Investment and Advances	228,422	
Intangible Property	<u>706,066</u>	
Total Net Assets		\$6,532,653
Equipment Obligations - due after 1 year	\$3,255,389	
Advances from Officers and Affiliates	1,753,067	
Other Obligations	306,368	
Total Borrowed Capital		<u>5,314,824</u>
Net Worth		\$1,217,829

Similar exhibits were presented by the Draymen covering 9 carriers operating primarily between the San Francisco Bay area and points in the Redwood Empire counties. The exhibits show generally the same circumstances as related above; a composite operating ratio of 101.32 per cent, a working capital deficit of \$893,314, and on a composite total net assets of \$4,700,371, a net worth of \$432,068.

It was developed on cross-examination of the witness that a number of the carriers shown in the exhibits have inter-corporate relationships with other carriers and other corporations which lease equipment or real property to the carriers so that the book records of the individual carriers do not provide a complete picture of the financial condition of the corporate family.

A traffic and rate consultant employed by the Draymen presented a study of the effect of Decision No. 55249 upon the revenues of a number of carriers. Of eight carriers operating between the San Francisco area and points in the Redwood Empire area only one carrier's revenues would be increased and this by .34 per cent. The

effect upon the eight carriers as a group would be a reduction in revenues of 2.0 per cent. In the case of nine carriers whose operations are predominantly in the San Francisco Bay Counties Territory, the rates in Decision No. 55249 would, as indicated from a re-rating of freight bills, reduce the revenues of all nine carriers and the effect upon them as a group would be a reduction in revenues of 2.3 per cent taking into account the power loading allowances where they were applicable.

The vice-president in charge of commercial vehicle financing of a large banking institution was subpoenaed by the Draymen. He testified that the delinquency ratio in the first quarter of 1957 was close to three times greater than in the first quarter of 1956. He stated that while the recent economic climate has tended to curtail loans in all categories, he has found that in the past few months he has had to decline some applications of truckers for loans because of unsatisfactory operating results. He testified that most loans to carriers now have an interest rate of six per cent.

A number of officers of highway carriers were called by the Draymen to testify. In general their testimony was that the trend of costs in providing transportation service is increasing; because of competition they maintain rates generally at the level of the minimum rates; they have deferred maintenance so as to reduce current expenses; they are in urgent need of additional revenues which can evolve only from increases in minimum rates and that the rates in Decision No. 55249 are insufficient to meet their revenue requirements.

An officer of a highway common carrier engaged in transportation between Los Angeles and Mojave Desert communities testified in his own behalf. He stated that currently his liabilities exceed his assets and that as a result of borrowing on some personal insurance he has working capital that will enable him to continue to provide service for a short period of time. He stated that he had

attempted to maintain minimum charges higher than those prescribed in the minimum rate order of the Commission with the result that traffic has been diverted from him to permitted carriers.

Another highway common carrier testifying in his own behalf stated that he recently published a scale of minimum charges higher than prescribed in Minimum Rate Tariff No. 2. The result, he said, has been a diminishing of the volume of traffic and greater losses than incurred when he maintained the lower charges. The traffic, he stated, was diverted to other carriers.

In the oral argument all of the carrier interests urged that the Commission recognize that the minimum rates are the going rates. In this they were supported by the San Francisco Chamber of Commerce. It was argued that while theoretically individual carriers may take action to maintain rates higher than the minimum, as a practical matter the competitive forces in transportation are such that only in rare instances is traffic moved under rates higher than the minimum rates established by the Commission. It was argued that under present rates, a carrier can break even only if he is selective in the traffic that he hauls. This, it was stated, conflicts with the purpose of the legislation conferring minimum rate making powers upon the Commission in that it vitiates the maintenance of adequate and dependable transportation service to the public. Adequate and dependable service, it was argued, requires strong common carriers who can and will fulfill their obligations to serve all without discrimination.

The shipper interests in the main supported the rates in Decision No. 55249. They argued that the statute contemplated the establishment of minimum rates and not going rates. Minimum rates, to them, mean rates which will return to a carrier performing service in a reasonably efficient manner the cost of transportation plus a

margin of profit. According to the shippers, in some instances certain traffic cannot assume the full cost of transportation and in such instances the rates should be established at a level which will enable the traffic to move by for-hire carrier.

The Traffic Managers Conference of Southern California in its argument stated that it would have no objection to the establishment of minimum rates from Los Angeles to Mojave Desert points on a level higher than the rates prescribed in Decision No. 55249.

Low Spots in the Class Rate Structure

C. T. A. and the Draymen contend that the rates for distances over 350 constructive miles are lower than the cost of providing the service. It was stated that the rates in Decision No. 55249 were based upon the cost studies developed by the Commission's staff and that with respect to distances of 300 miles to 500 miles, the costs developed by the engineer were influenced by traffic moving under point to point rates. It was argued that in the development of costs for minimum rate making purposes, the elements of costs, such as load factor, should be related to the particular rates being considered, and the rates so established should be tested against actual transportation conditions. It was stated that principal movements of traffic at distance class rates for constructive mileages approximating 350 miles are from the San Francisco Bay area to Eureka, from Los Angeles to Bridgeport and between San Diego and Fresno.

It was stated that the costs of performing transportation of less than truckload shipments between these assertedly typical points are higher than those estimated by the engineers. According to C.T.A., because the movement of class rated less than truckload traffic between a distribution center, such as San Francisco, and a point in a less populated area, such as Eureka, is not balanced, the average

load is substantially less than that estimated by the engineers.⁽³⁾
In the case of a movement between San Diego and Fresno, another factor is involved which is the handling of freight over three terminals. The costs estimated by the engineers are based upon two terminal handling.

Testimony and exhibits offered by the Draymen show that in every weight bracket the minimum class rates prescribed in Decision No. 55249 for transportation between San Francisco and Eureka are reductions from the rates presently in effect. Highway carriers engaged in such transportation testified that because of competition they must assess and publish the minimum rates prescribed by the Commission. It was stated that permissive authority to increase⁽⁴⁾ rates had been granted by the Commission to common carriers in 1954. The carriers did not exercise the authority granted because of competition from permitted carriers. Operating results of the carriers engaged in operations in the Redwood Empire area were presented and are set forth above.

C.T.A. alleges that the rates prescribed in Decision No. 55249 for minimum weights of 10,000 pounds are too low. They represent reductions in rates of between 7 and 8 per cent. No power loading allowances are applicable on shipments of less than 20,000 pounds. It is argued that such reductions in the face of the increased expenses incurred by carriers are not warranted.

The Draymen stated that the effect of Decision No. 55249 in the San Francisco Bay Counties area is a reduction in rates in virtually every instance. Testimony and exhibits were offered showing the operating results of carriers engaged in such transportation.

(3) Exhibit No. 62-104, the engineering study made by the Commission's staff contains this statement:
"Emphasis should be made, therefore, that cost development set forth herein reflects use factor, load factor and performance data for the transportation of property by carriers having generally the more favorable operating conditions."

(4) Decision No. 50855 Case No. 5432, (Petition No. 35)

Such results are summarized above. The secretary-manager of the Draymen's Association of San Francisco testified that not only has there been a higher wage rate in the Bay Area than elsewhere throughout the state but that as of August 20, 1957, pursuant to the contract between the Draymen and the Brotherhood of Teamsters and Auto Truck Drivers', Local 85, San Francisco, drivers and helpers are entitled to a wage increase of 60 cents per day. He stated that the union has notified the Draymen of this circumstance. The Draymen argued that rate reductions are not warranted in view of the operating results of the carriers and the trend of increased expenses.

Shipper interests at the hearings did not protest the establishment of higher minimum rates from San Francisco to points in the Redwood Empire area. They were generally opposed to having a different level of rates established for the Bay Counties area than for elsewhere throughout the state. They stressed that the higher labor costs in this area have been shown to be offset by better performance.

Small Shipments and Minimum Charges

A substantial amount of testimony and exhibits were received concerning the level of the minimum charges and of the any quantity rates prescribed in Decision No. 55249. The actual range of the any quantity rate scale is between the minimum charge and the break-back point of the 2,000-pound rate scale. An analysis made by C.T.A. shows that the top of the actual any quantity scale is around 1250 pounds. C.T.A. made an analysis of the traffic moving through 15 carrier terminals. The analysis shows that 79 per cent of the shipments were less than 500 pounds. According to testimony and exhibits presented by the director of research of C.T.A., the any quantity rate scales in Decision No. 55249 are such that the revenue derived from shipments of 500 pounds or less is not sufficient to meet the cost of performing the service.

It was pointed out by C.T.A. that while the minimum charges contained in Decision No. 55249 are as much as 30 per cent higher than the present minimum charges prescribed for southern California, there are substantial reductions in so far as northern California is concerned. It urged that minimum charges not be predicated upon out-of-pocket costs, but be established at a level at which carriers can come closer to recovering the full cost of providing the service.

The Draymen also argued against minimum charges which are substantially below full cost.

The president of Southern California Freight Lines offered testimony and argument regarding the small shipment problem. Essentially his testimony was to the effect that within the range of application of the any quantity rates the cost curve slopes sharply so that on higher weighted shipments the rates would provide a small margin of profit and that lighter shipments would be carried at a loss. In addition, on certain types of traffic, such as multiple small shipments tendered by the shipper on a "loaded to go" basis so that terminal handling is not required, the rates presently in effect will provide a profit. The witness stated that under less competitive conditions one might expect carriers to maintain a balance of both profitable and unprofitable traffic. The witness also stated that under present conditions where there is a large number of carriers and where the majority of carriers are able to pick and choose their traffic, the common carriers that fulfill their obligations to provide service to the public generally receive a greater proportion of the unprofitable traffic. He stated that Southern California Freight Lines is a carrier that has recently tried to maintain rates higher than the minimum rates. It was stated that losses have been greater since the publication of higher rates. The total volume of traffic has not decreased significantly but the company has received

a higher percentage of unprofitable traffic.

A number of shippers testified and offered exhibits concerning the small shipment problem. Essentially their testimony was that small shipments cannot bear higher rates. They argued that not all traffic can move under rates that are calculated to return full cost to the carrier for transporting each shipment. It was stated that if the minimum charges and any quantity rates are increased, a substantial amount of this traffic will be diverted from intrastate for-hire carriers. According to the shippers there is a substantial amount of small shipment traffic that is tendered in multiple lots. It is asserted that this profitable type traffic will be primarily that which will be diverted and will leave to for-hire carriers a higher proportion of the unprofitable single lot tendered traffic.

Split Pickup and Split Delivery Charges

The charges for split pickup and split delivery shipments were not increased in Decision No. 55249. The rates presently in effect were established on July 20, 1954, in Decision No. 50297.⁽⁵⁾ C.T.A. contends that the evidence of record conclusively shows that the expenses of highway carriers have substantially increased since 1954 and that the Commission apparently disregarded not only this evidence but also evidence presented by C.T.A. bearing specifically upon split pickup and split delivery charges.

Charges for Refrigeration

The surcharges prescribed by Decision No. 52971 in this proceeding were removed in Decision No. 55249 except on commodity rates and charges. A 10 per cent surcharge applied to the charges set forth in Item 185 for refrigeration service. By removal of the

(5) Case No. 5432, Petition No. 17.

surcharge, the effect of Decision No. 55249 is a reduction of 10 per cent in the charges for refrigeration services. C.T.A. contends that the evidence of record shows that the cost of providing such service has increased and that there is no evidence of record which would support a reduction of 10 per cent in the charges for refrigeration service.

Accessorial Charges For Other Than Tailgate Loading

Item No. 240 of Minimum Rate Tariff No. 2 provides charges for accessorial services not included in common carrier rates which are to be applied when, under the provision of Items Nos. 200 to 230 series, inclusive, a rate of a common carrier is used in constructing a rate for highway transportation. One of the accessorial charges so provided was for performing loading or unloading beyond 25 feet from the tailgate of the vehicle. In Decision No. 55249 the Commission prescribed a rate of one cent per 100 pounds to be added to the common carrier rate when shipments are loaded or unloaded by the carrier. The accessorial charges for other than tailgate loading or unloading were removed. C.T.A. pointed out that there is presently before the Commission a proceeding in Case No. 5432⁽⁶⁾ in which the matter of charges for other than tailgate loading or unloading is the principal issue. Hearings have been held in that proceeding in which carriers and shippers presented evidence concerning this matter. It is contended that in the instant proceeding there was no evidence presented concerning this issue.

Power Loading Allowances

Another point of issue taken by the carriers against Decision No. 55249 is the establishment of an allowance of one and one-half cents per 100 pounds when loading or unloading is performed by the shipper with power equipment. The grain interests also took

(6) Case No. 5432, Order Setting Hearing dated June 19, 1956 which was taken under submission May 1, 1957.

exception to the rule as set forth in the aforesaid decision. Evidence was presented showing that the loading and unloading of shipments of bulk grain by gravity is often more efficient and less costly to the carrier than when they are loaded or unloaded by the shipper with power equipment.

C.T.A. offered evidence in support of its contentions that the allowances as prescribed in Decision No. 55249 are not supported by the cost data of record and that the rule governing the application of the allowances is not only uncertain and unsound, but also would tend to promote unjust discrimination and undue preferences. C.T.A. and the Draymen offered evidence showing the impact of the allowances upon the revenues of carriers engaged predominantly in heavy hauling. They also presented testimony and exhibits which indicate that the allowances, as prescribed, would apply on shipments of commodities that for over thirty years have been loaded and unloaded by shippers with power equipment, and, in some cases, cannot be handled otherwise.

The railroads asserted that if the allowances are placed into effect, they would reduce their class rates for shipments weighing 20,000 pounds or more by three cents. It was stated that because their tariffs now provide that the consignor shall load and the consignee shall unload carload shipments, and the railroads are not in a position to determine in every case whether power equipment is used, in order to remain competitive with the truckers they would have to make the allowances applicable to all shipments of 20,000 pounds or more moving under class rates.

In general, the shipper interests that regularly tender shipments in truckload quantities favor the allowances. It is their contention that under the present rates the shipper that performs loading or unloading is being discriminated against by the carrier in that the same rate is assessed for furnishing a lesser service than for a greater service.

Oil, Water or Gas Well Outfits and Supplies

Minimum hourly rates for the transportation of property necessary or incidental to the establishment, maintenance or dismantling of oil, gas or water wells and for the service of stringing pipe are set forth in Section 3 of Minimum Rate Tariff No. 2. In Decision No. 55249 the Commission did not adjust these rates but, as in the case of other rates in Section 3, maintained the surcharges presently in effect. C.T.A. alleges that the Commission apparently overlooked or disregarded evidence presented by it specifically covering the rates for these services.

Discussions and Conclusions

The Commission has considered all of the contentions of record. It has reviewed the record made in this proceeding as well as the evidence presented on rehearing with respect to these contentions. Numerous proposals were advanced by carriers and shippers and all of them have been considered.

As requested by C.T.A. and the Draymen, we have reviewed the policy of the Commission in minimum rate making. In general the policy, which has been consistent and continuing since the establishment of Highway Carriers' Tariff No. 2 (Now Minimum Rate Tariff No. 2) in 1938, has been to determine the cost of performing transportation in a reasonably efficient manner by the type of carrier best adapted to provide the service and to determine those rates which will return the cost plus a reasonable profit. With that rate scale as a basis, the Commission looked to determine areas in which the rates would exceed the value of the service to the shipper. In such areas the rates were adjusted to that level which would permit the free and unrestricted flow of traffic by for-hire carriers. The revised structure was then reviewed to determine if the rates would provide sufficient revenues to preserve to the public an adequate and dependable transportation system. Where the need for greater revenues has been found, it has been the policy to raise the general level of the rate structure.

There was much argument urging that the Commission recognize the fact that the minimum rates established by it are the going rates of the transportation industry. We have said on numerous occasions that the minimum rates established by the Commission are not intended to be going rates or rates sufficiently high to assure reasonable remuneration to a cross-section of carriers of all kinds. ⁽⁷⁾ The evidence in this record and particularly the evidence offered by the carriers supports the conclusion that the established minimum class rate scales, regardless of rate level, cannot provide reasonable remuneration to all carriers for each shipment carried. A minimum rate which would provide a reasonable remuneration in one instance might, or in fact probably would, be unreasonably low in another circumstance. Theoretically at least the carrier transporting traffic that is not remunerative at minimum rates may publish or assess rates that are higher. As a practical matter, it is a well-known fact that competitive forces will not always permit carriers to do so. It is in this respect that the contention that minimum rates become the going rates is germane to the determination of the reasonable level of minimum rates. The Commission is charged with the responsibility in the exercise of its minimum rate making power to fix as minimum those rates which will promote full and unrestricted flow of traffic within California, and will preserve to the public adequate and dependable transportation service by all necessary transportation agencies. This is the expressed intent of the legis-⁽⁸⁾ lature in conferring minimum rate making powers upon the Commission.

(7) Decisions Nos. 51582, 47123, 46912

(8) Section 3502 of the Public Utilities Code.

Comment should be made respecting what appears from their arguments to be misunderstandings by some shippers of the minimum rate making principles followed by the Commission. The Commission has not in every instance prescribed as a minimum rate the lowest rate within the zone of reasonableness that might be found for any particular transportation service. The extreme lower limit of the zone of reasonableness that could pertain to transportation has been defined by the California Supreme Court as ". . . in its minimum not so low that it will be destructive of the business of the common carrier, or that it will not return to the carrier at least the actual 'cost of transportation'." S. P. vs. Railroad Commission, 13 Cal 2d 87 (1939). The "cost of transportation" referred to is out-of-pocket cost. It is readily apparent that the establishment of minimum rates at a level where every rate would provide merely something more than out-of-pocket costs would be incompatible under present-day circumstances with the maintenance of an adequate and dependable transportation system.

It was urged by some shippers that certain rates be maintained at low levels and that the cost burden of the lower rated traffic be spread into other parts of the rate structure. While the value of the service as a rate making element must be considered, and, in fact, is given effect through classification of articles, minimum rates should be related closely to the particular services for which they are designed, and should not be made high in one instance merely to offset a non-compensatory service in another.

Upon the record made at rehearing it is clear that the rates prescribed in Decision No. 55249 are in certain respects insufficient to provide revenues necessary to the carriers to maintain adequate and dependable service. It was contended by the carriers that increases were required in some areas of the rate structure more than in others. We will now consider those contentions in the light

of the demonstrated need for revenues greater than would be provided under the minimum rates set forth in Decision No. 55249.

The split pickup and split delivery charges have not been adjusted since 1954. The record shows that expenses incurred by the carriers have increased substantially since that date. It appears just that these charges should assume a fair share of the increased cost burden. The testimony of the shippers respecting the importance of split pickup and split delivery in the distribution of goods in the state has been considered. C.T.A. proposed charges which in some instances result in increases of over 50 per cent. The Draymen proposed a flat increase of ten per cent. The record justifies the split pickup and split delivery charges as set forth in the order herein, which are higher than those suggested by the Draymen and somewhat lower than those suggested by C.T.A.

With respect to the charges for refrigeration, the failure to maintain such charges at current levels was an oversight and it will be corrected.

While, as pointed out by shippers, the charge prescribed in Item 240 of the tariff for other than tailgate loading or unloading is seldom applied by carriers, it appears that the determination of this issue should be made in the proceedings hereinbefore referred to (Footnote 6, Supra), and not herein. The provision respecting tailgate loading and unloading will be restored.

Upon reviewing the record as a whole, the Commission is of the opinion that the evidence does not support an allowance of one and one-half cents per 100 pounds for loading by the consignor or unloading by the consignee with a power loading device. It has been shown that other methods, such as the gravity loading of bulk grain, may be more efficient than power loading. It has also been demonstrated that the loading of many articles by the shipper with power loading devices is not of recent origin and that many commodities

cannot be handled otherwise than by power. In such instances it has been the practice to require the shippers to furnish or pay for the furnishing of the power loading equipment. The use of palletization methods in transporting freight, however, is comparatively recent. While the use of pallets is also beneficial to the shipper, it does in most instances increase carrier operating efficiency. Such methods should not be discouraged by imposing an additional transportation cost upon the shipper. The order herein will continue in effect the tariff provisions under which the weight of the pallets is excluded on palletized truckload shipments loaded or unloaded by power-loading devices, and under which empty pallets returning are subject to the same rates as empty containers returning.

The rates for small shipments and the minimum charges prescribed in Decision No. 55249 are depressed probably more than any other part of the rate structure. Such charges were held down because it is in this area that the rates in many instances come close to exceeding the value of service. Increases in rates here can cause changes in the inventory practices of shippers and in warehousing and distribution methods. It is in this area, however, that the record shows an urgent need for increased rates. The common carriers who transport the preponderance of this traffic, and whose revenues are derived for the most part from such traffic, are in serious need of revenues greater than would be provided under the rates in Decision No. 55249. It was pointed out that the rates for shipments weighing 500 pounds or less generally would not return the cost of providing the service. The average weights of shipments transported by a number of common carriers under any quantity rates is substantially less than 500 pounds. In the circumstances these rates must be increased if the public is to be assured of adequate less-than-truckload common carrier service. There is a problem in establishing rates in cents per 100 pounds for the transportation of

small shipments which will reasonably follow the cost curve. C.T.A. referred to Decision No. 55256 regarding the establishment of minimum rates for the San Diego Drayage Area. There, in order to resolve this problem, a "grasshopper scale" of minimum charges was established for shipments up to 1,000 pounds. The Draymen here propose an additional rate scale for a minimum weight of 500 pounds. C.T.A. proposes minimum charges up to 300 pounds. Southern California Freight Lines proposed a surcharge in cents per shipment to be applied to the any quantity rates for shipments up to 1,000 pounds. All of the methods offer a partial solution of the problem. Upon consideration the Commission is of the opinion that at this time, minimum charges should be established up to 250 pounds and at a level higher than that prescribed in Decision No. 55249.

It is clear from the evidence also that increases in the rates prescribed in Decision No. 55249 for shipments of minimum weights of 2,000 and 4,000 pounds for the shorter distances, and increases in the any quantity rates for distances up to approximately 500 miles are justified and are necessary to preserve to the public adequate and dependable transportation service.

The Draymen have shown that the carriers engaged in the transportation of less-than-truckload shipments to the Redwood Empire area are in serious need of additional revenues. The rates prescribed in Decision No. 55249 are lower than the present rates in almost all instances for the transportation of less-than-truckload shipments between San Francisco and Eureka. The record shows that a reduction in the revenues of these carriers is not warranted. Exhibits showing analyses of traffic transported by these carriers indicate that over 75 per cent of the shipments weigh less than 1,000

pounds. The any quantity rates which will be prescribed herein are higher than the present rates. These rates, together with the other modifications in rates mentioned above, will ameliorate the financial conditions of these carriers and should provide sufficient revenues to assure the maintenance of adequate and dependable transportation service to the Redwood Empire area.

While the testimony of a carrier serving Mojave Desert points shows an urgent need by this carrier for additional revenues, and shippers utilizing his services suggested that higher minimum rates be established to points that he serves, the amount of the additional revenues required is not apparent from the record. The carrier attributes his unsatisfactory operating results to permitted carriers taking the profitable traffic and leaving the unprofitable traffic. It is in the small shipment field that this carrier indicated that he is not receiving adequate revenues. As in the case of the Redwood Empire carriers, the revised minimum charges and the increased any quantity rates should provide this carrier with additional revenues; whether still greater revenues are required has not been clearly shown.

With respect to the San Francisco Bay Counties Territory, the record shows that carrier labor costs are somewhat higher in this area than elsewhere and that some carriers are in serious need of additional revenue. It appears that the adjustment in rates which will be made herein with regard to small shipments, minimum charges, less-than-truckload rates for distances up to approximately 150 miles and the removal of the power loading allowances will furnish sufficient additional revenues to enable them to stabilize their financial conditions and continue to provide adequate and dependable service to the public.

In Decision No. 55249 the Commission stated that, in the absence of appropriate deductions for power loading and unloading of truckload shipments, somewhat lower truckload rates necessarily would be established. It also stated that such an alternative would result in insufficient rates for the normal conditions under which the carriers perform much of the loading and unloading of their vehicles. In the circumstances the revenue which would result from the truckload rates contained in Decision No. 55249 is necessary to maintain adequate and dependable truckload service notwithstanding the cancellation of the power loading and unloading allowances.

Upon reconsideration of the record it appears that the minimum hourly rates proposed by C.T.A. for the transportation of oil, water or gas well outfits and related articles are reasonable and should be adopted.

The Commission is of the opinion and finds that the aforementioned modifications of the minimum rates prescribed in Decision No. 55249 are necessary in order to preserve to the public adequate and dependable transportation service. We have considered the testimony and the arguments of the shippers of the effect higher rates will have upon distribution methods and practices. While it appears that there will be some traffic diverted from for-hire carriers, the rates for the transportation of property must be increased if the public is to be assured of adequate and dependable service. We find that any such diversions will not be of sufficient magnitude to materially affect the revenues flowing from the increases in rates herein granted.

While it is true as contended by a number of carriers and shippers that the financial condition of the carriers and the substantially high revenue requirements are in part due to there being more carriers in the field than the traffic warrants, that condition

is one that can be remedied only by the legislature. The Commission must view the facts respecting costs and revenue requirements as they exist and not what might be the case under other circumstances unless the carriers, or the Commission, have it within their power to change the existing circumstances. The latter is not the case here.

Upon consideration of the full record in this proceeding, the Commission is of the opinion and finds:

1. That with respect to the commodity rates, other than the hourly rates for the transportation of oil, water and gas well outfits, 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 of just, reasonable and non-discriminatory minimum rates for the transportation covered by said rates, the state-wide 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. That 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.

3. That 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. That increases in the rates of common carriers are justified to the extent authorized in the order which follows.

5. That 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. That 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.

ORDER ON REHEARING AND ON
SUPPLEMENTAL PETITIONS

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 November 18, 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, be and they are hereby authorized to establish in their tariffs increases in commodity rates and charges maintained for the transportation of property: (a) for which minimum rates have not been established for highway carriers, and (b) 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 increases prescribed in paragraph 1 of this order.

5. 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.

6. 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.

7. 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.

8. 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.

9. 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.

10. 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 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 Southeast 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 to 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.

11. 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.

12. 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.

13. 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 publications shall be made effective not later than November 18, 1957.

14. That except as otherwise provided herein, Petitions for Modification Nos. 36, 39, 42, 62 and 74 and Third Supplemental Petition No. 62 and Fourth Supplemental Petition No. 74 be and they are denied.

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

Dated at San Francisco, California, this 15th day of October, 1957.

[Signature]
President

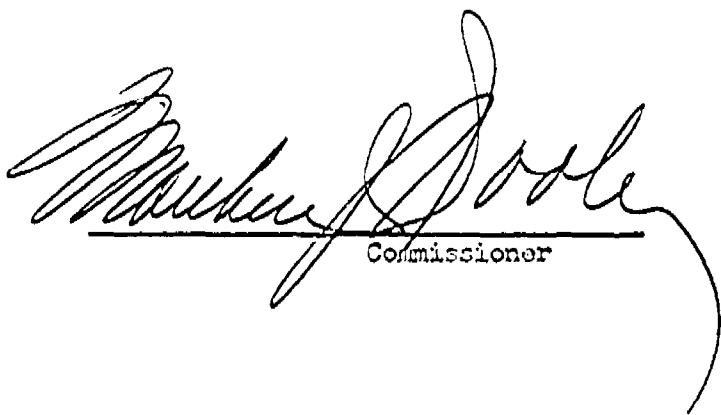
[Signature]

[Signature]

[Signature]

[Signature]
Commissioners

I concur in the foregoing decision, but cannot give my unequivocal consent thereto, since, in my judgment, the decision does not make adequate provision in its rates ^{and charges} for the Redwood Empire and desert territories where there is a ^{serious} ~~recognized~~ low load factor ~~unintentionally~~ ^{on the record.} *W.D.*


Commissioner

APPENDIX "A"
Page 1 of 2

Additional Appearances

Other Appearances Are Listed in Decisions Nos. 50595,
51688, 53605 and 55249

Respondents

W. S. Aylmex, for Alco Transportation Co.; L. F. Barnett, for Poole Truck Lines, Fred Bergen, for San Diego Forwarding Co.; Clair E. Campbell, for Camall Service; Michael Catalano, for Marine Transport; John E. Cote, for Citizens Transport Co.; Eugene Delaney, for Aetna Freight Lines; A. J. Deller, for Progressive Transportation Co.; Walter Dennison, for Merrifield Trucking Co.; Alexander M. Dickie, for California Warehouse Co.; Gardner D. Dowd, Jr., for Dowd Trucking Co.; Harvey Dunbar, for Thompson Truck Lines; A. T. Fannon, for Dart Transportation Service; R. D. Flaherty, for Asbury Transportation; Ted Ferguson, for Red Line Carriers; D. H. Ford, for Fern Trucking Co.; James W. Fore, for Fore Trucking Co.; Louis Gale, for Truck Transport; W. B. Grummel, for Associated Freight Lines; W. A. Hanen, for Savage Transportation Co.; Harold M. Hays, for Intercity Transport Lines, Inc., Jo A. Kerivan, for K & W Trucking Co.; Anthony J. Konicki, for Pacific Motor Trucking Co.; Joseph R. Landini, for Western Transport Service; Norman T. Levinson, for Transport Cartage and Distributing Co.; C. M. MacKenzie, for Carr Bros., dba Oxnard Trucking Service; Hugh J. McCalgan, for Higgins Trucks, Inc.; Frank E. McDonald, for Swift Transportation Co., Inc.; C. H. McGuire, for Liberty Freight Lines; W. T. Miller, for Shippers Express Co.; M. J. Nieval, Jr., for Quickway Trucking Co.; R. W. Pierce, for Willig Freight Lines; W. J. Pope and V. W. Pope, for Aetna Freight Lines; Lloyd M. Raymond, for Delta Lines, Inc., R. B. Scofield, for C. N. Winegar Trucking Co.; George E. Scott, for I. V. Trucking Service, Inc.; Gus M. Somly, for Victorville-Barstow Truck Line; R. B. Sprich, for Azuza Transfer Co.; Morgan Stanley, for Star Truck and Warehouse Co.; Orville H. Sweet, for Sweet Trucking Co.; William Taggart, for Mercury Freight Lines; B. S. Teskey, for Key Transport, Inc.; Robert Walters, for Fitz-Gerald Trucking Service; Edward P. White, for C. A. Worth & Co.; L. W. Whittemore, for W. J. Tannahill & Sons; Nat H. Williams, for Williams Transportation Co.; Earl L. Wilson for Pony Express.

Interested Parties

Berol and Silver, by Edw. M. Berol and Bruce R. Geernaert, for Draymen's Association of San Francisco and Draymen's Association of Alameda County; Norman J. Coleman, for Firestone Tire and Rubber Co.; Stanley R. Duncan, for Sealright Pacific, Ltd.; D. E. Emory, for All Power Manufacturing Co.; Phil Jacobsen, for Oilfields Carrier's Conference; W. J. Knoell, for Pacific States Motor Tariff

APPENDIX "A"
Page 2 of 2

Bureau; John E. Myers, for Durkee Famous Foods;
A. E. Norrbom, for Eldon Manufacturing Co.; Norman
Osborne, for Brunswig Drug Co.; Richard Stokes,
for Howard Terminal; R. L. Whitehead, for Kraft Foods.

For the Commission's Staff

John R. Laurie, R. A. Lubich and J. A. McCunniff.

APPENDIX "B" TO DECISION NO. 55704

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

Supplement No. 41 Cancels Supplements Nos. 29, 31, 37 and 38
Sixteenth Revised Page 2 Cancels Fifteenth and Fourteenth Revised
Pages 2
Eighteenth Revised Page 3 Cancels Seventeenth, Sixteenth and
Fifteenth Revised Pages 3
Thirteenth Revised Page 11 Cancels Twelfth, Eleventh and Tenth
Revised Pages 11
Tenth Revised Page 12 Cancels Ninth and Eighth Revised Pages 12
Fourth Revised Page 12-A Cancels Third and Second Revised Pages 12-A
Thirty-Fourth Revised Page 14 Cancels Thirty-Third and Thirty-Second
Revised Pages 14
Twenty-Second Revised Page 15 Cancels Twenty-First and Twentieth
Revised Pages 15
Eighth Revised Page 16 Cancels Seventh, Sixth and Fifth Revised
Pages 16
Second Revised Page 17-A Cancels First Revised and Original Pages 17-A
Thirteenth Revised Page 18 Cancels Twelfth and Eleventh Revised
Pages 18
Eleventh Revised Page 19 Cancels Tenth, Ninth and Eighth Revised
Pages 19
Fourth Revised Page 19-B Cancels Third and Second Revised Pages 19-B
Fourteenth Revised Page 20 Cancels Thirteenth and Twelfth Revised
Pages 20
Seventh Revised Page 20-A Cancels Sixth and Fifth Revised Pages 20-A
Thirteenth Revised Page 21 Cancels Twelfth and Eleventh Revised
Pages 21
Eighth Revised Page 22 Cancels Seventh and Sixth Revised Pages 22
Second Revised Page 22-A Cancels First Revised and Original
Pages 22-A
Ninth Revised Page 23 Cancels Eighth and Seventh Revised Pages 23
Sixth Revised Page 24 Cancels Fifth and Fourth Revised Pages 24
Second Revised Page 25 Cancels First Revised and Original Pages 25
Thirteenth Revised Page 26 Cancels Twelfth and Eleventh Revised
Pages 26
Fifth Revised Page 36 Cancels Fourth, Third and Second Revised
Pages 36
Seventeenth Revised Page 37 Cancels Sixteenth and Fifteenth Revised
Pages 37
Eighth Revised Page 38 Cancels Seventh and Sixth Revised Pages 38
Twelfth Revised Page 41 Cancels Eleventh and Tenth Revised Pages 41
Eleventh Revised Page 42 Cancels Tenth and Ninth Revised Pages 42
Ninth Revised Page 43 Cancels Eighth and Seventh Revised Pages 43
Seventh Revised Page 43-A Cancels Sixth and Fifth Revised Pages 43-A
Twelfth Revised Page 44 Cancels Eleventh and Tenth Revised Pages 44
Fifth Revised Page 44-A Cancels Fourth and Third Revised Pages 44-A
Fourth Revised Page 44-B Cancels Third and Second Revised Pages 44-B
Tenth Revised Page 57 Cancels Ninth Revised Page 57
Second Revised Page 57-A Cancels First Revised Page 57-A

(End of Appendix "B")

SUPPLEMENT NO. 41
(Cancels Supplements Nos. 29, 31, 37 and 38)

(Supplements Nos. 35, 40 and 41 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, 31 and 38 of this tariff will be
canceled and superseded concurrently with the
effective date hereof.

EFFECTIVE NOVEMBER 18, 1957

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

APPLICATION OF SURCHARGES

Applicable only to additional charges named in Item No. 185 of Section No. 1 and to Rates and Charges 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 3½ 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 14% 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 Item No. 185 of Section No. 1 and 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 Item No. 185 of Section No. 1 and in Section No. 3 or such charges computed upon the additional or accessorial rates named therein.

(c) Except as provided above, 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, 711, 720 and 720-1.

(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

Supplement Revised Page....2
 Cancels
 (1) Fifteenth Revised Page....2
 And
 Fourteenth Revised Page...2

MINIMUM RATE TARIFF NO. 2

TABLE OF CONTENTS	Item Number Except as Shown
Arrangement of Tariff-----	Page 10
Correction Number Checking Sheet-----	Page 1
Rates:	
Class Rates-----	500 to 520, incl.
Commodity Rates	
Beverages and Tonics-----	600
Butter, Cheese and Margarine-----	605
Canned Goods and Other Articles-----	610-620-630
Dried Fruits-----	640
Earth, Infusorial-----	650
Grain, Grain Products and Related Articles-----	652-656
Hay and Related Articles-----	657-658
Hourly Rates, Gas, Oil Well; Stringing Pipe	720
Ice-----	659
Lumber and Forest Products-----	660-680- 690-700
Petroleum and Petroleum Products-----	711-715, incl. 723-726
Rice-----	728
Soap, Lard and Related Articles-----	730
Sugar-----	740-750
Monthly Vehicle Unit Rates-----	760, 800, incl.
Routing-----	900
Rules and Regulations	
Accessorial Services-----	140
Accessorial Services Not Included in Common Carrier Rates-----	240
Advertising on Equipment-----	147
Alternative Application of Combinations with Common Carrier Rates-----	210
Alternative Application of Common Carrier Rates	200
Alternative Application of Split Delivery under Rates Constructed by use of Combina- tions with Common Carrier Rates-----	230
Alternative Application of Split Pickup under Rates Constructed by use of Combinations with Common Carrier Rates-----	220
Application of Combinations of Class and Commodity Rates-----	190
Application of Rates-----	120
Application of Rates-Deductions-----	110

Application of Tariff-Carriers-----	20
Application of Tariff-Commodities-----	40-41

(Continued)

(1) Fifteenth Revised Page 2 suspended by Supplement No. 38.

*** Application of Rates-Shipments Loaded and/or)
 Unloaded by Shipper with Power Equipment } Decision No. 55704
 Canceled. Was suspended by Supp. No. 38. }

EFFECTIVE NOVEMBER 18, 1957

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

Correction No. 758

Eighteenth Revised Page 3
 Cancels
 (1)Seventeenth Revised Page ... 3
 and
 (2)Sixteenth Revised Page 3
 and
 Fifteenth Revised Page 3

MINIMUM RATE TARIFF NO. 2

TABLE OF CONTENTS (Concluded)	Item Number Except as Shown
RULES AND REGULATIONS (Concluded)	
Application of Tariff - Territorial -----	30-31
Application of Western Classification and Exception Sheet -----	50
Charges for Accessorial Services or Delays -----	145
Collection of Charges -----	250
Collect on Delivery Shipments -----	180
Combination Rates, Method of Computing -----	295
Computation of Distances -----	100
Delays to Equipment -----	142-143
Exceptions to Western Classification and Exception Sheet -----	280 to 400, incl.
Gross Weight -----	70
Intermediate Application (See Routing)	
Issuance of Documents -----	255
Minimum Charge -----	150
Mixed Shipments -----	90
Pickup and Delivery Zones -----	260
Pool Shipments -----	176 to 179, incl.
Purchase Orders, Receiving and Transmitting -----	172
Rates Based on Varying Minimum Weights -----	80
References to Items and Other Tariffs -----	55
Refrigeration Service, Charges for -----	185
Shipments to Be Rated Separately -----	60
Shipments Transported in Multiple Lots -----	85

Split Delivery -----	170
Split Pickup -----	160
Stringing Pipe -----	175
Technical Terms, Definition of -----	10-11
Territorial Descriptions -----	270-271
Units of Measurement in Quotation of Rates and Charges -----	257

(1) Seventeenth Revised Page 3 was suspended by Supplement No. 38.

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

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

Suspensions canceled by Decision No. 55701

EFFECTIVE NOVEMBER 18, 1957

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

Correction No. 759

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

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION
<p>#10-M Cancels 10-L, 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>#PALLETIZED SHIPMENT means a shipment tendered to and transported by the carrier on pallets (elevating-truck pallets or platforms or lift-truck skids, with or without standing sides or ends, but without tops).</p> <p>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) Twelfth Revised Page 11 was suspended by Supplement No. 38.

(2) Eleventh Revised Page 11 was suspended by Supplement No. 31.

*Change)
#Addition) Decision No. 55704

EFFECTIVE NOVEMBER 18, 1957

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

Correction No. 760

Tenth Revised Page 12

Cancel

(1) Ninth Revised Page 12

and

Eighth Revised Page 12

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>*11-H Cancels 11-G and 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. H. Dumas, Agent, and supplements thereto or reissues thereof when the provisions of such supplements or reissues have been approved by the Commission.</p>
	<p>(1) Ninth Revised Page 12 was suspended by Supplement No. 38. * Change, Decision No.</p>
	<p>EFFECTIVE NOVEMBER 18, 1957</p>
<p>Correction No. . 761</p>	<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>

Fourth Revised Page 12-A

Cancels

(1) Third Revised Page..... 12-A

and

Second Revised Page 12-A

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>*20-G Cancels 20-F and 20-E</p>	<p style="text-align: center;">APPLICATION OF TARIFF - CARRIERS</p> <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>(2) Radial highway common carriers, highway contract carriers and household goods carriers may deviate from the minimum rates named in this tariff in connection with 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) Third Revised Page 12-A was suspended by Supplement No. 38. (2) The cancellation of this paragraph was suspended by Supplement No. 29. * Change, Decision No. 55701.</p>
	<p>EFFECTIVE NOVEMBER 18, 1957</p>
	<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 762</p>

Cancel

and

Item No.	SECTION NO.1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">APPLICATION OF TARIFF-COMMODITIES (Items Nos. 40 and 41)</p> <p>Rates in this tariff apply for the transportation of all commodities, except the following:</p> <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, *** Commodities when transported in: dump trucks,for which rates are provided in Minimum Rate Tariff No. 7,</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 pack 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>

*40-FF
Cancels
40-GG
and
40-FF

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)

(1) Thirty-third Revised Page 14 was suspended by Supplement No. 38.

** Provisions transferred to Twenty-second Revised Page 15

* Change, Decision No. 55701

EFFECTIVE NOVEMBER 16, 1957

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 763

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, (2)*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-S Cancels 41-R and 41-Q</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, (2)*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, (2)*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's-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.

(1) Twenty-first Revised Page 15 was suspended by Supplement No. 36.

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

* Change, Decision No. 55701

EFFECTIVE NOVEMBER 18, 1957

Issued by the Public Utilities Commission of the State of California,
Correction No. 762 San Francisco, California.

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

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

Popcorn,
Proso,
Redtop,
Reed canary grass,
Rescue grass,
Rhodes grass,
Ryegrass,
Safflower,
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.

(1) Twenty-first Revised Page 15 was suspended by Supplement No. 36.

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

* Change, Decision No. 55704

EFFECTIVE NOVEMBER 18, 1957

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 764

Eighth Revised Page ... 16
 Cancels
 (1) Seventh Revised Page .. 16
 and
 (2) 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-G Cancels 70-F, 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. (See Exception)</p> <p>EXCEPTION - When palletized shipments subject to minimum weight of 20,000 pounds or more are loaded or unloaded by power-loading device, the weight of the pallets (elevating truck pallets or platforms or lift truck skids) shall not be used in determining the weight of the shipment nor the charges thereon. This exception is not applicable to shipments of empty pallets.</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) Seventh Revised Page 16 was suspended by Supplement No. 38.
 (2) Sixth Revised Page 16 was suspended by Supplement No. 31.

* Change, Decision No. 55704

EFFECTIVE NOVEMBER 12, 1957

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

Correction No. 765

Second Revised Page ...17-A

Cancel

(1) First Revised Page ...17-A

MINIMUM RATE TARIFF NO. 2

And

Original Page ...17-A

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>*90-1-B Cancels 90-1-A And 90-1</p>	<p style="text-align: center;">MIXED SHIPMENTS(Concluded)</p> <p>3. Traffic for which rates are named in this tariff, moving 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>(1) First Revised Page 17-A was suspended by Supplement No. 18. Change, Decision No. 55701</p>
	<p>EFFECTIVE NOVEMBER 16, 1957</p>
	<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 766</p>

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>100-F Cancels 100-E</p>	<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, 654$\frac{1}{2}$ 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-J
Cancels
110-I
And
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.

(1) Twelfth Revised Page 18 was suspended by Supplement No. 38.

* Change)
◊ Increase) Decision No. 55704

EFFECTIVE NOVEMBER 18, 1957

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

Correction No. 767

Eleventh Revised Page ... 19

Cancel

(1) Tenth Revised Page 19,

and

(2) Ninth Revised Page 19

and

Eighth Revised Page 19

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*120-E Cancels 120-D And 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 $\\$8\frac{1}{2}$ cents per 100 pounds, minimum additional charge $\\$58$ 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>
*126-A Cancels 126	<p>Item canceled. Was suspended by Supplement No. 38.</p>
140-G Cancels 140-F	<p style="text-align: center;">ACCESSORIAL SERVICES</p> <p>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.</p> <p>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.</p>
<p>(1) Tenth Revised Page 19 was suspended by Supplement No. 38. (2) Ninth Revised Page 19 and Item No. 125(canceled) were suspended by Supplement No. 31.</p> <p>* Change) ◊ Increase) Decision No. 55701</p>	
<p>EFFECTIVE NOVEMBER 16, 1957</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>	
<p>Correction No. 768</p>	

Cancel

And

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																
<p>*143-C Cancels 143-B And 143-A</p>	<p style="text-align: center;">DELAYS TO EQUIPMENT ON WHOLE GRAIN (See Note)</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 $\\$0.20$ 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>NOTE:-Applies only on shipments of Whole Grain in bulk or in bags, subject to minimum weights of 10,000 pounds or more.</p>																
<p>0145-C Cancels 145-B And 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="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2"></th> <th colspan="2" style="text-align: center;">Charges in Cents</th> </tr> <tr> <th colspan="2"></th> <th style="text-align: center;">For First 30 Minutes or Fraction</th> <th style="text-align: center;">For Each Additional 15 Minutes or Fraction</th> </tr> </thead> <tbody> <tr> <td style="width: 5%;"></td> <td style="width: 65%;">(a) For driver, helper or other carrier employee, per man</td> <td style="width: 15%; text-align: center;">180</td> <td style="width: 15%; text-align: center;">90</td> </tr> <tr> <td></td> <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 30 Minutes or Fraction	For Each Additional 15 Minutes or Fraction		(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
		Charges in Cents															
		For First 30 Minutes or Fraction	For Each Additional 15 Minutes or Fraction														
	(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														

ADVERTISING ON EQUIPMENT

*147-B
Cancels
147-A
And
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 \$6.60 per unit per shipment shall be assessed by the carrier.

(1) Third Revised Page 19-B was suspended by Supplement No. 38.

* Change)
◇ Increase) Decision No. 55704

EFFECTIVE NOVEMBER 16, 1957

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 769

Cancels

and

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

MINIMUM CHARGE

The minimum charge per shipment shall be as follows:

◇ (a) For distances not exceeding 150 constructive miles (See Exception):

Weight of Shipment (In Pounds)		Minimum Charge (In Cents)
Over	But Not Over	
0	25	150
25	50	150
50	75	175
75	100	200
100	150	250
150	200	300
200	250	350
250	-	400

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

*150-L
Cancels
150-K
and
150-J

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. In no event shall the minimum charge be less than:

Weight of Shipment (In Pounds)		Minimum Charge (In Cents)
Over	But Not Over	
0	100	200
100	150	250
150	200	300
200	250	350
250	-	400

◇ EXCEPTION: 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, the minimum charges shall in no event be less than those set forth in Paragraph (b) 4 plus an additional 30 cents per shipment.

(1) Thirteenth Revised Page 20 was suspended by Supplement No. 36.

* Change)

◇ Increase)

Decision No. 55701

EFFECTIVE NOVEMBER 16, 1957

Issued by the Public Utilities Commission of the State of California,
Correction No. 770 San Francisco, California.

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:

- (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.

*160-K
 Cancels
 160-J
 and
 160-I

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	130
100	250	150
250	500	150
500	1,000	175
1,000	2,000	225
2,000	4,000	300
4,000	10,000	350
10,000		400

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	150
100	250	185
250	500	185
500	1,000	275
1,000	2,000	400
2,000	4,000	500
4,000	10,000	600
10,000		700

(1) Sixth Revised Page 20-A was suspended by Supplement No. 38.

* Change)
 ◇ Increase) Decision No. **55704**

EFFECTIVE NOVEMBER 18, 1957

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

Correction No. 771

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																														
	SPLIT DELIVERY																														
	The rate for the transportation of a split delivery shipment shall be determined and applied as follows, subject to Note 1:																														
	(a) Distance rates shall be determined by the distance from point of origin to that point of destination which produces the shortest distance via the other point or points of destination.																														
	*(b) Point-to-point rates shall be applied only when point of origin and all points of destination are within the territories or are within the delivery and pickup 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.																														
*170-K Cancels 170-J and 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.																														
	(e) If split pickup is performed on a split delivery 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 delivery 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 delivery service:																														
	1. For split delivery 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:																														
	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">*Weight of Component Part (Pounds)</th> <th style="text-align: center;">◇Split Delivery Charge for Each Component Part in Cents</th> </tr> <tr> <th style="text-align: center;"><u>Over</u></th> <th style="text-align: center;"><u>But Not Over</u></th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">100</td> <td style="text-align: center;">130</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">250</td> <td style="text-align: center;">150</td> </tr> <tr> <td style="text-align: center;">250</td> <td style="text-align: center;">500</td> <td style="text-align: center;">150</td> </tr> <tr> <td style="text-align: center;">500</td> <td style="text-align: center;">1,000</td> <td style="text-align: center;">175</td> </tr> <tr> <td style="text-align: center;">1,000</td> <td style="text-align: center;">2,000</td> <td style="text-align: center;">225</td> </tr> <tr> <td style="text-align: center;">2,000</td> <td style="text-align: center;">4,000</td> <td style="text-align: center;">300</td> </tr> <tr> <td style="text-align: center;">4,000</td> <td style="text-align: center;">10,000</td> <td style="text-align: center;">350</td> </tr> <tr> <td style="text-align: center;">10,000</td> <td></td> <td style="text-align: center;">400</td> </tr> </tbody> </table>	*Weight of Component Part (Pounds)		◇Split Delivery Charge for Each Component Part in Cents	<u>Over</u>	<u>But Not Over</u>		0	100	130	100	250	150	250	500	150	500	1,000	175	1,000	2,000	225	2,000	4,000	300	4,000	10,000	350	10,000		400
*Weight of Component Part (Pounds)		◇Split Delivery Charge for Each Component Part in Cents																													
<u>Over</u>	<u>But Not Over</u>																														
0	100	130																													
100	250	150																													
250	500	150																													
500	1,000	175																													
1,000	2,000	225																													
2,000	4,000	300																													
4,000	10,000	350																													
10,000		400																													

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

*Weight of Component Part (Pounds)		◇ Split Delivery Charge for Each Component Part in Cents
Over	But Not Over	
0	100	150
100	250	185
250	500	185
500	1,000	275
1,000	2,000	400
2,000	4,000	500
4,000	10,000	600
10,000		700

RECEIVING AND TRANSMITTING PURCHASE ORDERS

*172-D
Cancels
172-C
and
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 ◇ 3 cents per order.

STRINGING PIPE

*175-B
Cancels
175-A
and
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.

(1) Twelfth Revised Page 21 was suspended by Supplement No. 38.

* Change }
◇ Increase } Decision No. 55701
o Reduction }

EFFECTIVE NOVEMBER 18, 1957

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

Correction No. 772

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

COLLECT ON DELIVERY (C.O.D.) SHIPMENTS

(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.

(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.

*180-H
Cancels
180-G
and
180-F

(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.

(d) The charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments shall be as follows:

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

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	

(1) Seventh Revised Page 22 was suspended by Supplement No. 38.

* Change }
 ◊ Increase } Decision No. 55701

EFFECTIVE NOVEMBER 18, 1957

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

Correction No. 773

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 <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 33%;">Over</th> <th style="width: 33%;">But Not Over</th> <th style="width: 34%;">Additional Charges (In Cents per 100 Pounds)</th> </tr> </thead> <tbody> <tr><td>0</td><td>15</td><td>1½</td></tr> <tr><td>15</td><td>30</td><td>2½</td></tr> <tr><td>30</td><td>50</td><td>3½</td></tr> <tr><td>50</td><td>100</td><td>5</td></tr> <tr><td>100</td><td>150</td><td>5½</td></tr> <tr><td>150</td><td>200</td><td>6</td></tr> <tr><td>200</td><td>300</td><td>7</td></tr> <tr><td>300</td><td>400</td><td>8½</td></tr> <tr><td>400</td><td>500</td><td>10</td></tr> <tr><td>500 and over</td><td></td><td>11</td></tr> </tbody> </table>		Over	But Not Over	Additional Charges (In Cents per 100 Pounds)	0	15	1½	15	30	2½	30	50	3½	50	100	5	100	150	5½	150	200	6	200	300	7	300	400	8½	400	500	10	500 and over		11
Over	But Not Over	Additional Charges (In Cents per 100 Pounds)																																	
0	15	1½																																	
15	30	2½																																	
30	50	3½																																	
50	100	5																																	
100	150	5½																																	
150	200	6																																	
200	300	7																																	
300	400	8½																																	
400	500	10																																	
500 and over		11																																	
	BETWEEN	AND																																	
*185-B Cancels 185-A and 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.

(1) First Revised Page 22-A was suspended by Supplement No. 38.

* Change)
Addition) Decision No. 55704

EFFECTIVE NOVEMBER 18, 1957

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 774

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*190-D Cancels 190-C and 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-G Cancels 200-F and 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>
(1) Eighth Revised Page 23 was suspended by Supplement No. 38. * Change # Addition	} Decision No. 55704
<p>EFFECTIVE NOVEMBER 18, 1957</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>	
Correction No.	775

Sixth Revised Page 24
 Cancels .
 (1) Fifth Revised Page 24
 and
 Fourth Revised Page 24

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>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>(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>(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>(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>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>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>
<p>*210-F Cancels 210-E and 210-D</p>	

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.

(1) Fifth Revised Page 24 was suspended by Supplement No. 38.

* Change)
Addition) Decision No. 55701

EFFECTIVE NOVEMBER 18, 1957

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 776

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*220-B Cancels 220-A and 220	<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>
*230-B Cancels 230-A and 230	<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.

(1) First Revised Page 25 was suspended by Supplement No. 38.
* Change, Decision No. 55701

EFFECTIVE NOVEMBER 18, 1957

Issued by the Public Utilities Commission of the State of California,
San Francisco, California
Correction No. 777

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*240-J Cancels 240-I and 240-H	<p data-bbox="355 399 1296 476">ACCESSORIAL SERVICES NOT INCLUDED IN COMMON CARRIER RATES</p> <p data-bbox="346 502 1470 734">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="413 734 1453 862">◊ (1) For tailgate loading of carrier's equipment, 1 cent per 100 pounds assessed on the weight on which transportation charges are computed (See Notes 1, 2, 4, 5 and 6);<li data-bbox="413 862 1470 991">◊ (2) For tailgate unloading of carrier's equipment, 1 cent per 100 pounds assessed on the weight on which transportation charges are computed (See Notes 1, 2, 4, 5 and 6);<li data-bbox="437 991 1470 1094">(3) For loading or unloading other than tailgate loading or unloading, - 3 cents per 100 pounds (See Note #61, 3 and 6);<li data-bbox="437 1094 1445 1146">(4) For C.O.D. service - charges provided in Item No. 180;<li data-bbox="437 1159 1412 1249">(5) For other accessorial services - charges provided in Item No. 145;<li data-bbox="437 1262 1478 1661">(6) 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="619 1558 1098 1610">(a) San Francisco only, or<li data-bbox="619 1597 1362 1648">(b) Alameda, Oakland and/or Richmond, or<li data-bbox="619 1635 949 1674">(c) Stockton only. <p data-bbox="338 1687 1470 1828">#NOTE 1.-The charges 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="437 1816 1445 1867">(a) with power equipment as described in Item No. 10, or<li data-bbox="355 1854 1428 1957">(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="346 1944 1462 2112">(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 loading or unloading provisions of this item will not apply and the additional charge provided in Item No. 120 will apply.

(1) Twelfth Revised Page 26 was suspended by Supplement No. 38.

* Change)
 \diamond Increase)
 \circ Reduction)
Addition)

Decision No. 55704

EFFECTIVE NOVEMBER 18, 1957

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

Correction No. 778

(1) First Revised Page 36
 and
 (2) 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						
	*Rates in this tariff are not subject to the provisions of the following rules of the Western Classification:						
	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
*280-D Cancels 280-C, 280-B and 280-A	6	11	#23	30	38	43	#53
	Rates in this tariff are not subject to the provisions of the following rules of the Exception Sheet:						
	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-B Cancels 290-A and 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 40,000 pounds, the minimum weight shall be considered as being 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>(1) Fourth Revised Page 36 was suspended by Supplement No. 38. (2) Third Revised Page 36 was suspended by Supplement No. 31.</p>							
<p>* Change) # Addition) Decision No. 55701 0 Increase)</p>							
EFFECTIVE NOVEMBER 18, 1957							
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>							
Correction No. 779							

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
	EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Continued)	
	PACKING REQUIREMENTS	
*300-D Cancels 300-C and 300-B	<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>	
		Class Rating
305	Batteries, dry cell, electric, less carload-	4
310	Beverages, malt; viz.: Ale, Beer, Beer Tonic, Porter, Stout, less carload -----	4
311	Beverage Preparations, not otherwise indexed by name in the Western Classification, dry, less carload -----	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.	(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 -	90% of 4 5

<p>*330 - I Cancels 330 - H and 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. 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>(4) Sixteenth Revised Page 37 was suspended by Supplement No. 38. *Change } Decision No. 55704 ◊Increase }</p>																		
<p>EFFECTIVE NOVEMBER 18, 1957</p>																		
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 780</p>																		

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)		
	EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Continued)		Class Rating
<p>*360-H Cancels 360-G and 360-F</p>	<p>GROCERIES AND GROCERS' SUPPLIES, viz.:</p> <p>Bakery Goods, as described under that heading in the Western Classification, Beverages, or Beverage preparations, as described in Items Nos. 39480, 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, Cocon, 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,</p> <p>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.</p>		

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.

(1) Seventh Revised Page 38 was suspended by Supplement No. 38.

* Change }
Addition } Decision No. 55701

EFFECTIVE NOVEMBER 18, 1957

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

Correction No. 781

Twelfth Revised Page 41
 Cancels
 (1) Eleventh Revised Page 41
 and
 Tenth Revised Page 41

MINIMUM RATE TARIFF NO. 2

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	1	2	3	4	1	2	3	4	1	2	3	4
	0	3	156	142	126	111	91	82	73	64	66	61	54	48
	3	5	159	143	127	112	93	84	74	65	69	62	55	49
	5	10	161	145	129	113	95	86	76	67	71	64	57	50
	10	15	163	147	130	114	98	88	78	69	73	66	58	51
	15	20	165	149	132	116	100	90	80	70	75	68	60	53
	20	25	167	150	134	117	103	93	82	72	77	69	62	54
	25	30	169	152	135	118	105	95	84	74	79	71	63	55
	30	35	171	154	137	120	108	97	86	76	81	73	65	57
	35	40	173	156	138	121	110	99	88	77	83	75	67	58
	40	45	175	158	140	123	113	102	90	79	85	77	68	60
	45	50	178	160	142	125	115	104	92	81	88	79	70	62
	50	60	181	163	145	127	120	108	96	84	90	81	72	63
	60	70	184	166	147	129	125	113	100	88	93	83	75	65
	70	80	188	169	150	132	130	117	104	91	96	86	77	67
	80	90	191	172	153	134	135	122	108	95	99	89	79	69
* (2)	90	100	193	174	154	135	140	126	112	98	102	92	82	71
500-L	100	110	196	176	157	137	145	131	116	102	105	95	84	73
Cancels	110	120	198	178	158	139	150	135	120	105	108	97	86	76
500-K	120	130	201	181	161	141	155	140	124	109	110	99	88	77
and	130	140	203	183	162	142	160	144	128	112	113	102	90	79
500-J	140	150	205	185	164	144	165	149	132	116	115	104	92	81
	150	160	207	186	166	145	170	153	136	119	118	106	94	83
	160	170	208	187	166	146	175	158	140	123	120	108	96	84
	170	180	210	189	168	147	180	162	144	126	123	111	98	86
	180	190	213	192	170	149	185	167	148	130	125	113	100	88
	190	200	216	194	173	151	191	172	153	134	128	115	102	90
	200	220	220	198	176	154	200	180	160	140	131	118	105	92
	220	240	224	202	179	157	208	187	166	146	134	121	107	94
	240	260	228	205	182	160	215	194	172	151	137	123	110	96
	260	280	233	210	186	163	223	201	178	156	140	126	112	98
	280	300	237	213	190	166	230	207	184	161	144	130	115	101
	300	325	242	218	194	169					149	134	119	104
	325	350	246	221	197	172					154	139	123	108
	350	375	250	225	200	175					158	142	126	111
	375	400	254	229	203	178					163	147	130	114
	400	425	258	232	206	181					168	151	134	118
	425	450	262	236	210	183					171	154	137	120
	450	475	266	239	213	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

- (1) Eleventh Revised Page 41 was suspended by Supplement No. 38.
(2) Surcharges heretofore applicable are being canceled concurrently by Supplement No. 41 of this tariff; increases and reductions are not specifically flagged in this item.

* Change, Decision No. 55704

EFFECTIVE NOVEMBER 18, 1957

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 762

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 2				CLASS RATES In Cents Per 100 Pounds											
					Rates shown below will not apply to transportation for which rates are provided in Item No. 520											
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	
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	
50	60	55	49	44	38	38	34	30	27	23	24	21	20	19	17	
60	70	58	52	46	40	42	38	34	29	25	26	22	21	20	18	
70	80	60	54	48	42	45	41	36	32	27	28	23	22	21	19	
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	58	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	73	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	

* (2) 505-J
 Cancels
 505-I
 and
 505-B

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.

(1) Tenth Revised Page 42 was suspended by Supplement No. 38.
 (2) Surcharges heretofore applicable are being canceled concurrently by Supplement No. 41 of this tariff; increases and reductions are not specifically flagged in this item.
 * Change, Decision No. 55701

EFFECTIVE NOVEMBER 18, 1957

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 783

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
	Over															
	280	300	110	99	88	77	95	86	76	67	57	62	53	48	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	81	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
* (2) 507-H Cancels 507-G and 507-F	525	550	160	144	128	112	145	131	116	102	87	94	80	73	65	58
	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.

(1) Eighth Revised Page 43 was suspended by Supplement No. 38.

(2) Surcharges heretofore applicable are being canceled concurrently by Supplement No. 41 of this tariff; increases and reductions are not specifically flagged in this item.

* Change, Decision No. 55701

EFFECTIVE NOVEMBER 18, 1957

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

Correction No. 784

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.															
			1	2	3	4	1	2	3	4	1	2	3	4		
	San Francisco (See Item No. 260-7)		178	160	142	125	115	104	92	81	88	79	70	62		
	Oakland (See Item No. 260-5.5)		175	158	140	123	113	102	90	79	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															
* (2) 509-B Cancels 509-C and 509-B	San Francisco (See Item No. 260-7)		1	2	3	4	1	2	3	4	5	A	B	C	D	E
	Oakland (See Item No. 260-5.5)		52	47	42	36	35	32	28	25	20	22	20	19	18	16
			50	45	40	35	33	30	26	23	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 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>(1) Sixth Revised Page 43-A was suspended by Supplement No. 36. (2) Surcharges heretofore applicable are being canceled concurrently by Supplement No. 41 of this tariff; increases and reductions are not specifically flagged in this item.</p>																
* Change, Decision No. 55704																
EFFECTIVE NOVEMBER 18, 1957																
Issued by the Public Utilities Commission of the State of California, San Francisco, California,																
Correction No. 765																

Item No.	SECTION NO. 2		CLASS RATES (Continued) In Cents per 100 Pounds											
	BETWEEN	AND	MINIMUM WEIGHT											
			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
SAN FRAN- CISCO TERRITORY as de- scribed in Item No. 270-3	LOS ANGELES TERRITORY as de- scribed in Item No. 270-3		246	221	197	172	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							
* (2) 510-L Can- cels 510-K and 510-J	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		

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. 500 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.

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.

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.

- (1) Eleventh Revised Page 44 was suspended by Supplement No. 38.
- (2) Surcharges heretofore applicable are being canceled concurrently by Supplement No. 41 of this tariff; increases and reductions are not specifically flagged in this item.

* Change, Decision No. 55704

EFFECTIVE NOVEMBER 18, 1957

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

Correction No. 786

Fifth Revised Page ... 44-A
 Cancels
 (1) Fourth Revised Page .. 44-A
 And
 Third Revised Page ... 44-A

MINIMUM RATE TARIFF NO. 2

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		
				171	154	137	120	108	97	86	76	81	73	65	57		
LOS ANGELES ZONE 1 AS DESCRIBED IN THE DISTANCE TABLE		SANTA ANA		Minimum Weight 10,000 Pounds except as pro- vided 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, sub- ject to Item No. 290.					
				1	2	3	4	1	2	3	4	5	A	B	C	D	E
				47	42	38	33	30	27	24	21	18	19	17	16	15	13

*(2)
515-E
Cancels
515-D
And
515-C

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.

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.

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..

- (1) Fourth Revised Page 44-A was suspended by Supplement No. 38.
 (2) Surcharges heretofore applicable are being canceled concurrently by Supplement No. 41 of this tariff; increases and reductions are not specifically flagged in this item.

* Change, Decision No. 55704

EFFECTIVE NOVEMBER 18, 1957

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

Correction No. 787

Fourth Revised Page 44-B
 Cancels
 (1) Third Revised Page 44-B
 and
 Second Revised Page 44-B

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 2		CLASS RATES (Continued) In Cents per 100 Pounds.							
*(2) 520-D Cancels 520-C and 520-B	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.)									
	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	
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.										
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.										
(1) Third Revised Page 44-B was suspended by Supplement No. 38. (2) Surcharges heretofore applicable are being canceled concurrently by Supplement No. 41 of this tariff; increases and reductions are not specifically flagged in this item.										
* Change, Decision No. 55704										
EFFECTIVE NOVEMBER 18, 1957										
Issued by the Public Utilities Commission of the State of California, San Francisco, California.										
Correction No. 788										

Item No.	SECTION NO. 3 - COMMODITY RATES (Continued)								
	<p>HOURLY RATES FOR OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES AND FOR SERVICE OF STRINGING PIPE</p> <p>Rates in this item apply for transportation of property necessary or incidental to the establishment, maintenance or dismantling of oil, gas or water wells, pipe lines, refineries and cracking or casing head plants, and only when the point of origin is at a well site or within an oilfield and the point of destination is also at a well site or within the same or another oilfield (See Note 1).</p> <p>Rates in this item apply also for stringing pipe as provided in Item No. 175 series.</p> <p>Rates in this item apply only for distances not exceeding 35 miles.</p>								
<p>*720-I Cancels 720-H</p>	<p style="text-align: right;">◇ Rates in Dollars Per Hour (See Note 3)</p>								
	<p>Type of Equipment</p> <p>Trucks, Tractors, Trailers, Semi-Trailers or any combination thereof moving as a single unit:</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">3-Ton or Less Capacity -----</td> <td style="text-align: right;">7.75</td> </tr> <tr> <td>Over 3-Ton But Not Over 6-Ton Capacity</td> <td style="text-align: right;">8.65</td> </tr> <tr> <td>Over 6-Ton But Not Over 10-Ton Capacity</td> <td style="text-align: right;">10.25</td> </tr> <tr> <td>Over 10-Ton Capacity -----</td> <td style="text-align: right;">12.40</td> </tr> </table>	3-Ton or Less Capacity -----	7.75	Over 3-Ton But Not Over 6-Ton Capacity	8.65	Over 6-Ton But Not Over 10-Ton Capacity	10.25	Over 10-Ton Capacity -----	12.40
3-Ton or Less Capacity -----	7.75								
Over 3-Ton But Not Over 6-Ton Capacity	8.65								
Over 6-Ton But Not Over 10-Ton Capacity	10.25								
Over 10-Ton Capacity -----	12.40								
	<p>Note 1.- When rates are provided in this item on the shipment transported, the rates in this item will apply regardless of class or commodity rates in other items in this tariff except when carrier is notified in advance of shipment that the charges accruing under rates in other items in this tariff are desired to be applied in lieu thereof. When such notification is given, the rates provided in this item shall not be applied.</p> <p style="text-align: center;">(Continued)</p>								
<p>* Change) (Increase)</p>	<p>Decision No. 55701</p>								
<p>EFFECTIVE NOVEMBER 18, 1957</p>									
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 789</p>									

Item No.	SECTION NO. 3 - COMMODITY RATES (Continued)																												
	<p>HOURLY RATES FOR OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES AND FOR SERVICE OF STRINGING PIPE (Concluded)</p> <p>NOTE 3.--Rates shall be computed on the following basis: loading time plus double the driving time from point of origin to point of destination, plus unloading time. Minimum Charge, 1 hour. In Computing time under the basis outlined herein, the various time factors shall not be less than the actual time involved in minutes. After the total time has been determined it shall be converted into hours and fractions thereof. Fraction of an hour shall be determined in accordance with the following table:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Minutes</th> <th style="text-align: center;">But</th> <th></th> <th style="text-align: center;">Omit</th> </tr> <tr> <th style="text-align: center;">Over</th> <th style="text-align: center;">Not Over</th> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">6</td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">23</td> <td style="text-align: center;">shall be</td> <td style="text-align: center;">1/4 hour</td> </tr> <tr> <td style="text-align: center;">23</td> <td style="text-align: center;">38</td> <td style="text-align: center;">shall be</td> <td style="text-align: center;">1/2 hour</td> </tr> <tr> <td style="text-align: center;">38</td> <td style="text-align: center;">53</td> <td style="text-align: center;">shall be</td> <td style="text-align: center;">3/4 hour</td> </tr> <tr> <td style="text-align: center;">53</td> <td style="text-align: center;">60</td> <td style="text-align: center;">shall be</td> <td style="text-align: center;">1 hour</td> </tr> </tbody> </table> <p>Rates include services of vehicle and driver. When necessary for carrier to furnish extra help other than driver, such service shall be charged for at a rate of not less than \diamond \$4.00 per hour per extra man furnished.</p> <p><u>Equipment List</u></p> <p>A. A list of carrier's equipment, as defined in Item No.10 series, used in the transportation of commodities named in this item, shall be compiled by each carrier. Each unit of carrier's equipment shall be identified by number or other means and the list shall show the normal carrying capacity thereof.</p> <p>B. The normal carrying capacity of each vehicle unit shall be determined by the carrier based upon that amount of property in pounds, which physically can be loaded therein and safely transported under normal conditions.</p> <p>C. In no event shall the carrying capacity be established in excess of the number of pounds permitted under the provisions of the Vehicle Code, State of California.</p> <p>D. The equipment list shall be filed in duplicate with the Commission and an exact copy thereof shall be kept open for public inspection by the carrier. When, subsequent to the filing of the list, equipment is placed in or withdrawn from service, or its carrying capacity is changed by alteration of the equipment, the carrier shall amend its equipment list to show the change and the date it is made. An amendment to the equipment list shall be filed with the Commission not later than ten days subsequent to the date of change.</p> <p>E. Each vehicle shall have stenciled or otherwise permanently displayed on it the carrying capacity thereof.</p>	Minutes	But		Omit	Over	Not Over			0	6			8	23	shall be	1/4 hour	23	38	shall be	1/2 hour	38	53	shall be	3/4 hour	53	60	shall be	1 hour
Minutes	But		Omit																										
Over	Not Over																												
0	6																												
8	23	shall be	1/4 hour																										
23	38	shall be	1/2 hour																										
38	53	shall be	3/4 hour																										
53	60	shall be	1 hour																										
*720-1-B Cancel 720-1-A																													

F. Each shipping document issued in connection with transportation under this item shall, in addition to other requirements, identify the equipment used and show the carrying capacity of each vehicle employed.

*Change)
◇Increase)

Decision No. 5570:

EFFECTIVE NOVEMBER 18, 1957

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

Correction No. 790