

57545

ORIGINAL

Decision No. _____

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation into the rates, rules and regulations, charges, allowances and practices of all common carriers, highway carriers and city carriers relating to the transportation of any and all commodities between and within all points and places in the State of California (including, but not limited to, transportation for which rates are provided in Minimum Rate Tariff No. 2).

Case No. 5432
 Petition for Modification
 No.124
 Petition for Modification
 No.125

(Appearances are listed on Appendix "C")

O P I N I O N

The California Trucking Associations, Inc.,¹ on September 17, 1958, filed Petition No. 124 seeking increases averaging 6 percent in the rates and charges in Minimum Rate Tariff No. 2 with a maximum increase of 10 percent in any individual rate or charge.

The major railroads² operating in this State, on September 24, 1958, filed Petition No. 125 seeking authority to adjust class rates and certain commodity rates to the same level as may be established by the Commission as minimum rates for highway carriers in Petition No. 124.

Public hearings were held before Examiner J. E. Thompson on October 1, 2, 6, 7 and 8 at San Francisco and Los Angeles. The matters were taken under submission on the latter date and are ready for decision.

¹ Hereinafter referred to as C.T.A.

² Hereinafter referred to as the railroads.

The rates, rules and regulations in Minimum Rate Tariff No. 2 were last revised on a general basis on November 18, 1957, by Decision No. 55704. Said decision brought to a conclusion proceedings in Petitions for Modification Nos. 62 and 74 in this case. C.T.A. alleges that, since said revision in the minimum rates, carriers have experienced increases in costs, the principal item being increased wage rates of truck drivers, helpers, freight handlers, dock employees, maintenance employees and clerical employees.

In general the evidence presented by C.T.A. and the Commission's staff consists of adjustments and modifications of cost estimates presented in Petition No. 62 to reflect changes in wages paid to employees and in other expenses.

As a result of negotiations between officials of the various unions and C.T.A., extending generally from April, 1958 to September, 1958, highway carriers are required to pay higher wages retroactively and provide for broader fringe benefits. The extent of the increases varies among the jurisdictions of the local unions of teamsters. Abstracts of the various agreements are in Exhibit No. 1.

C.T.A. and the Commission's staff presented estimates of the effect of the new wage agreements upon the total labor costs of the carriers. From these estimates it appears that the labor cost of helpers, platform men and pickup and delivery drivers has increased on the average by 10 percent and the labor cost of line-haul drivers by around 5 percent. The C.T.A. and the staff did not arrive at the same estimates because of different weights accorded to several factors - however, they are close. The revised labor costs and certain other factors were applied to the former

cost studies. In the case of C.T.A., the revised costs reflect changes in labor costs, an increase in payroll tax to become effective January 1, 1959, and a change in the transportation tax administered by the State Board of Equalization. In the case of the staff's estimates the above changes and a change in fuel cost were given effect. The end results of the two estimates are different. The C.T.A. estimates show cost increases averaging on the order of 6 percent and the staff's estimates show increases in costs averaging about 5 percent. The differences in the end results are attributable to the differences in the estimates of total labor cost and the differences in the performance factors in the original exhibits to which the cost factors were applied.

C.T.A. presented a proposed schedule of rates which were determined by applying the percentages of increases in costs estimated by it to the present rates. The staff presented a proposed schedule of rates which was determined by applying to the present rates the percentages of increases in cost estimated by the staff. On the whole, the two proposals are very close.

The evidence presented by the railroads consists of exhibits relating to the revenues and the out-of-pocket costs of handling L.C.L. traffic by the Southern Pacific Company and testimony by the assistant general freight agent of Southern Pacific Company to the effect that certain carload rates which the railroads seek to increase have been maintained at levels of rates in Minimum Rate Tariff No. 2 for competitive reasons; and, had increases authorized by the Commission in proceedings involving general increases in rail rates been applied to said rates, they would be higher than the rates now being sought. It was also testified that since November,

1957, increases in the wages of trainmen and other operating personnel have been granted resulting in an annual increase in the expenses of Southern Pacific Company of \$1,603,000.

The traffic manager of Johnson and Johnson testified that the split-delivery charges have been increased since 1954, in some cases by almost 200 percent. He made reference to exhibits he presented in proceedings in Petition No. 62 and testified regarding the extent to which Johnson and Johnson ships under split-delivery rates.

The supervisor of distribution of Fibreboard Paper Products testified that while he favored adjustments necessary to reflect increases in wages, he was opposed to the proposed rates. He stated that the minimum rates should be adjusted only to reflect the measured impact of the wage increases, and, that in applying the percentages of increases to the present rates the end result should be rounded off to the next lower fraction when the result is less than 30 cents and to the next lower cent for amounts above 30 cents. He said that the percentages of increases should be applied directly to the class rates themselves and that no adjustment should be made to maintain the historical percentage relationships between class rates.

Other interested parties made closing statements. In general they were not opposed to increasing the minimum rates to the extent necessary to offset the increases in cost since the last tariff adjustment. Many of them opposed the petition of the railroads for increases in the carload rates involved herein. While one party filed an appearance as a protestant, he made no statement concerning his protest nor was any evidence offered by him.

Conclusion

We have considered all of the evidence and the arguments of the parties. We find that increases in the minimum rates are justified and are necessary to assure the maintenance of adequate

transportation service. In general the increases we find to be justified and necessary conform to the percentages of increases in cost estimated by the staff. We are persuaded, however, that, because of the manner in which the various rates have increased in the past twenty years that the rounding off process used, whereby results under 10 cents were rounded to the nearest 1/2 cent and results over 10 cents rounded to the nearest cent, should be revised. In connection with very low rates, the application of percentage increases with such rounding off process can result in a commodity or class paying more than its share of the increased cost while another does not bear its share. We find that in applying percentages of increases in costs to the present rates, results of 10 cents or less should be rounded to the nearest 1/4 cent and that results of between 10 cents and 20 cents should be rounded to the nearest 1/2 cent.

With the above modification, and except for certain rates and tariff items which will be hereinafter discussed, the schedule of rates and rules proposed by the staff will be adopted.

The staff proposed an increase in the minimum net transportation rate for one terminal or two terminal service. Item No. 110 was established to provide for one terminal and two terminal rates. The provisions are predicated upon competitive factors more than cost factors. The subject of terminal rates was discussed at some length in Decision No. 31606, 41 CRC 671,694 (1938), and further discussion is not necessary herein. The proposal will not be adopted.

C.T.A. and the staff proposed increasing C.O.D. fees. While there is evidence that wages of drivers and clerical employees have increased, this factor is almost infinitesimal insofar as the graduations in the scale of fees is concerned. As pointed out in

the proceeding the wage cost is the same whether \$1,000 is being collected or \$10. The differences in the amounts of fees for the various amounts of C.O.D. collected is based upon risk. There is no showing that the risk to the carriers has increased. It is desirable that there be some uniformity in the C.O.D. fees in the various minimum rate tariffs covering general freight. Adjustments have been made in several of the drayage tariffs to establish C.O.D. fees on the same scale as that presently in Minimum Rate Tariff No. 2. After consideration of the evidence and of the circumstances, we find that the proposed increase is not warranted.

Item No. 700 prescribes special commodity rates for the transportation of lumber from the Happy Camp area to the Yreka area. These rates were established in Decision No. 53044, 55 Cal. PUC 34 (1956) predicated upon the special type of services and operations performed by four highway contract carriers. C.T.A. and the staff propose increasing these rates by the application of the percentage of increase found in connection with shipments transported under class rates. The operations involved are restricted to a small area and are not comparable to the type of operation reflected in the cost study. An increase in said rates has not been justified.

The monthly vehicle unit rates in the tariff were established by Decision No. 54617, 55 Cal.PUC 471 (1957) by adopting the rates and charges set forth in City Carriers' Tariff No. 1-A (Rate Basis A), City Carriers' Tariff No. 2-A - Highway Carriers' Tariff No. 1-A (Rate Basis B) and Minimum Rate Tariff No. 5-A (Rate Basis C). One set of rules was prescribed because the adoption of the separate rules set forth in each tariff would cause difficulty with the application of the rates. In Decision No. 54617 the Commission stated:

"The proposals by petitioner were offered as interim minimum rates. It is not of record when cost data relating to transportation performed under monthly vehicle unit rates will be presented. In view of the circumstances an expiration date of the rates herein established is not desirable. Case No. 5432 is a continuing proceeding so the rates established herein may be modified, amended or canceled at any time whenever evidence is presented to the Commission warranting such action. Keeping Petition No. 77 open would serve no useful purpose."

The rates were established to fill an immediate need by shippers for obtaining transportation at monthly vehicle unit rates to points beyond the established drayage areas. Other than increases in wages and other costs the evidence does not disclose any change in circumstances and conditions since the establishment of the rates. The rates should be fixed in the same manner that they were originally established. We take notice that the monthly vehicle unit rates in the several drayage tariffs have been adjusted and modified. The rates herein will be adjusted and modified accordingly.

The staff proposed that the split-pickup and split-delivery charges be increased by 6 percent. Petitioner adjusted the cost estimates presented in Petition No. 62 to reflect the increases in wages, and proposed increases in the charges conforming to the percentages of increases in costs so developed. The increases proposed range between 8 percent and 10 percent. As stated hereinbefore, an interested party opposed any increase. The present split-pickup and split-delivery charges were established by Decision No. 55704 and, as was pointed out in the aforesaid decision, they were not based wholly upon the cost estimates offered by C.T.A. in that proceeding. The services for which the charges were established involve handling, and labor is a large element in determining the costs of said services. We find that increases ranging between 6 percent and 9 percent are justified.

With respect to the petition of the railroads, the circumstances are no different than those prevailing during proceedings in Petition No. 62. The large part of the L.C.L. traffic handled by railroads is moved by trucks in substituted service. The wage increases hereinbefore discussed are applicable to such movements. With respect to the carload rates involved, as previously pointed out in decisions in Petition No. 62, these rates were established to meet competition from the highway carriers. Had they been increased to the fullest extent authorized for other carload commodity rates they would exceed the rates being established herein as minimum rates. The rates sought are not unreasonably high for railroads and the increases are justified.

On consideration of all of the facts and circumstances of record, and of all of the arguments offered by the parties, the Commission is of the opinion and finds that the minimum rates, rules and regulations which will be established in the order which follows are the just, reasonable and nondiscriminatory minimum rates, rules and regulations for the transportation of property and that the increases required to be made or authorized to be made by said order have been justified.

We further find that, in order to permit common carriers to effect the increases authorized herein without delay, they should be authorized to depart from the provisions of General Order No. 80 and Tariff Circular No. 2 in effecting the increases in rates by means of a conversion table as proposed by the staff, which conversion table may be in effect for a period not to exceed sixty days pending publication of tariff schedules in accordance with the requirements of the said general order and tariff circular.

O R D E R

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

IT IS ORDERED:

1. That Minimum Rate Tariff No. 2 (Appendix "D" to Decision No. 31606, as amended) be and it is further amended by incorporating therein, to become effective December 3, 1958, the supplement and revised pages attached hereto and listed in Appendix "A", 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 Act, to the extent that they are subject also to said Decision No. 31606, as amended, be and they are directed to establish in their tariffs the increases necessary to conform with the further adjustments herein of that decision.

3. That any provisions currently maintained in common carrier tariffs which are more restrictive than, or which produce charges greater than, those contained in Minimum Rate Tariff No. 2, are authorized to be maintained in connection with the increased rates and charges directed to be established by Ordering Paragraph 2 hereof.

4. That the increased class rates and increased minimum charges and accessorial service charges directed to be established by Ordering Paragraph 2 hereof be and they are authorized to be made applicable also for the transportation of traffic:

- (a) For which minimum commodity rates have been established.
- (b) For which minimum rates have not been established.

5. That common carriers subject to the Public Utilities Act and subject also in some degree to Decision No. 31606, as

amended, and to Ordering Paragraph 2 hereof, other than common carriers by railroad, be and they are authorized to increase to the following extent any commodity rates which they maintain for the transportation of traffic for which minimum rates have not been established:

<u>Commodity Rates Subject to Minimum Weights of:</u>	<u>Percent of Increase</u>
Any quantity	6%
2,000 pounds but less than 4,000 pounds	5%
4,000 pounds but less than 10,000 pounds	4%
10,000 pounds and over	3%

6. That common carriers by railroad be and they are authorized to increase to the following extent any less-than-car-load commodity rates which they maintain for the transportation of traffic for which minimum rates have not been established:

<u>Commodity Rates Subject to Minimum Weights of:</u>	<u>Percent of Increase</u>
Any quantity	6%
2,000 pounds but less than 4,000 pounds	5%
4,000 pounds but less than 10,000 pounds	4%
10,000 pounds and over	3%

7. That common carriers subject to the Public Utilities Act and subject also in some degree to Decision No. 31606, as amended, and to Ordering Paragraph 2 hereof other than common carriers by railroad, which maintain in their tariffs minimum charges on levels higher than the minimum charges contained in Minimum Rate Tariff No. 2, be and they are authorized to increase their minimum charges in amounts not to exceed the following:

<u>Weight of Shipment In Pounds</u>		<u>Amount of Increase (in cents)</u>
<u>Over</u>	<u>But Not Over</u>	
0	75	10
75	100	15
100	200	20
200	250	25
250	-	30

8. That highway common carriers and express corporations, subject to Decision No. 31606, as amended, 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.

9. That common carriers by railroad, in addition to the increases hereinbefore directed or authorized, be and they are authorized to increase the rates, charges and provisions in the tariffs or portions thereof identified below to the levels of the comparable rates, charges and provisions of Minimum Rate Tariff No. 2 as established pursuant to Ordering Paragraph 1 hereof:

(1) All class and commodity rates named in Pacific Southcoast Freight Bureau Tariff No. 255-F, M. A. Nelson, Tariff Publishing Officer.

(2) A rate of 42 cents, minimum weight 30,000 pounds, on boracic acid and borax, named in Items 310 and 330 series of Pacific Southcoast Freight Bureau Tariff No. 263-A, M.A. Nelson, Tariff Publishing Officer.

(3) The rates, charges, provisions and regulations of Pacific Southcoast Freight Bureau Tariff No. 294-B, M.A. Nelson, Tariff Publishing Officer, in the following particulars:

(a) Items 305, 345, 400, 425;

(b) All class rates in Section 1 of said tariff;

(c) Items 1700 to 1834, inclusive; 1840 to 1890, inclusive; 1920 to 1950, inclusive; 1955 (Column 1 rates only); 1970 (except rate of 66 cents); 1980; 1990; 2010 to 2055, inclusive; 2060 (except rate of 52 cents); 2070 to 2140, inclusive.

(4) A rate of 46 cents, minimum weight 40,000 pounds flagged with "U" reference mark on infusorial and diatomaceous earth named in Item 3200 of Pacific Southcoast Freight Bureau Tariff No. 300, M.A. Nelson, Tariff Publishing Officer.

(5) Carload commodity rates contained in Pacific Southcoast Freight Bureau Tariff No. 300, M. A. Nelson,

Tariff Publishing Officer, which are flagged with "Z" and/or Square Dot references in the following items:

- (a) Sugar, Items 945 to 975 and 4160 to 4225, inclusive;
- (b) Boracic acid and borax, Items 1645 to 1660, inclusive, except only the rate of 42 cents in Items 1655 and 1660;
- (c) Butter, cheese and margarine, Items 3125 to 3146, inclusive;
- (d) Canned goods, Items 3455 to 3485, inclusive; 3525 to 3550, inclusive (except a rate of 29 cents from Woodland to Barstow in Item 3550); 3580 to 3655, inclusive; 3685 to 3715, inclusive; 3760 and 3765; 3785 to 3815, inclusive; 3855 to 3885, inclusive;
- (e) Beverages, Items 5100 to 5116, inclusive; 5135 to 5142, inclusive;
- (f) Lard, lard substitutes and vegetable oil shortening, Items 6120 to 6140, inclusive;
- (g) Washing compounds, soap, and related articles, Items 6675 to 6691, inclusive.

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

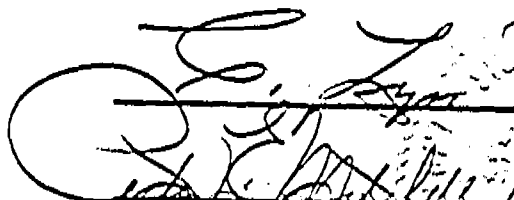
11. That, as an alternative to incorporating directly into their tariffs, the increases authorized or directed by Ordering Paragraphs 2 through 8 hereof, and regardless of any provisions of Tariff Circular No. 2 or General Order No. 30 to the


contrary, common carriers may publish tariff supplements establishing increases as provided in Appendix "B" attached hereto, which appendix by this reference is made a part hereof. Carriers exercising the authority contained in this paragraph shall, effective not later than March 1, 1959, and on not less than five days' notice to the Commission and to the public, cancel such supplements and incorporate the increases directly into their tariffs in conformity with Tariff Circular No. 2 and General Order No. 80; provided further, however, that the tariff provisions thereupon and thereafter shall meet all of the requirements of Ordering Paragraph 2 thereof.

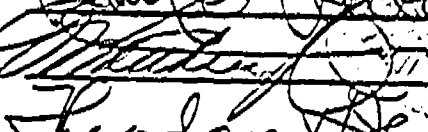
12. That tariff publications required or authorized to be made by common carriers as a result of the order herein may be made effective not earlier than the effective date hereof on not less than five days' notice to the Commission and to the public, and that such tariff publications as are required shall be made effective not later than December 8, 1958; and that as to tariff publications which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date hereof.

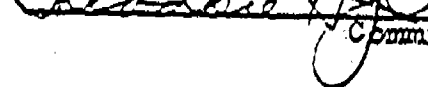
The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 3rd day of November, 1958.



President





Commissioners

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

Supplement No. 43
Thirteenth Revised Page 19
Sixth Revised Page 19-B
Sixteenth Revised Page 20
Eighth Revised Page 20-A
Fourteenth Revised Page 21
Third Revised Page 21-B
Second Revised Page 21-C
Seventeenth Revised Page 26
Eighteenth Revised Page 37
Fourteenth Revised Page 41
Thirteenth Revised Page 42
Eleventh Revised Page 43
Eighth Revised Page 43-A
Fourteenth Revised Page 44
Sixth Revised Page 44-A
Fifth Revised Page 44-B
Seventh Revised Page 51
Eleventh Revised Page 51-I
Eleventh Revised Page 56
Eleventh Revised Page 57
Third Revised Page 57-A
Tenth Revised Page 64
Third Revised Page 66-B
Third Revised Page 66-E
Fourth Revised Page 66-F

END OF APPENDIX "A"

SUPPLEMENT NO. 43
(Cancels Supplements Nos. 41 and 42)
(Supplements Nos. 35 and 43 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)

EFFECTIVE . DECEMBER 8, 1958

♦Increase, Decision No. 57545

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

APPLICATION OF SURCHARGES

1. 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 3 $\frac{1}{2}$ of Item No. 270.) Except as provided in Paragraphs (b), (c) and (d) below, compute the amount of charges in accordance with the rates named in Section No. 3 of this tariff and increase the amount so computed as follows:

1. By 22% on charges computed upon rates which are subject to minimum weights of less than 10,000 pounds;
2. By 19% 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 16% on charges computed upon rates which are subject to minimum weights of 20,000 pounds and greater.
4. By 22% 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 16% on charges computed upon rates which are subject to minimum weights of less than 10,000 pounds;
2. By 12% 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 10% 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.

(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. 650, 658, 690 (Column 2 only) 700, 720, 720-1 and 730.

(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

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*120-G Cancels 120-F	<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 09½ cents per 100 pounds, minimum additional charge 064 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 (other than 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>
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>* Change) Decision No. 57545 ◊ Increase)</p>	
<p>EFFECTIVE DECEMBER 8, 1958</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 854</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)								
<p>*143-D Cancels 143-C</p>	<p style="text-align: center;">DELAYS TO EQUIPMENT ON WHOLE GRAIN (See Note)</p> <p>1. Definitions</p> <p>(a) Actual placement. By actual placement is meant the placing of carriers' equipment at place designated by consignee or consignor for loading or unloading.</p> <p>(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.</p> <p>(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</p> <p>(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.</p> <p>(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</p> <p>A charge of 0.24 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>*145-E Cancels 145-D</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 based upon the actual elapsed time shall be assessed for each period or fraction thereof, as follows:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;">Charges in Cents</th> </tr> <tr> <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="text-align: center;">(a) For driver, helper or other carrier employee, per man....</td> <td style="text-align: center;">0.200 0.100</td> </tr> <tr> <td style="text-align: center;">(b) For unit of equipment (each motor truck, trailer or semi-trailer, exclusive of motor tractors)</td> <td></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....	0.200 0.100	(b) For unit of equipment (each motor truck, trailer or semi-trailer, exclusive of motor tractors)	
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....	0.200 0.100								
(b) For unit of equipment (each motor truck, trailer or semi-trailer, exclusive of motor tractors)									

ADVERTISING ON EQUIPMENT

147-B
Cancels
147-A

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 _____ per unit per shipment shall be assessed by the carrier.

* Change)
o Increase) Decision No. 57545

EFFECTIVE DECEMBER 8, 1958

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 855

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 Exceptions 1 and 2):	
	Weight of Shipment (In Pounds)	o Minimum Charge (In Cents)
	<u>Over</u> <u>But Not Over</u>	
	0 25	160
	25 50	160
	50 75	185
	75 100	215
	100 150	270
	150 200	320
	200 250	375
	250 -	430
	(b) For distances exceeding 150 constructive miles, the minimum charge per shipment shall be (See Exceptions 1 and 2):	
*150- N Cancels 150- M	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)	o Minimum Charge (In Cents)
	<u>Over</u> <u>But Not Over</u>	
	0 100	215
	100 150	270
	150 200	320
	200 250	375
	250 -	430
	<u>EXCEPTION 1:</u> For shipments (a) having point of origin or point of destination on steamship wharves or docks, or (b) trans- ported 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) EXCEPTION 2: For shipments transported between points in the Redwood Empire Territory, as described in Item No. 271-3, on the one hand, and points within the areas described in Paragraphs (b) and (c) of Item No. 512, on the other hand, the minimum charge shall be the applicable charge set forth in this item plus 10 percent per shipment. Fractions of less than one-half cent shall be dropped and fractions of one-half cent or greater shall be increased to one cent.

(1) Expires with May 1, 1959)
* Change)
o Increase)

Decision No. 57545

EFFECTIVE DECEMBER 8, 1958

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 856

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-L
Cancels
160-K

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	140
100	250	160
250	500	160
500	1,000	190
1,000	2,000	245
2,000	4,000	325
4,000	10,000	380
10,000		435

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	160
100	250	200
250	500	200
500	1,000	300
1,000	2,000	430
2,000	4,000	540
4,000	10,000	650
10,000		760

* Change)
 ◊ Increase) Decision No. 57545

EFFECTIVE DECEMBER 8, 1958

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 857

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-L Cancels 170-K	(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 border="0"> <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;">Over</th> <th style="text-align: center;">But Not Over</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;">140</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">250</td> <td style="text-align: center;">160</td> </tr> <tr> <td style="text-align: center;">250</td> <td style="text-align: center;">500</td> <td style="text-align: center;">160</td> </tr> <tr> <td style="text-align: center;">500</td> <td style="text-align: center;">1,000</td> <td style="text-align: center;">190</td> </tr> <tr> <td style="text-align: center;">1,000</td> <td style="text-align: center;">2,000</td> <td style="text-align: center;">245</td> </tr> <tr> <td style="text-align: center;">2,000</td> <td style="text-align: center;">4,000</td> <td style="text-align: center;">325</td> </tr> <tr> <td style="text-align: center;">4,000</td> <td style="text-align: center;">10,000</td> <td style="text-align: center;">380</td> </tr> <tr> <td style="text-align: center;">10,000</td> <td></td> <td style="text-align: center;">435</td> </tr> </tbody> </table>	Weight of Component Part (Pounds)		Split Delivery Charge for Each Component Part in Cents	Over	But Not Over		0	100	140	100	250	160	250	500	160	500	1,000	190	1,000	2,000	245	2,000	4,000	325	4,000	10,000	380	10,000		435
Weight of Component Part (Pounds)		Split Delivery Charge for Each Component Part in Cents																													
Over	But Not Over																														
0	100	140																													
100	250	160																													
250	500	160																													
500	1,000	190																													
1,000	2,000	245																													
2,000	4,000	325																													
4,000	10,000	380																													
10,000		435																													

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	160
100	250	200
250	500	200
500	1,000	300
1,000	2,000	430
2,000	4,000	540
4,000	10,000	650
10,000		760

*172-E
Cancels
172-D

RECEIVING AND TRANSMITTING PURCHASE ORDERS

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 ◊3½ cents per order.

175-B
Cancels
175-A

STRINGING PIPE

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

* Change)
◊ Increase) Decision No. 57545

EFFECTIVE DECEMBER 8, 1958

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 858

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

POOL SHIPMENTS (Continued)
 *(Items Nos. 176, 177 and 179)
 Rates do not include transportation

Pool shipments as described in Item No. 176, when unloaded or segregated or unloaded and segregated at the points named in Item No. 176 and component parts thereof are for delivery at delivery points named in Item No. 176, shall be subject to rates and charges as follows:

(a) Unloading or segregating or unloading and segregating:

Column 1 rates apply only to component parts of the pool shipment in connection with which the carrier performs transportation, subject to a minimum charge per component part of 60 cents.

Column 2 rates apply only to component parts of the pool shipment in connection with which the carrier does not perform transportation, subject to a minimum charge per component part of \$1.15.

o Class rates in cents per 100 pounds

Articles for which rates are not otherwise specified in this item or Item No. 179.

Column 1				Column 2			
1	2	3	4	1	2	3	4
20	18	16	14	24	21½	19	17

(1) Applies on articles rated 4th class or lower.

o Commodity rates in cents per 100 pounds

Column 1	Column 2
----------	----------

Bicycles, K.D., as described in Item No. 92690 in the Western Classification	31	37
Candy, Confectionery, Chewing Gum, Chocolate, Cocoa and Fondant	15½	18½
Games or Toys, as described under that heading in the Western Classification	31	37
Vehicles, other than motor, K.D., as described in Items Nos. 92660, 92680, 92720, 92730, 92760, 92850, 92930, 93040, 93120, 93190, 93200, 93210, and 93270 in the Western Classification.	31	37

(b) Clerical services consisting of preparing pool lot shipment file, manifesting and preparing delivery instructions, and issuance of freight bill to each subconsignee or shipper and accounting therefor, per component part, 37 cents.

(c) Listing and reporting marked weights, gallonage or serial numbers, one cent per line per package or piece, minimum charge per component part, 33 cents.

(d) Marking, tagging, stenciling or labeling, one cent per package or piece, minimum charge per component part, 55 cents.

(e) Advancing, prorating and collecting inbound freight charges of other carriers, 1% of amount advanced, minimum charge per component part, 53 cents.

(f) Advancing of outbound freight charges to other carriers, per component part, 37 cents.

(g) Breaking down, leveling off, installing dunnage in pool cars stopped for partial unloading, will be charged as provided in Item No. 145 for helpers, plus the cost of dunnage.

Minimum charge for handling pool shipment, \$39.00.

*177-C
 Cancels
 177- B

*Change)
oIncrease)

Decision No.

57545

EFFECTIVE DECEMBER 8, 1958

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

Correction No. 859

Item No.	SECTION NO. 1-RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>*179-B Cancel 179-A</p>	<p style="text-align: center;">POOL SHIPMENTS (Concluded)</p> <p>Pool Shipments as described in Item No. 176, viz.: Furniture or Furniture Parts as described under those headings in Western Classification.</p> <p>(a) Unloading or segregating, or unloading and segregating; including transportation and accessorial services described in paragraphs (b), (c) and (e) of Item No. 177 ♦\$1.03 cents per 100 pounds, minimum charge ♦\$2.00 per component part.</p> <p>(b) Unloading or segregating, or unloading and segregating; including accessorial services described in paragraphs (b), (c) and (e) of Item No. 177 ♦ 73 cents per 100 pounds, minimum charge ♦ \$1.40 per component part.</p>
<p>* Change) ♦ Increase)</p>	<p>Decision No. 57545</p>
<p>EFFECTIVE DECEMBER 8, 1958</p>	
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 860</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p data-bbox="508 380 1320 445" style="text-align: center;">ACCESSORIAL SERVICES NOT INCLUDED IN COMMON CARRIER RATES</p> <p data-bbox="355 479 1475 679">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> <ol style="list-style-type: none"> <li data-bbox="433 705 1410 815">(1) For loading of carrier's equipment, 1 cent per 100 pounds assessed on the weight on which transportation charges are computed (See Notes 1, 2, 4, 5 and 6); <li data-bbox="433 841 1410 950">(2) For unloading of carrier's equipment, 1 cent per 100 pounds assessed on the weight on which transportation charges are computed (See Notes 1, 2, 4, 5 and 6); <li data-bbox="433 992 1362 1031">(4) For C.O.D. service - charges provided in Item No. 180; <li data-bbox="433 1083 1333 1161">(5) For other accessorial services - charges provided in Item No. 145; <li data-bbox="433 1218 1462 1557">(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: <ol style="list-style-type: none"> <li data-bbox="594 1460 1004 1499">(a) San Francisco only, or <li data-bbox="594 1499 1222 1538">(b) Alameda, Oakland and/or Richmond, or <li data-bbox="594 1538 876 1578">(c) Stockton only. <p data-bbox="343 1609 1431 1682">NOTE 1.--The charges for loading and/or unloading shall apply in all circumstances except:</p> <ol style="list-style-type: none"> <li data-bbox="343 1708 1410 1786">(a) When rates provided in this tariff are applied in combination with common carrier rates under the provisions of: <ol style="list-style-type: none"> <li data-bbox="433 1812 1368 1890">(1) Paragraph (a) of Item No. 210, only the accessorial charge for unloading shall be assessed, <li data-bbox="433 1903 1368 1981">(2) Paragraph (b) of Item No. 210, only the accessorial charge for loading shall be assessed, and <li data-bbox="433 1994 1496 2072">(3) Paragraph (c) of Item No. 210, no charge for either loading or unloading shall be assessed. <li data-bbox="343 2072 1479 2124">(b) When the shipment is loaded into and/or unloaded from the carrier's equipment as follows: <ol style="list-style-type: none"> <li data-bbox="343 2124 1410 2189">(1) On shipments of grain, in bulk, when loaded and/or unloaded by gravity. <li data-bbox="497 2189 1479 2333">(2) By the consignor and/or consignee as follows: <ol style="list-style-type: none"> <li data-bbox="556 2216 1444 2255">(a) With power equipment as described in Item No. 10, or <li data-bbox="556 2255 1479 2333">(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. <li data-bbox="497 2333 1462 2489">(3) Provided that on shipments described under subparagraphs (1) and (2) above the Shipping Document (Freight Bill) issued pursuant to Item No. 255 indicates that the shipment was loaded and/or unloaded under one of the circumstances described in subparagraphs (1) and (2) above.

*240-N
Cancels
240-X

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

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

NOTE 5.—For loading or 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.

* Change }
◊ Increase } Decision No. 57545

EFFECTIVE DECEMBER 8, 1956

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 576

Cancel

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
	EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Continued)	
	<p style="text-align: center;">PACKING REQUIREMENTS</p> <p>Except as otherwise provided, articles will not be subject to the packing requirements of the Western Classification or Exception Sheet, but may be accepted for transportation in any container or any shipping form, providing such container or form of shipment will render the transportation of the freight reasonably safe and practicable.</p> <p>If two or more ratings which are subject to different packing requirements are provided for an article in the form in which it is shipped, the lowest of such ratings will apply.</p> <p>The term "Form in which it is shipped" means the form of the article itself as prepared for shipment or for the trade (exclusive of packing requirements), such as set up, knocked down, nested, not nested, compressed, not compressed, folded flat, not folded flat, in metal can inner containers, in glass bottle inner containers, in carton inner containers, in bulk (not in inner containers), dry, liquid, paste, solid, powdered, granulated, in carboys. The term "packing requirements" means (1) the outer shipping containers such as boxes, barrels, crates, bags, and (2) the shipping forms such as bundles, bales, rolls, loose, on skids (other than lift truck or platform), which are provided in the Western Classification or Exception Sheet.</p>	
		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 Cancel 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 Cancel 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

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.

Less than carload -----

(2) Subject to minimum rate of 28 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.

(2) 1/2 of 4

*330-J
Cancels
330-I

Carload:

Minimum weight 12,000 pounds -----

Minimum weight 30,000 pounds -----

(3) Not to exceed less-than-carload rate.

(3)B

(3)E

333

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:

Denim	Drills	Flannels	Corduroys
Jeans	Chambrays	Coverts	Duck
Twills	Cottonades	Poplins	Moleskins
			Whipcords

3

Note 1.-Includes work jackets with blanket lining made of cotton and not to exceed 50% of wool shoddy.

* Change)
o Increase)

Decision No. 57545

EFFECTIVE DECEMBER 8, 1958

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

Correction No. 861

Item No.	SECTION NO. 2												CLASS RATES			
													In Cents Per 100 Pounds			
	Miles	Any Quantity (See Note)				Minimum Weight 2,000 Pounds (See Note)				Minimum Weight 4,000 Pounds (See Note)						
But Not Over		1	2	3	4	1	2	3	4	1	2	3	4			
	0	3	168	151	134	117	96	86	77	67	71	64	57	50		
	3	5	169	152	135	118	98	88	78	68	72	65	58	51		
	5	10	171	154	137	120	100	90	80	70	74	67	59	52		
	10	15	173	156	138	121	103	93	82	72	76	68	61	53		
	15	20	175	158	140	123	105	95	84	74	78	70	62	55		
	20	25	177	159	142	124	108	97	86	76	80	72	64	56		
	25	30	179	161	143	125	111	100	89	78	82	74	66	57		
	30	35	181	163	145	127	114	103	91	80	85	76	68	59		
	35	40	183	165	146	128	117	105	94	82	87	78	70	61		
	40	45	185	167	148	130	120	108	96	84	89	80	72	62		
	45	50	187	168	150	131	123	111	98	86	92	83	74	64		
	50	60	190	171	152	133	128	115	102	90	95	86	76	67		
	60	70	193	174	154	135	133	120	106	93	98	88	78	69		
	70	80	196	176	157	137	138	124	110	97	101	91	81	71		
	80	90	199	179	159	139	143	129	114	100	104	94	83	73		
	90	100	202	182	162	141	148	133	118	104	107	96	86	75		
	100	110	205	185	164	144	153	138	122	107	110	99	88	77		
	110	120	208	187	166	146	158	142	126	111	113	102	90	79		
	120	130	211	190	169	148	163	147	130	114	115	104	92	81		
	130	140	214	193	171	150	168	151	134	118	118	106	94	83		
	140	150	216	194	173	151	173	156	138	121	120	108	96	84		
	150	160	218	196	174	153	178	160	142	125	123	111	98	86		
	160	170	220	198	176	154	183	165	146	128	125	113	100	88		
	170	180	222	200	178	155	188	169	150	132	128	115	102	90		
	180	190	224	202	179	157	194	175	155	136	130	117	104	91		
	190	200	226	203	181	158	200	180	160	140	133	120	106	93		
	200	220	230	207	184	161	209	188	167	146	136	122	109	95		
	220	240	234	211	187	164	217	195	174	152	139	125	111	97		
	240	260	238	214	190	167	226	203	181	158	142	128	114	99		
	260	280	242	218	194	169	234	211	187	164	146	131	117	102		
	280	300	246	221	197	172	243	219	194	170	150	135	120	105		
	300	325	251	226	201	176					155	140	124	109		
	325	350	256	230	205	179					160	144	128	112		
	350	375	261	235	209	183					164	148	131	115		
	375	400	266	239	213	186					169	152	135	118		
	400	425	271	244	217	190					174	156	139	121		
	425	450	275	248	220	193					178	160	142	124		
	450	475	279	251	223	195					182	164	146	127		
	475	500	283	255	226	198					187	168	150	131		
	500	525	287	258	230	201					191	172	153	134		

*500-N
Cancel
500-N

525	550	291	262	233	204	196	176	157	137
550	575	295	266	236	207	200	180	160	140
575	600	300	270	240	210	205	185	164	144
600	625	305	275	244	214	209	188	167	147
625	650	310	279	248	217	214	193	171	150
650	675	315	284	252	221	218	196	174	153
675	700	320	288	256	224	223	201	178	156
700	725	325	293	260	228	227	204	182	159
725	750	330	297	264	231	232	209	186	162
750	775	335	302	268	235	237	213	190	166
775	800	340	306	272	238	242	218	194	169
800	850	347	312	278	243	247	223	198	173
850	900	354	319	283	248	254	229	203	178
900	950	361	325	289	253	261	235	209	183
950	1000	368	331	294	258	268	241	214	188
1000	1050	374	337	299	262	275	247	220	193
1050	1100	380	342	304	266	281	253	225	197
1100	1150	387	348	310	271	288	259	230	202
1150	1200	394	355	315	276	295	266	236	207

NOTE.—For shipments originating at or destined to points within the Redwood Empire Territory these rates are subject to the provisions of Item No. 512.

* Change)
 ◊ Increase) Decision No. 57545

EFFECTIVE DECEMBER 8, 1958

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

Correction No. 862

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 (See Note 3)				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	41	37	32	28	19	17	15	13½	11½	12½	10½	9½	8½	7½
3	5	42	38	33	29	21	19	17	14½	12½	13½	11½	10½	9½	7½
5	10	43	39	34	30	23	21	18	16	13½	14½	12½	11½	10½	8½
10	15	44	40	35	31	24	22	19	17	14½	15½	13½	12½	11½	9½
15	20	45	41	36	32	26	24	21	18½	15½	16½	14½	13½	12½	10½
20	25	47	42	37	33	28	25	22	19½	16½	17½	15½	14½	13½	11½
25	30	48	43	38	34	29	26	23	20½	17½	18½	16½	15½	14½	12½
30	35	49	44	39	35	31	28	25	22	18½	19½	17½	16½	15½	13½
35	40	50	45	40	36	33	30	27	23	19½	20½	18½	17½	16½	14½
40	45	52	47	42	37	35	32	28	24	20½	22	19½	18½	17½	15½
45	50	54	49	43	38	38	34	30	26	22	24	20½	19½	18½	16½
50	60	57	51	46	40	41	36	32	28	24	26	22	20½	19½	17½
60	70	60	54	48	42	44	39	35	30	26	28	23	22	20½	18½
70	80	63	57	50	44	47	42	37	33	28	30	24	23	22	19½
80	90	65	59	52	46	50	45	40	35	30	32	25	24	23	20½
90	100	68	61	54	48	53	48	43	37	32	34	26	25	24	22
100	110	71	64	56	50	56	50	45	39	33	36	28	26	25	23
110	120	73	66	58	51	59	53	47	41	35	38	30	27	26	24
120	130	75	68	60	53	62	56	49	43	37	40	32	28	27	25
130	140	78	70	62	55	65	59	52	45	39	42	34	29	28	26
140	150	81	73	64	57	68	61	55	47	41	44	36	30	29	27
150	160	83	75	66	58	70	63	57	49	42	46	38	31	30	28
160	170	85	77	68	60	73	66	59	51	44	48	40	33	31	29
170	180	88	79	70	62	76	69	61	53	46	50	42	35	32	30
180	190	90	81	72	63	79	71	63	55	48	52	44	37	33	31
190	200	93	84	74	65	81	73	65	57	49	53	45	39	34	32
200	220	96	86	77	67	84	76	67	59	50	55	46	41	36	33
220	240	100	90	80	70	87	79	70	61	52	57	48	43	38	34
240	260	104	94	83	73	90	81	72	63	54	59	50	45	40	35
260	280	108	98	87	76	94	84	75	64	56	61	52	47	42	37

* 505-L
Cancels
505-K

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.

NOTE 3.—For shipments originating at or destined to points within the Redwood Empire Territory these rates are subject to the provisions of Item No. 512.

* Change)
◊ Increase) Decision No. 57545

EFFECTIVE DECEMBER 8, 1958

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 863

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 (See Note 3)				Minimum Weight 20,000 Pounds except as provided in Note 2				Minimum Weight as provided in Western Classification, Exception Sheet or this Tariff, subject to Item No. 290					
But Not Over		1	2	3	4	1	2	3	4	5	A	B	C	D	E
	280 300	113	103	91	80	98	88	78	68	58	64	54	49	44	39
	300 325	118	107	95	83	103	93	83	72	61	67	56	52	46	41
	325 350	123	111	99	87	108	98	86	75	64	70	59	54	48	43
	350 375	128	116	103	90	113	102	90	79	67	73	62	57	51	45
	375 400	133	121	107	94	118	106	94	82	70	76	64	59	53	47
	400 425	138	125	111	97	123	111	98	86	73	80	67	62	55	49
	425 450	143	130	115	101	128	115	102	90	76	83	70	64	57	51
	450 475	148	134	119	104	133	119	106	93	79	86	73	66	59	53
	475 500	153	139	123	108	138	124	110	97	82	89	76	69	62	55
	500 525	158	143	127	111	143	129	114	100	85	92	79	71	64	57
	525 550	163	148	131	115	148	134	118	103	89	96	82	74	66	59
	550 575	168	152	135	118	153	138	122	107	92	99	85	76	69	61
	575 600	173	157	139	122	158	143	126	110	95	102	87	79	71	63
	600 625	178	161	143	125	163	147	130	114	98	105	89	81	73	65
	625 650	183	166	147	129	168	152	134	117	101	109	92	84	75	67
	650 675	188	170	151	132	174	157	139	121	104	113	95	87	78	69
	675 700	193	175	155	136	179	162	143	125	107	116	98	89	80	71
	700 725	198	179	159	139	184	166	147	129	110	119	101	92	82	73
	725 750	203	184	163	143	189	171	151	132	113	122	104	94	84	75
	750 775	208	188	167	146	194	176	155	136	116	126	107	97	87	77
	775 800	214	193	171	150	200	180	160	140	120	130	110	100	90	80
	800 850	221	199	176	155	207	186	165	145	124	135	114	103	93	83
	850 900	228	205	182	160	214	192	171	150	128	139	118	107	96	85
	900 950	236	212	188	165	221	198	176	155	132	144	121	110	99	88
	950 1000	244	220	195	171	228	204	182	160	136	148	125	114	102	91
	1000 1050	252	227	202	176	235	210	188	165	140	153	129	117	105	94
	1050 1100	260	234	208	182	242	217	193	170	145	157	133	121	108	97
	1100 1150	268	241	214	188	249	224	199	175	149	162	137	124	112	100
	1150 1200	276	248	221	193	256	231	205	180	154	166	141	128	115	103

*507-J
Cancels
507-I

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.

NOTE 3.-For shipments originating at or destined to points within the Redwood Empire Territory, these rates are subject to the provisions of Item No. 512.

* Change)
 ♦ Increase) Decision No. 57545

EFFECTIVE DECEMBER 8, 1958

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

Correction No. 864

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					
		San Francisco (See Item No. 260-7)	1	2	3	4	1	2	3	4	1	2	3	4		
		Oakland (See Item No. 260-5.5)	187	168	150	131	123	111	98	86	92	83	74	64		
		San Jose (See Item No. 260-7.5)	185	167	148	130	120	108	96	84	89	80	72	62		
		Santa Clara Campbell	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, sub- ject to Item No. 290					
		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)	54	49	43	38	38	34	30	26	20½	24	20½	19½	18½	16½
			52	47	42	37	35	32	28	24	20½	22	19½	18½	17½	15½
	<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>															
* Change ◇ Increase) Decision No.		57545													
EFFECTIVE DECEMBER 8, 1958																
Issued by the Public Utilities Commission of the State of California, San Francisco, California.																
Correction No. 865																

*509-F
Cancels
509-E

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	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
*510-M Cancels 510-L	SAN FRANCISCO TERRITORY as described in Item No. 270-3	LOS ANGELES TERRITORY as described in Item No. 270-3	256	230	205	179	160	144	128	112	123	111	99	87
			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							
	SACRAMENTO (See Item No. 260-7)		1	2	3	4	5	A	B	C	D	E		
			108	98	86	75	64	70	59	54	48	43		
<p>NOTE 1.- If charges accruing under the Class Rates in this item, applied on shipments from, to or between points intermediate between origin and destination territories shown in this item via routes shown in Item No. 900 are lower than charges accruing under the Distance Class Rates in Items Nos. 500, 505 or 507 on the same shipment via the same route, such lower charges will apply.</p> <p>NOTE 2.- When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or this tariff, subject to Item No. 290.</p> <p>NOTE 3.- When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff (subject to Item No. 290) but in no event less than 20,000 pounds.</p>														

RATES TO AND FROM POINTS IN THE REDWOOD EMPIRE TERRITORY
AS DESCRIBED IN ITEM NO. 271-3

- (a) The provisions of this item apply only to shipments, including split pickup and split delivery shipments, subject to minimum weights of 10,000 pounds and less.
- (b) On shipments, including split pickup and split delivery shipments, transported between points in the Redwood Empire Territory, on the one hand, and points in the San Francisco Territory, as described in Item No. 270-3, and points in the Counties of Marin, Mendocino, Napa and Sonoma, on the other hand, determine the class rates in accordance with the rates provided in this section and increase the rates so determined by 10 percent.
- (c) On shipments, including split pickup and split delivery shipments, not embraced within Paragraph (b) above, transported between the Redwood Empire Territory, on the one hand, and points in California southerly of the Counties of Napa, Nevada, San Francisco, Sutter Yolo and Yuba, on the other hand, determine the class rates in accordance with the rates provided in this section and increase the rates so determined by adding the following arbitraries:

(1)
*512-A
Cancels
512

◇ (Arbitraries in Cents per 100 Pounds)

Any Quantity				Minimum Weight 4,000 Pounds				Minimum Weight 10,000 Pounds			
1	2	3	4	1	2	3	4	1	2	3	4
26	24	21	18	16½	15	13	11½	13	11½	10½	9

- (d) Fractions of less than one-half cent shall be dropped and fractions of one-half cent or greater shall be increased to one cent.
- (e) When the charges on all or any portion of a shipment are subject to the increase provided for in this item, the provisions of Item No. 80 shall apply only after the increase has been added in accordance with this item.

(1) Expires with May 1, 1959.

* Change :)
◇ Increase) Decision No. 57545

EFFECTIVE DECEMBER 8, 1958

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

Correction No. 866

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.													
LOS ANGELES ZONE 1 AS DESCRIBED IN THE DISTANCE TABLE *515-F Cancels 515-E	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
			181	163	145	127	114	103	91	80	85	76	68	59
			Minimum Weight 10,000 Pounds except as pro- vided in Note 2				Minimum Weight 20,000 Pounds except as pro- vided 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
	49	44	39	35	31	28	25	22	18½	19½	17½	16½	15½	13½
<p>NOTE 1.—If charges accruing under the Class Rates in this item, applied on shipments from, to or between points intermediate between origin and destination points via Route 11 shown in Item No. 900 are lower than charges accruing under the Distance Class Rates in Items Nos. 500 and 505 on the same shipment via the same route such lower charges will apply.</p> <p>NOTE 2.—When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff, subject to Item No. 290.</p> <p>NOTE 3.—When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff (subject to Item No. 290) but in no event less than 20,000 pounds.</p>														
* Change) Decision No. 57545 o Increase)														
EFFECTIVE DECEMBER 8, 1958														
Issued by the Public Utilities Commission of the State of California, San Francisco, California.														
Correction No. 867														

Cancels

Item No.	SECTION NO. 2		CLASS RATES (Continued) In Cents per 100 Pounds							
*520-E Cancels 520-D	<p>Rates in this item apply only to shipments having point of origin in San Francisco or South San Francisco and point of destination in Alameda, Albany, Berkeley, El Cerrito, Emeryville, Oakland, Piedmont, Richmond, San Leandro, San Pablo or Stege and to shipments having point of origin in Alameda, Albany, Berkeley, El Cerrito, Emeryville, Oakland, Piedmont, Richmond, San Leandro, San Pablo or Stege and point of destination in San Francisco or South San Francisco. (Subject to Note 2.)</p>									
	Minimum Weight 20,000 Pounds Except as Provided in Note 1					Minimum Weight as Provided in Western Classification, Exception Sheet or this Tariff, Subject to Item No. 290				
	1	2	3	4	5	A	B	C	D	E
33	30	27	23	19½	20½	18½	17½	16½	14½	
<p>NOTE 1.-When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff (subject to Item No. 290) but in no event less than 20,000 pounds.</p>										
<p>NOTE 2.-When applied in connection with Item No. 160 (split pickup) or Item No. 170 (split delivery), San Francisco and South San Francisco will be considered as one territory and Alameda, Albany, Berkeley, El Cerrito, Emeryville, Oakland, Piedmont, Richmond, San Leandro, San Pablo or Stege will be considered as one territory in connection with the application of paragraphs (b) and (c) of Items Nos. 160 and 170, respectively.</p>										
<p>* Change) o Increase) Decision No. 57545</p>										
<p>EFFECTIVE DECEMBER 8, 1958</p>										
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 868</p>										

Seventh Revised Page 51
 Cancels
 Sixth Revised Page 51

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds		
	COMMODITY	FROM	TO	♦ RATES	Minimum Weight In Pounds
*650-G Cancels 650-F	Earths, infusorial or diatomaceous	WHITE HILLS LOMPOC	SAN FRANCISCO	(1)83	10,000
			TERRITORY as described in Item No. 270-3	(1)70 (1)47	20,000 40,000
(1) Subject to Item No. 900.					

* Change)
 ♦ Increase) Decision No. 57545

EFFECTIVE DECEMBER 8, 1958

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 869

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In Cents per 100 Pounds				
<p>HAY, IN MACHINE PRESSED BALES</p> <p>Column A - Rates apply to the Los Angeles-Artesia Territory. Column B - Rates apply to the Los Angeles-Artesia (San Fernando Intra-Territory). Column C - Rates apply to the San Diego Territory.</p> <p>See Item No. 271 for description of territories.</p>						
FROM		o RATES (See Note 1)				
		Minimum Weight 40,000 Pounds				
		Column				
		A	B	C		
Barstow Territory		31	-	-		
Coachella Valley Territory		29	-	32		
Fresno Territory		45	-	-		
Imperial Valley Territory		37	-	29		
Lancaster Territory		26	20	-		
Merced Territory		52	-	-		
North Kern Territory		35	-	-		
Palo Verde		38	-	-		
Salton Sea Territory		33	-	32		
South Kern Territory		31	-	-		
Tulare Territory		39	-	-		
* 658-J Cancels 658-I	<p>NOTE 1.-(a) Rates include services of driver and one helper to perform loading, unloading or other accessorial services.</p> <p>(b) Rates are not subject to the provisions of Items Nos. 110, 150, 160, 170, 220 or 230.</p> <p>(c) When baled hay or any other commodity subject to this item is picked up from several points in a single field, the point of origin of the composite shipment shall be deemed to be the point of pickup most distant from point of destination. An additional charge of 3½ cents per 100 pounds shall be assessed for picking up and loading baled hay from scattered points in the field.</p> <p>(d) Shipments into either the Los Angeles-Artesia or San Diego Territory, for which transportation charges are assessed upon a basis of a minimum weight of 30,000 pounds or more, may, upon order of consignee or consignor, be stopped once within either the Los Angeles-Artesia or San Diego Territory and, under the rates set forth above, be held in transit without being unloaded from carrier's equipment pending subsequent delivery.</p> <p>(e) When upon order of consignee or consignor, a shipment is stopped within either the Los Angeles-Artesia or San Diego Territory and held in transit without being unloaded from carrier's equipment, 48 hours free time (computed from the first 7:00 a.m. after time of arrival at point where shipment is held) will be allowed for furnishing to the carrier instructions to deliver the shipment to the point of destination where it is to be unloaded. The free-time period will be 96 hours, if the point of destination is located outside the territory within which the shipment was initially held in transit. A charge of \$26.00 will be assessed for each 24-hour period, or fraction thereof, that the carrier's equipment is detained subsequent to the free-time period specified herein. In computing time in accordance with these provisions, Sundays and legal holidays will be excluded.</p>					

* Change)
o Increase) Decision No. 57545

EFFECTIVE DECEMBER 8, 1958

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 870

-51-I-

Item No.	SECTION NO. 3						COMMODITY RATES (Continued) In Cents per 100 Pounds.						
	LUMBER AND FOREST PRODUCTS												
Column 1 - Rates apply to Forest Products and Building Woodwork, as described in Item No. 660. (See Note 1.) Column 2 - Rates apply to Cedar, Fir, Pine or Redwood: Lumber, Railroad Ties and Timbers; length not to exceed 24 feet. (See Notes 1 and 2.)													
MILES	RATES						MILES	RATES					
	Column 1			Column 2				Column 1			Column 2		
But Not Over	Weight Pounds	Minimum Weight Pounds	Minimum Weight Pounds	Minimum Weight Pounds	Minimum Weight Pounds	Minimum Weight Pounds	But Not Over	Weight Pounds	Minimum Weight Pounds	Minimum Weight Pounds	Minimum Weight Pounds	Minimum Weight Pounds	Minimum Weight Pounds
Over	Over	(1)	(2)				Over	Over					
0	3	10	10 $\frac{1}{2}$	7 $\frac{1}{2}$	4 $\frac{1}{2}$		190	200	43	37		33	
3	5	10	10 $\frac{1}{2}$	7 $\frac{1}{2}$	4 $\frac{3}{4}$		200	220	47	38		35	
5	10	10	10 $\frac{1}{2}$	7 $\frac{1}{2}$	5 $\frac{1}{2}$		220	240	50	40		38	
10	15	10 $\frac{1}{2}$	11 $\frac{1}{2}$	7 $\frac{1}{2}$	5 $\frac{3}{4}$		240	260	54	42		40	
15	20	10 $\frac{1}{2}$	11 $\frac{1}{2}$	7 $\frac{1}{2}$	6 $\frac{1}{2}$		260	280	58	47		43	
20	25	11 $\frac{1}{2}$	12 $\frac{1}{2}$	8 $\frac{1}{2}$	7 $\frac{1}{2}$		280	300	62	49		45	
25	30	11 $\frac{1}{2}$	12 $\frac{1}{2}$	8 $\frac{1}{2}$	8 $\frac{1}{2}$		300	325	66	52		48	
30	35	12 $\frac{1}{2}$	13 $\frac{1}{2}$	9	9 $\frac{1}{2}$		325	350	Over 325			51	
35	40	13 $\frac{1}{2}$	13 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$		350	375	miles			54	
40	45	15	15	10 $\frac{1}{2}$	11 $\frac{1}{2}$		375	400	class			57	
45	50	16	16	11 $\frac{1}{2}$	12 $\frac{1}{2}$		400	425	rates			60	
50	60	17	17	11 $\frac{1}{2}$	13 $\frac{1}{2}$		425	450	apply			63	
60	70	18	20	11 $\frac{1}{2}$	15 $\frac{1}{2}$		450	475				66	
70	80	21	21	16	16 $\frac{1}{2}$		475	500				69	
80	90		22	17	17 $\frac{1}{2}$		500	525				72	
90	100	24	21	19 $\frac{1}{2}$			525	550				75	
100	110	25	22	20 $\frac{1}{2}$			550	575				77	
110	120	28 $\frac{1}{2}$	23	22			575	600				79	
120	130	29 $\frac{1}{2}$	24	24			600	625				81	
130	140	30 $\frac{1}{2}$	25	25			625	650				83	
140	150	34 $\frac{1}{2}$	26 $\frac{1}{2}$	26			650	675				85	
150	160	37	29 $\frac{1}{2}$	28			675	700				87	
160	170	39	29 $\frac{1}{2}$	29			700	725				89	
170	180	40	33 $\frac{1}{2}$	30			725	750				91	
180	190	42	34 $\frac{1}{2}$	32			750	-				(3)	

*690-K
Cancels
690-J

- (1) Rates apply to shipments not subject to rates flagged (2).
- (2) Rates apply only (a) to shipments between points of origin and destination both of which are within San Francisco Bay Counties Territory as described in paragraph 3 $\frac{1}{2}$ of Item No. 270; and (b) to split pickup or split delivery shipments between points of origin and destination all of which are within said San Francisco Bay Counties Territory.
- (3) Add to the rate for 750 miles 2 cents per 100 pounds for each 25 miles or fraction thereof in excess of 750 miles.

NOTE 1.- For charges for weighing shipments, see Item No. 670.
For estimated weights, see Item No. 680.

NOTE 2.- Column 2 rates apply only from points of origin located in the following described areas (See Exception):

- (a) All points in the Counties of Del Norte, Siskiyou, Modoc, Humboldt, Tehama, Shasta, Lassen, Plumas, Butte, Trinity, Mendocino, Glenn, Sierra, Yuba, Sutter, Colusa, Lake, Sonoma, Placer, Nevada, El Dorado, Amador, Alpine, Calaveras, Tuolumne and Mariposa, and
- (b) The area consisting of that portion of the Counties of Fresno and Madera lying easterly and northerly of an imaginary line drawn through Orange Cove, Minkler, Friant and Raymond.
- (c) Column 2 rates may be used when constructing combinations with common carrier rates under the provisions of paragraphs (a) and (c) of Item No. 210 as a component part of the combination rate only at the point of origin when the shipment originates at a point within the origin areas described in paragraphs (a) and (b) above. The Column 2 rates may not be applied in connection with paragraph (b) of Item No. 210 or under the provisions of paragraph (c) of that item with respect to combination factors at points of destination.

EXCEPTION:-Column 2 rates may be applied in lieu of Column 1 rates from points of origin not within the origin areas described in paragraphs (a) and (b) above when the Column 2 rate for the distance from a point within the areas described in paragraphs (a) and (b) above to the point of destination via the point of origin of the shipment results in a lower aggregate charge.

* Change	}	Decision No. 57545
◇ Increase		

EFFECTIVE DECEMBER 8, 1958

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 871

Item No.	SECTION NO. 3 - COMMODITY RATES (Continued)								
	<p style="text-align: center;">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.</p> <p>Rates in this item apply only for distances not exceeding 35 miles.</p>								
*720-J Cancels 720-I	<table border="0" style="width: 100%;"> <tr> <td style="text-align: center; width: 60%;">Type of Equipment</td> <td style="text-align: right; width: 40%;">◊ Rates in Dollars For Hour (See Note 3-Item 720-1)</td> </tr> </table>	Type of Equipment	◊ Rates in Dollars For Hour (See Note 3-Item 720-1)						
Type of Equipment	◊ Rates in Dollars For Hour (See Note 3-Item 720-1)								
	<p>Trucks, Tractors, Trailers, Semi-Trailers or any combination thereof moving as a single unit:</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 60%;">3-Ton or Less Capacity -----</td> <td style="text-align: right;">8.00</td> </tr> <tr> <td>Over 3-Ton But Not Over 6-Ton Capacity -----</td> <td style="text-align: right;">8.90</td> </tr> <tr> <td>Over 6-Ton But Not Over 10-Ton Capacity -----</td> <td style="text-align: right;">10.55</td> </tr> <tr> <td>Over 10-Ton Capacity -----</td> <td style="text-align: right;">12.75</td> </tr> </table>	3-Ton or Less Capacity -----	8.00	Over 3-Ton But Not Over 6-Ton Capacity -----	8.90	Over 6-Ton But Not Over 10-Ton Capacity -----	10.55	Over 10-Ton Capacity -----	12.75
3-Ton or Less Capacity -----	8.00								
Over 3-Ton But Not Over 6-Ton Capacity -----	8.90								
Over 6-Ton But Not Over 10-Ton Capacity -----	10.55								
Over 10-Ton Capacity -----	12.75								
	<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 in Item 720-1)</p>								
	<table border="0" style="width: 100%;"> <tr> <td style="width: 20%;">* Change ◊ Increase</td> <td style="width: 10%;">}</td> <td style="width: 30%;">Decision No.</td> <td style="width: 40%; text-align: center;">57545</td> </tr> </table>	* Change ◊ Increase	}	Decision No.	57545				
* Change ◊ Increase	}	Decision No.	57545						
EFFECTIVE DECEMBER 8, 1958									
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 872</p>									

Item No.	SECTION NO. 3 - COMMODITY RATES (Continued)																												
	<p data-bbox="452 411 1482 497">HOURLY RATES FOR OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES AND FOR SERVICE OF STRINGING PIPE (Concluded)</p> <p data-bbox="406 502 1503 828">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 data-bbox="520 854 1392 1132"> <thead> <tr> <th colspan="2" data-bbox="577 854 719 887"><u>Minutes</u></th> <th colspan="2"></th> </tr> <tr> <th data-bbox="520 919 602 953"><u>Over</u></th> <th data-bbox="637 887 795 953"><u>But Not Over</u></th> <th colspan="2"></th> </tr> </thead> <tbody> <tr> <td data-bbox="560 953 582 986">0</td> <td data-bbox="731 953 753 986">8</td> <td data-bbox="959 992 1115 1025">shall be</td> <td data-bbox="1306 966 1386 999">Omit</td> </tr> <tr> <td data-bbox="560 992 582 1025">8</td> <td data-bbox="719 992 753 1025">23</td> <td data-bbox="959 1025 1115 1059">shall be</td> <td data-bbox="1226 999 1386 1033">1/4 hour</td> </tr> <tr> <td data-bbox="543 1025 582 1059">23</td> <td data-bbox="719 1025 753 1059">38</td> <td data-bbox="959 1059 1115 1093">shall be</td> <td data-bbox="1226 1033 1386 1067">1/2 hour</td> </tr> <tr> <td data-bbox="543 1059 582 1093">38</td> <td data-bbox="719 1059 753 1093">53</td> <td data-bbox="959 1093 1115 1127">shall be</td> <td data-bbox="1226 1067 1386 1101">3/4 hour</td> </tr> <tr> <td data-bbox="543 1093 582 1127">53</td> <td data-bbox="719 1093 753 1127">60</td> <td data-bbox="959 1127 1115 1161">shall be</td> <td data-bbox="1265 1101 1386 1135">1 hour</td> </tr> </tbody> </table> <p data-bbox="406 1127 1482 1270">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 \$4.10 per hour per extra man furnished.</p> <p data-bbox="406 1283 679 1317"><u>Equipment List</u></p> <p data-bbox="406 1330 1494 1531">A. A list of carrier's equipment, as defined in Item No. 10, 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 data-bbox="406 1538 1499 1682">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 data-bbox="406 1682 1477 1791">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 data-bbox="406 1799 1477 2130">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 data-bbox="406 2137 1451 2216">E. Each vehicle shall have stenciled or otherwise permanently displayed on it the carrying capacity thereof.</p> <p data-bbox="406 2216 1477 2351">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.</p>	<u>Minutes</u>				<u>Over</u>	<u>But Not Over</u>			0	8	shall be	Omit	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
<u>Minutes</u>																													
<u>Over</u>	<u>But Not Over</u>																												
0	8	shall be	Omit																										
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-C
Cancel
720-1-B

* Change
o Increase

)
)

Decision No.

57545

EFFECTIVE DECEMBER 8, 1958

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

Correction No. 873

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds	
	COMMODITY	BETWEEN	AND	RATE
*730-I Cancels 730-H	Soap, Lard, and Related Articles, viz.: Acid, Boracic, Borax (Sodium Borate), Compounds, Bleaching, Cleaning, Scouring, Washing Disinfectants, other than medicinal, Drain Pipe Solvent, Lime, Chlorinated (Chloride of Lime Bleach or Bleaching Powder), Lye, concentrated, Soap, Soap Chips, Soap, liquid, Soap Powder, Sodium (Soda), viz.: washing Soda (washing crystals), washing Powders, Starch, liquid, Lard, solid, not otherwise specified, Lard Substitutes, not otherwise specified, Oil, cooking, Oil, salad, Vegetable Oil Shortening -----Minimum Weight 30,000 Pounds.	SAN FRAN- CISCO TERRI- TORY as describ- ed in Item No.270. SACRA- MENTO (See Item No. 260)	LOS AN- CELES BASIN TERRI- TORY as descri- bed in Item No. 270.	(1)(2) 046
(1) Subject to Item No. 900. (2) When accessorial services are rendered by carrier in connection with shipments moving under rates in this item the following charges shall be in addition to rate shown: (a) When refrigeration service is furnished, an additional charge shall be made of not less than 2½ cents per 100 pounds. (b) For other accessorial charges, see Items Nos. 140 and 180.				
* Change)) ◊ Increase) Decision No. 57545				
EFFECTIVE DECEMBER 8, 1953				
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 874				

Item No.	SECTION NO. 3-A - MONTHLY VEHICLE UNIT RATES, RULES AND REGULATIONS
	<p style="text-align: center;">APPLICATION OF RATES</p> <p>(a) The rates in this Section apply between all points within the State of California, except (See Note):</p> <p>(1) Shipments having point of origin in Alameda, Albany, Berkeley, Emeryville, Oakland or Piedmont, and point of destination in another of those cities;</p> <p>(2) Shipments having both point of origin and point of destination within the San Diego Drayage Area as described in Minimum Rate Tariff No. 9-A;</p> <p>(3) Shipments having both point of origin and point of destination within Los Angeles and Orange Counties for which rates are named in Minimum Rate Tariff No. 5.</p> <p>(b) The rates herein are limited to 125 actual miles of the base of operations designated in the written agreement provided for in Item No. 765.</p> <p>(c) The rates in this Section will not be governed by the general rules and regulations in this tariff other than the following:</p> <p style="padding-left: 40px;">Definitions in Item No. 10(a), (b), (c), (d), (e), (f), (g) and (i); Item No. 20, Application of Tariff-Carriers; Items Nos. 40 and 41, Application of Tariff-Commodities; Item No. 55, References to Items and Other Tariffs; Items Nos. 176, 177, and 179, Pool Shipments; Item No. 180, Collect on Delivery (C.O.D.) Shipments; and Item No. 257, Units of Measurement in Quotation of Rates and Charges.</p> <p>(d) The rates in this Section apply only when, prior to the transportation of the property, the shipper enters into a written agreement with the carrier as provided in Item No. 765, and only when the property is transported by one carrier for one shipper. When such agreement is executed, rates otherwise provided in this tariff will not apply.</p> <p>(e) The rates apply only to transportation within counties specified in the written agreement.</p> <p>(f) The rates apply for a calendar month or for a period of 30 days from the date specified in the written agreement.</p> <p>(g) The rates apply for the exclusive use of the equipment furnished.</p>

*760-B
Cancels
760-A

(h) The rates include the service of the driver only. When, at the request of shipper, carrier furnishes help in addition to the driver, an additional charge shall be made at the rate of \$3.85 per man per hour, or any fraction thereof, minimum charge one hour for each helper used. The time for computing charges shall not be less than the actual time the helpers are engaged in performing the service.

(i) When service is performed between or within more than one Rate Basis, the highest base monthly rate provided in this Section applicable to Rate Bases involved shall apply.

(j) A charge of \$100.00 per month shall be made for each semitrailer or trailer furnished by the carrier in excess of the number of vehicles or combination of vehicles operated as a single unit.

(k) The Holidays referred to in Items Nos. 785 and 790 mean New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Admission Day, Thanksgiving Day and Christmas Day.

NOTE.-Transportation performed under the provisions of this section may be combined with transportation performed under the monthly vehicle unit rates of either City Carriers' Tariff No. 1-A, City Carriers' Tariff No. 2-A - Highway Carriers' Tariff No. 1-A, Minimum Rate Tariff No. 5 or Minimum Rate Tariff No. 9-A under the same written agreement. Such combined transportation shall be subject to the highest charge applicable under the provisions of either tariff under which the combined transportation is performed.

* Change)
o Increase) Decision No. 57545

EFFECTIVE DECEMBER 8, 1958

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

Correction No. 875

Item No.	SECTION NO. 3-A - MONTHLY VEHICLE UNIT RATES, RULES AND REGULATIONS			
780	<p style="text-align: center;">RATE BASES</p> <p>Rate Basis "A" includes the Counties of Lake, Marin, Mendocino, San Francisco, San Mateo and Sonoma.</p> <p>Rate Basis "B" includes the Counties of Alameda, Contra Costa, Monterey, Napa, San Benito, Santa Clara, Santa Cruz and Solano.</p> <p>Rate Basis "C" includes all of the other counties in the State not named in Rate Bases "A" or "B".</p>			
*785- B Cancels 785-A	<p style="text-align: center;">MONTHLY VEHICLE UNIT RATES (Exclusive of Saturdays, Sundays and Holidays)</p> <p>Rates per month in dollars per unit of carrier's equipment (Subject to Notes 1 and 2).</p>			
	Capacity of Carrier's Equipment in Pounds	Rate Basis(1)		
		A	B	C
	2,500 or less	790		800
	Over 2,500 but not over 4,500	870		825
	Over 4,500 but not over 8,000			850
	Over 8,000 but not over 12,000	870		875
	Over 12,000 but not over 20,000		825	
	Over 20,000 but not over 30,000	980	950	
	Over 30,000			975
				1050
		1025(2)	1075	1200
<p>(1) See Item No. 780.</p> <p>(2) Maximum mileage is 672 miles per month.</p> <p>NOTE 1.-Except as otherwise provided, the rates apply for a maximum mileage of 1050 miles and are limited to 8 hours out of each 9 consecutive hours per day. For operations in excess of these limitations add rates provided in Item No. 795.</p> <p>NOTE 2.-Rates do not include bridge or ferry tolls. Such tolls, when incurred by the carrier, shall be added to the transportation charges.</p>				
<p>*Change) Decision No. 57545 Increase)</p>				
EFFECTIVE DECEMBER 8, 1958				
Issued by the Public Utilities Commission of the State of California, San Francisco, California.				
Correction No. 877				

Item No.	SECTION NO. 3-A - MONTHLY VEHICLE UNIT RATES, RULES AND REGULATIONS					
*790-B Cancels 790-A	MONTHLY VEHICLE UNIT RATES (Including Saturdays, Sundays and Holidays) Rates per month in dollars per unit of carrier's equipment (Subject to Notes 1 and 2).					
	Capacity of Carrier's Equipment in Pounds		Rate Basis(1)			
			o A	o B	o C	
	2,500 or less Over 2,500 but not over 4,500 Over 4,500 but not over 8,000 Over 4,500 but not over 10,500 Over 8,000 but not over 12,000 Not over 10,500 Over 10,500 but not over 20,000 Over 12,000 but not over 20,000 Over 20,000 but not over 30,000 Over 20,000 Over 30,000	1050 1150 1150 1275 1330(2)	1025 1175 1300	1000 1025 1050 1075 1175 1250 1400		
(1) See Item No. 780. (2) Maximum mileage is 300 miles per month. NOTE 1. Except as otherwise provided, the rates apply for a maximum mileage of 1250 miles and are limited to 8 hours out of each 9 consecutive hours per day. For operations in excess of these limitations add rates provided in Item No. 795. NOTE 2. Rates do not include bridge or ferry tolls. Such tolls, when incurred by the carrier, shall be added to the transportation charges.						
*795-B Cancels 795-A	RATES FOR EXCESSIVE MILEAGE AND EXCESSIVE HOURS					
	Capacity of Carrier's Equipment in Pounds		Excessive Mileage(1) Rate Basis(3)		Excessive Hours(2) Rate Basis(3)	
			A	B	C	o All
	2,500 or less Over 2,500 but not over 4,500 Over 4,500 but not over 8,000 Over 4,500 but not over 10,500 Over 8,000 but not over 12,000 Not over 10,500 Over 10,500 but not over 20,000 Over 12,000 but not over 20,000 Over 20,000 but not over 30,000 Over 20,000 Over 30,000	12 13 16 16 20 20 25 25	9 10 11½ 12 16 21 21½ 28 28	536 536 536 536 536 536 549 549	536 536 536 536 536 536 549 554	
(1) Rates in cents per mile to be added to rates provided in Items Nos. 785 and 790. (See Note) (2) Rates in cents per hour to be added to rates provided in Items Nos. 785 and 790. (See Note) (3) See Item No. 780. NOTE - Rates do not include bridge or ferry tolls. Such tolls, when incurred by the carrier, shall be added to the transportation charges.						

* Change)
◊ Increase)

Decision No.

57545

EFFECTIVE DECEMBER 8, 1958

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 873

- 66-F -

Appendix "B" to Decision No. 57545

Increases Authorized to be Published in Temporary
Supplements to Common Carrier Tariffs

INCREASED SURCHARGES ON RATES AND
CHARGES NOW SUBJECT TO SURCHARGES

The surcharges set forth hereinafter apply only in connection with the rates and charges for transportation and transportation services on which surcharge increases are currently applicable. The surcharges set forth below apply in lieu of and not in addition to the surcharges now in effect.

San Francisco Bay Counties Territory

(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. Compute the amount of charges in accordance with the rates in the tariff and increase the amount so computed as follows:

1. By 22% on charges computed upon commodity rates which are subject to minimum weights of less than 10,000 pounds;
2. By 19% on charges computed upon commodity rates which are subject to minimum weights of 10,000 pounds and greater but less than 20,000 pounds;
3. By 16% on charges computed upon commodity rates which are subject to minimum weights of 20,000 pounds and greater;
4. By 22% on additional charges for refrigerated service.

Statewide, Other Than San Francisco Bay Counties Territory

(b) Applies on all shipments not subject to the provisions of Paragraph (a). Compute the amount of charges in accordance with the rates named in the tariff and increase the amount so computed as follows:

Appendix "B" (Continued)

1. By 16% on charges computed upon commodity rates which are subject to minimum weights of less than 10,000 pounds.
2. By 12% on charges computed upon commodity rates which are subject to minimum weights of 10,000 pounds and greater but less than 20,000 pounds;
3. By 10% on charges computed upon commodity rates which are subject to minimum weights of 20,000 pounds and greater;
4. By 16% on the additional charges for refrigeration service.

SURCHARGES ON RATES AND CHARGES NOT
NOW SUBJECT TO SURCHARGES

The surcharges set forth below apply only in connection with the additional or accessorial charges, minimum charges, commodity rates and hourly or vehicle unit rates on which surcharge increases are not currently applicable. Compute the amount of charges in accordance with the rates named in the tariff and increase the amount so computed as follows:

- (a) By 6% on charges computed upon commodity rates which are subject to minimum weights of less than 2,000 pounds;
- (b) By 5% on charges computed upon commodity rates which are subject to minimum weights of 2,000 pounds and greater but less than 4,000 pounds;
- (c) By 4% on charges computed upon commodity rates which are subject to minimum weights of 4,000 pounds and greater but less than 10,000 pounds;
- (d) By 3% on charges computed upon commodity rates which are subject to minimum weights of 10,000 pounds and greater;

Appendix "B" (Continued)

- (e) By 7% on minimum charges per shipment;
- (f) By 6% on split-pickup and split-delivery charges for distances of 100 constructive miles or less;
- (g) By 5% on split-pickup and split-delivery charges for distances of more than 100 constructive miles.
- (h) By 10% on other accessorial charges;
- (i) By 3% on charges computed upon transportation rates on a vehicle-hour basis;
- (j) By 12% on charges computed upon monthly vehicle unit rates and related excessive-hours rates applicable within and between the following Counties:
 - Alameda, Contra Costa, Lake, Marin, Mendocino, Monterey, Napa, San Benito, San Francisco, San Mateo, Santa Clara, Santa Cruz, Solano and Sonoma.
- (k) By 17% on charges computed on monthly vehicle unit rates and related excessive-hours rates applicable within and between all other counties in the State not named in Paragraph (j) above.
- (l) No increase on excessive mileage rates related to monthly vehicle unit rates;
- (m) By 10% on charges computed upon unloading and/or segregating and related accessorial charges for handling pool shipments.
- (n) No increase on C.O.D. charges, or charges for advertising on equipment.

Appendix "B" (Continued)

CLASS RATE CONVERSION TABLE

(a) The Table of Increased Rates set forth hereinafter applies only to class rates.

(b) Find the applicable rate named in the tariff under Column "A". The increased rate to be applied will be found opposite thereto in Column "B" under the applicable minimum weight bracket.

(c) Rates named in the tariff but not found in Column "A" shall be increased by the following percentages:

Any Quantity.....	6%
2,000 pounds but less than 4,000 pounds...	5%
4,000 pounds but less than 10,000 pounds...	4%
10,000 pounds and greater.....	3%

(d) When a through rate is made by combining separately stated rates, each of such rates shall be increased as provided in this supplement before combining.

CLASS RATE CONVERSION TABLE

Col. "A"	Column "B"		Col. "A"	Column "B"				Col. "A"	Column "B"				
	Minimum Weight			Minimum Weight					Minimum Weight				
	20,000 or over	10,000 but not more than 20,000		20,000 or over	10,000 but not more than 20,000	4,000 but not more than 10,000	2,000 but not more than 4,000		Not over	20,000 or over	10,000 but not more than 20,000	4,000 but not more than 10,000	2,000 but not more than 4,000
5	5 $\frac{1}{2}$	--	40	41	42	42	--	75	76	77	79	79	--
6	6 $\frac{1}{2}$	--	41	42	43	43	--	76	77	78	80	80	--
7	7 $\frac{1}{2}$	--	42	43	44	44	--	77	79	79	81	81	--
8	8 $\frac{1}{2}$	--	43	44	45	45	--	78	80	80	82	82	--
9	9 $\frac{1}{2}$	--	44	45	46	46	--	79	81	81	83	83	--
10	10 $\frac{1}{2}$	--	45	46	47	47	--	80	82	82	84	84	--
11	11 $\frac{1}{2}$	--	46	47	48	48	--	81	83	83	85	85	--
12	12 $\frac{1}{2}$	--	47	48	49	49	--	82	84	84	86	86	--
13	13 $\frac{1}{2}$	--	48	49	50	50	--	83	85	85	87	87	--
14	14 $\frac{1}{2}$	--	49	50	51	51	--	84	86	86	88	89	--
15	15 $\frac{1}{2}$	--	50	51	52	52	--	85	87	87	89	90	--
16	16 $\frac{1}{2}$	--	51	52	53	53	--	86	88	88	90	91	--
17	17 $\frac{1}{2}$	--	52	53	54	54	--	87	89	89	91	92	--
18	18 $\frac{1}{2}$	--	53	54	55	55	--	88	90	90	92	93	--
19	19 $\frac{1}{2}$	--	54	55	56	56	--	89	91	91	93	94	--
20	20 $\frac{1}{2}$	22	55	56	57	57	--	90	92	92	94	95	--
21	22	23	56	57	58	58	59	91	93	93	95	96	--
22	23	24	57	58	59	59	60	92	94	94	96	97	--
23	24	25	58	59	60	60	61	93	95	95	97	98	--
24	25	26	59	60	61	61	62	94	96	96	98	99	--
25	26	27	60	61	62	62	63	95	97	97	99	100	--
26	27	28	61	62	63	64	64	96	98	98	100	102	--
27	28	29	62	63	64	65	65	97	99	99	102	103	--
28	29	30	63	64	65	66	66	98	100	100	103	104	--
29	30	31	64	65	66	67	67	99	101	101	104	105	--
30	31	32	65	66	67	68	68	100	102	102	105	106	106
31	32	33	66	67	68	69	69	101	103	103	106	107	107
32	33	34	67	68	69	70	70	102	104	104	107	108	108
33	34	35	68	69	70	71	71	103	105	105	108	109	109
34	35	36	69	70	71	72	72	104	106	106	109	110	110
35	36	37	70	71	72	74	74	105	107	107	110	111	111
36	37	38	71	72	73	75	75	106	108	108	111	112	112
37	38	39	72	73	74	76	76	107	109	109	112	113	113
38	39	40	73	74	75	77	77	108	110	110	113	114	114
39	40	41	74	75	76	78	78	109	111	111	114	115	115

Appendix "B" (Continued)

CLASS RATE CONVERSION TABLE (CONTINUED)

Col. "A"	Column "B"					Col. "A"	Column "B"				
	Minimum Weight						Minimum Weight				
Not over	20,000 or Over	10,000 but not more than 20,000	4,000 but not more than 10,000	2,000 but not more than 4,000	less than 2,000	Not over	20,000 or Over	10,000 but not more than 20,000	4,000 but not more than 10,000	2,000 but not more than 4,000	less than 2,000
110	112	112	115	116	116	145	148	148	151	152	153
111	113	113	116	117	117	146	149	149	152	153	154
112	114	114	117	118	118	147	150	150	153	155	155
113	115	115	118	120	120	148	151	151	154	156	156
114	116	117	119	121	121	149	152	152	155	157	157
115	117	118	120	122	122	150	153	153	156	158	158
116	118	119	121	123	123	151	154	154	157	159	159
117	119	120	122	124	124	152	155	155	158	160	160
118	120	121	123	125	125	153	156	156	159	161	161
119	121	122	124	126	126	154	157	157	160	162	162
120	122	123	125	127	127	155	158	158	161	163	163
121	123	124	126	128	128	156	159	159	162	164	164
122	124	125	127	129	129	157	160	160	163	165	165
123	125	126	128	130	130	158	161	161	164	166	167
124	126	127	129	130	130	159	162	162	165	167	168
125	128	128	130	131	131	160	163	163	166	168	169
126	129	129	131	132	132	161	164	164	167	169	170
127	130	130	132	133	133	162	165	165	168	170	171
128	131	131	133	134	134	163	166	166	169	171	172
129	132	132	134	135	136	164	167	167	170	173	173
130	133	133	135	136	137	165	168	168	171	174	174
131	134	134	136	137	138	166	169	169	172	175	175
132	135	135	137	138	139	167	170	170	173	176	176
133	136	136	138	139	140	168	171	171	174	177	177
134	137	137	139	140	141	169	172	172	175	178	178
135	138	138	140	141	142	170	173	173	176	179	179
136	139	139	141	142	143	171	174	174	177	180	180
137	140	140	142	143	144	172	175	175	178	181	181
138	141	141	143	144	145	173	176	176	179	182	182
139	142	142	144	145	146	174	177	177	180	183	183
140	143	143	146	147	147	175	178	178	181	184	184
141	144	144	147	148	148	176	179	179	182	185	185
142	145	145	148	148	150	177	180	180	183	186	186
143	146	146	149	149	151	178	181	182	185	187	187
144	147	147	150	150	152	179	182	183	186	188	188

Appendix "B" (Continued)

CLASS RATE CONVERSION TABLE (CONTINUED)

Col. "A"	Column "B"					Col. "A"	Column "B"				
	Minimum Weight						Minimum Weight				
Not Over	20,000 or Over	10,000 but not more than 20,000	4,000 but not more than 10,000	2,000 but not more than 4,000	less than 2,000	Not Over	20,000 or Over	10,000 but not more than 20,000	4,000 but not more than 10,000	2,000 but not more than 4,000	less than 2,000
180	183	184	187	189	189	215	219	220	223	226	225
181	184	185	188	190	190	216	220	221	224	227	226
182	185	186	139	191	191	217	221	222	225	228	227
183	186	187	190	192	192	218	223	223	226	229	228
184	187	188	191	193	193	219	224	224	227	230	229
185	188	189	192	194	194	220	225	225	228	231	230
186	189	191	193	194	195	221	226	226	229	232	231
187	190	192	194	196	196	222	227	227	230	233	232
188	191	193	195	197	197	223	228	228	231	234	233
189	192	194	196	198	198	224	229	229	232	235	234
190	193	195	197	199	199	225	230	230	233	236	235
191	194	196	198	200	200	226	231	231	234	237	236
192	195	197	199	201	201	227	232	232	235	238	237
193	196	198	200	202	202	228	233	233	236	239	238
194	197	199	201	203	203	229	234	234	237	240	239
195	198	200	202	204	204	230	235	235	238	241	240
196	199	201	203	205	205	231	236	236	239	242	241
197	200	202	204	206	206	232	237	237	240	243	242
198	201	203	205	207	207	233	238	238	241	244	243
199	202	204	206	208	208	234	239	239	242	245	244
200	203	205	207	209	209	235	240	240	243	246	246
201	204	206	208	211	210	236	241	241	244	247	247
202	205	207	210	212	211	237	242	242	245	248	248
203	207	208	211	213	213	238	244	243	246	249	249
204	208	209	212	214	214	239	245	244	247	250	251
205	209	210	213	215	215	240	246	245	249	-	252
206	210	211	214	216	217	241	247	246	250	-	253
207	211	212	215	217	218	242	248	247	251	-	254
208	212	213	216	218	219	243	249	248	252	-	255
209	213	214	217	219	220	244	250	249	253	-	256
210	214	215	218	220	220	245	251	250	254	-	257
211	215	216	219	221	221	246	252	251	255	-	258
212	216	217	220	222	222	247	253	252	256	-	259
213	217	218	221	223	223	248	254	253	257	-	260
214	218	219	222	224	224	249	255	254	258	-	261

Appendix "B" (Continued)

CLASS RATE CONVERSION TABLE (Concluded)

Col. "A"	Column "B" Minimum Weight				Col. "A"	Column "B" Minimum Weight		Col. "A"	Column "B" less than 2,000	Col. "A"	Column "B" less than 2,000	Col. "A"	Column "B" less than 2,000
	20,000 or over	10,000 but not over 20,000	4,000 but not over 10,000	less than 2,000		not over	4,000 but not over 10,000						
250	256	255	259	262	285	295	299	320	336	355	374	390	409
251	257	256	260	263	286	296	300	321	337	356	375	391	410
252	258	257	261	264	287	297	301	322	338	357	376	392	411
253	259	258	262	265	288	298	302	323	339	358	377	393	412
254	260	260	264	266	289	299	303	324	340	359	378	394	413
255	261	261	265	267	290	300	304	325	341	360	379	395	414
256	262	262	266	268	291	301	305	326	342	361	380	396	415
257	263	263	267	270	292	302	306	327	343	362	381	397	416
258	264	264	268	271	293	303	307	328	344	363	382	398	417
259	265	265	269	272	294	304	308	329	345	364	383	399	418
260	266	266	270	273	295	305	309	330	347	365	384	400	419
261	267	267	271	274	296	306	310	331	348	366	385		
262	268	268	272	275	297	307	311	332	349	367	386		
263	269	269	273	276	298	308	312	333	350	368	387		
264	270	270	274	277	299	309	313	334	351	369	388		
265	271	271	275	278	300	-	315	335	352	370	389		
266	-	272	276	279	301	-	316	336	353	371	390		
267	-	273	277	280	302	-	317	337	354	372	391		
268	-	274	278	281	303	-	318	338	355	373	392		
269	-	275	279	282	304	-	319	339	356	374	393		
270	-	276	280	283	305	-	320	340	357	375	394		
271	-	277	281	284	306	-	321	341	358	376	395		
272	-	278	282	285	307	-	322	342	359	377	396		
273	-	279	283	286	308	-	323	343	361	378	397		
274	-	280	284	287	309	-	324	344	362	379	398		
275	-	281	285	288	310	-	325	345	363	380	399		
276	-	282	286	289	311	-	326	346	364	381	400		
277	-	283	287	290	312	-	327	347	365	382	401		
278	-	284	288	291	313	-	328	348	366	383	402		
279	-	285	289	293	314	-	329	349	368	384	403		
280	-	-	290	294	315	-	330	350	369	385	404		
281	-	-	291	295	316	-	331	351	370	386	405		
282	-	-	292	296	317	-	332	352	371	387	406		
283	-	-	293	297	318	-	333	353	372	388	407		
284	-	-	294	298	319	-	335	354	373	389	408		

END OF APPENDIX

Appendix "B" (Concluded)

APPENDIX C

LIST OF APPEARANCES

(Page 1 of 3)

FOR PETITIONERS:

C. W. Burkett, Jr., and Wm. Meinhold, for Southern Pacific Company, The Atchison, Topeka & Santa Fe Railway Co., Western Pacific Railroad Co., Union Pacific Railroad Co., Pacific Electric Ry. Co., and Northwestern Pacific Railroad Co., Petitioner in Petition 125 and Interested Party in Petition No. 124; Arlo D. Poe, J. C. Kaspar and J. X. Quintrall, for California Trucking Associations, Inc.; S. F. Jordan, for Pacific Motor Trucking Co., interested party and petitioner.

FOR RESPONDENTS:

Richard D. Stokes, for Howard Terminal; Armand Karp, for Callison Truck Lines, Inc.; Tom Meyer, for Morris Draying Co.; Norman R. Moon, for Vic Adelson Drayage, Highway Transport, Inc., Interlines Motor Express and M & L. Trucking Company; Aaron H. Glickman, for Gilboy Co., Inc.; B. E. Rowland, for Willig Freight Lines; James H. Simpson and R. B. Sprich, for Azusa Transfer Company; F. S. Kohles, for Valley Express Co. and Valley Motor Lines, Inc.; C. J. Boddington, for Ore-Nev-Calif Fast Frt. and Southern Calif Frt. Lines; Louis A. Dore, Jr., for Blankenship Motors; Thomas R. Dwyer, for Delta Lines, Inc.; R. C. Ellis, for Calif. Motor Express Ltd., Calif. Motor Transport Co., Stockton Motor Express and Circle Freight Lines; R. D. Adams, for Boulevard Transportation Company; Joe Aragoza, for Santa Fe Transportation Company; Thomas B. Clark, for Inland Transportation Corporation; William E. Crawford, for Mercury Freight Lines; William M. Edwards, for Paxton Truck Company; William E. Gore, for Shipper Express Company; Herbert J. Griley, for Griley Security Freight Lines; H. B. Johnston, Jr., for Citizens Warehouse; Anthony J. Konicki, for Pacific Motor Trucking Company; Mrs. B. J. Marr, for Marr Freight Transit; Jack O. Pacific, for King's County Truck Lines; W. J. Pope, for Aetna Freight Lines; Elmer Randall, dba Truck Transport, for Truck Transport; Richard C. Reid, for Western Truck Lines, Ltd.; Ray L. Smith, for Airway Trucking Company; G. M. Somlyo, for Victorville-Barstow Truck Line; C. V. Stadler, for S&M Freight Lines; and Herbert Williams, for Williams Transportation Company.

APPENDIX C

LIST OF APPEARANCES

(Page 2 of 3)

FOR PROTESTANT:

Leland D. Smith, for Stauffer Chemical Co.,
Consolidated Chemical Division.

FOR INTERESTED
PARTIES:

William M. Kerrigan and Morton S. Colgrove, for
Pomona Chamber of Commerce; Morton S. Colgrove,
for Potlatch Forests Inc.; H. W. Sands, for The
Coca Cola Company; A. E. Norrbom, for Los Angeles
Wholesale Institute and California Shippers
Associates; J. J. Deuel, for California Farm
Bureau Federation; Ralph B. Harlan, and Eugene A.
Read, for California Manufacturers Association;
A. L. Russell, for Sears Roebuck and Co.; N. E.
Keller, for Monterey Sand Company; John Odoxta,
for Shippers Express Company; Alden O. May,
for I.B.M.; Royston E. Campbell, for Freight
Traffic Service; B. R. Garcia, for Traffic
Service; Cromwell Warner, for Traffic Managers
Conference of Southern California; Mrs. Marjorie
Magri, for Basalt Rock Company Inc.; Carl C.
Sheets, for Montgomery Ward & Co.; Charles C.
Miller and James M. Cooper, for San Francisco
Chamber of Commerce; E. R. Chapman, for Foremost
Dairies, Inc.; Ted L. Ferguson, for Red Line
Carriers; W. M. Gavin, for J. Christenson Co.;
W. M. Cheatham, for Dohrmann Commercial Co.;
W. F. McCann, for Northern California Shippers
League; W. F. McCann, for Johnson & Johnson;
Frank Wampler, for Aztec Freight Lines; Ralph S.
Schmitt, for G. W. Thomas Drayage & Rigging Co.;
J. A. Sullivan, for California Hardware Co.;
W. Paul Tarter, for Wm. Volker & Co.; C. G.
Rickenbaugh, for Radio Corporation of America;
V. A. Bordelon, for Los Angeles Chamber of
Commerce; Philip J. Ryan, for Union Oil Co. of
California; Stephen Michels, for Westvaco Mineral
Products Co.; J. R. McNicoll, for E. J. Lavino &
Co.; Scott D. Flegal, for Safeway Stores, Inc.;
W. R. Donovan, for C & H Sugar Refining Corporation
Ltd; Dan Turrentine, for Wine Institute; Russell
Bevans, for Draymen's Association of San Francisco
Inc.; A. L. Demek, for Railway Express Agency;
Edwin L. Farmer, for Hawaiian Pineapple Co.;
James H. Mullen, for Kaiser Steel Corporation;
Milton A. Walker, for Fibreboard Paper Products
Corporation; W. P. Gumm, for Best Foods Division
of Corn Products Co.; Keith M. Brown, for W. P.
Fuller & Co.; Associated Traffic Services;
Clifford N. Bailey, for California Cartage Company
Inc.; Thomas S. Becker, for Pioneer Manufacturing
Company; W. Y. Bell, for A. E. Patton, Traffic
Manager, Richfield Oil Corp.; Fred W. Bergen, for

APPENDIX C

LIST OF APPEARANCES

(Page 3 of 3)

INTERESTED PARTIES
(Contd):

San Diego Forwarding Company; B. F. Bolling, for Pioneer Division, The Flintkote Company; Allison R. Boyd, for Johnson Transfer & Trucking Company; Otto G. Broyles, for Anaheim Truck & Transfer; Warren L. Carroll, for Ducommun Metals & Supply Company; Anthony V. Danna, for Furniture Manufacturers Association of California; Walter Dennison, for Merrifield Trucking Company; Stanley R. Duncan, for Sealright Pacific, Ltd.; Clyde Elam, for Los Angeles Paper Box & Board Mills; John Emmis, for L. C. Monroe, Manager of Traffic, Union Oil Company of California; Joseph T. Enright and Waldo A. Gillette, for Monolith Portland Cement Company; Gordon Holben, for San Diego Forwarding Express; Carroll Hood, for M & M Transfer; E. J. Hunter, for Crow Transportation Company; Robert A. Jansen, for Jansen Transportation Company; Joseph Q. Joynt, for Carnation Company; W. J. Knoell, for Western Motor Tariff Bureau, Inc.; H. M. Long, for P. H. Moore, Assistant Traffic Manager, General Petroleum Corporation; D. R. MacDonald, for Butler Brothers; B. F. Maddux, for Kaiser Steel Corporation; Hugh J. McColgan, for Higgins Trucking, Inc.; Joseph R. Naddeo, for Alco Transportation and Fields Freight, Inc.; A. D. Paxton, for Paxton Truck Company and DeLair Truck Company; W. H. Schaeffer, for J. A. Clark Draying Company; Edward J. Schilz, for Young's Market Company; C. P. Stephenson, for W. V. Criddle, District Manager, Union Oil Company; G. R. Arvedson, for The Plas-Tex Corporation; R. A. Morin, for Fibreboard Paper Products Corporation and subsidiary companies; and H. J. Bischoff, for himself.

FOR THE COMMISSION

STAFF: C. Ray Bryant and Grant L. Malquist.