

ORIGINAL

Decision No. 59708

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
(Order Setting Hearing
dated July 1, 1958)

(Appearances are listed in Appendix "A")

O P I N I O N

This phase of Case No. 5432 deals with the minimum rates, rules and regulations in Minimum Rate Tariff No. 2 that apply for protective services involving refrigeration which are provided by for-hire carriers in connection with the transportation of specified commodities between points within California.

On November 17 and 18, 1958, and on January 7, 8 and 9, 1959, public hearings were held before Examiner C. S. Abernathy to receive evidence pertaining to revisions which members of the Commission's staff and others have proposed be made in the aforesaid rates, rules and regulations. Subsequently, there was issued an examiner's report on the matters involved. Exceptions thereto and replies to the exceptions were filed. The record was closed on September 8, 1959. This phase of Case No. 5432 is now ready for decision.

At the present time the charges which are named in Minimum Rate Tariff No. 2 for protective services involving refrigeration are limited in application mainly to commodities described as "Cold Pack" or "Frozen" in the Western Classification, in the Exception Sheet, or in said tariff when transported under carload rates. The protective services against heat which the carriers are called on to provide are not confined, however, to only cold pack or frozen commodities. These protective services are also furnished in connection with transportation of commodities that must be maintained within a temperature range of several degrees above freezing. Furthermore, certain commodities which are not subject to deterioration from ordinary temperatures require protection when being transported in extreme summer temperatures encountered in interior valley and desert regions of the State.

Under the staff proposals which are under consideration in this matter charges would be made to apply for all protective services against heat provided by for-hire carriers in conjunction with transportation of perishable commodities when said services are provided by means of ice or mechanical refrigeration, by the use of insulated equipment, or by a combination thereof. As grounds for these proposals, the staff's position is that the present provisions of Minimum Rate Tariff No. 2 are not broad enough to cover the range of refrigerative services which the carriers provide, and that charges for all of such services should be established and included in the tariff.

On the basis of the proposals, showings and arguments of the several parties that participated in this matter, the examiner concluded that with certain exceptions the costs of the protective

services of refrigeration (more generally termed temperature control) are not reflected in the present rates in Minimum Rate Tariff No. 2, and that appropriate charges for such services should be established in order that the carriers may be compensated for the costs which are incurred. The examiner recommended that some fifteen different changes be made to this end in the existing rates, rules and regulations in Minimum Rate Tariff No. 2. Amongst other things the examiner recommended that two scales of charges be established for temperature-controlled transportation, one scale to apply to commodities receiving chilled temperature-controlled transportation (transportation at controlled temperatures in excess of 32 degrees Fahrenheit), and the other and a higher scale to apply to those commodities receiving frozen temperature-controlled transportation (transportation at controlled temperatures of 32 degrees Fahrenheit or less). These charges would supersede those which now apply under the present provisions of Minimum Rate Tariff No. 2. They would apply to all commodities receiving temperature-controlled transportation except fresh meat, frozen meat, fresh fish, shell fish, mollusks, ice cream, and commodities described as "frozen" in the Western Classification when being transported under the Classification less-carload ratings applicable to the described commodities. With reference to the commodities covered by these exceptions, the examiner concluded that charges for temperature-controlled services should not be established therefor for the reason that the record does not provide sufficient grounds for a finding that provision for costs of temperature control is not already included in the Classification ratings applicable to said commodities.

Adoption of the examiner's recommendations were opposed in two principal respects. The California Trucking Associations, Inc. took exception to the recommendation that the transportation of less-truckload shipments of fresh or frozen meats, fish and mollusks, ice cream, and commodities described as "frozen" in the Western Classification be exempted from the charges that would otherwise be established for services of temperature control. Swift & Company opposed the examiner's recommendations that the transportation of packing house products and carload shipments of fresh and frozen meats be made subject to charges for temperature-controlled services.

The question of whether the transportation of less-truckload shipments of fresh or frozen meats, fish and mollusks, ice cream and certain frozen commodities should be exempted from the charges that would be established for services of temperature control stems from a question of whether provision for the expense of temperature control is reflected in the ratings in the Western Classification for those commodities. As a consideration bearing on the latter question, the examiner noted that the Classification specifically states that the carload ratings therein do not include expense of refrigeration; that a like statement is not made in connection with less-carload ratings; and that in various instances the Classification provides higher less-carload ratings for frozen commodities than for unfrozen. Regarding these differences the

examiner concluded that,

"Were the differences in classification attributable solely to perishability and other classification factors peculiar to the transportation of frozen and similar commodities, it would seem to follow that these factors would be reflected by differences in the carload ratings also. However, it is noted that such ratings, from which the element of the expense of refrigeration has been specifically eliminated, are generally the same, namely, 5th class, for the commodities named, whether frozen or not. In the circumstances it cannot be found with the certainty required to justify prescription of additional charges for the services of temperature control that provision for the costs of said services is not already included in the applicable ratings for frozen commodities."

In its exceptions to the examiner's conclusions in this respect, the California Trucking Associations, Inc. asserts that the examiner erred in his interpretation of the Classification provisions; that if, as the examiner states, the costs of temperature-controlled service are not included in the cost factors upon which the class rates are based, the distribution of costs amongst the class rates (through the medium of the Classification ratings) cannot reflect the costs of temperature control; that the fact that the Classification states that the carload ratings do not include the expense of refrigeration (whereas it does not so state with respect to the less-carload ratings) carries no implication that refrigeration expense is included in the less-carload ratings; that a reasonable construction to be placed on the Classification provisions pertaining to the less-carload shipments is simply that the less-carload ratings do not include the expense of refrigeration; that in the determination of the services that are included in the less-carload ratings, it is necessary to look beyond the Classification to the tariffs of the separate carriers; that the examiner did not consider the intent of the Classification Committee regarding

the presence or absence of the element of temperature control expense in less-carload ratings; that it cannot be logically concluded from comparisons of the Classification ratings that the less-carload ratings for refrigerated commodities are higher than those for non-refrigerated commodities and thereby include expense of refrigeration; and that in interpreting the Classification provisions the examiner did not give sufficient consideration to the fact that the Classification essentially is a publication for and by rail carriers, and accordingly gives principal weight to factors which are primarily related to transportation by railroad, not by highway carriers.

The validity of these exceptions of the California Trucking Associations, Inc. was challenged by the Carnation Company in a reply which that company filed to said exceptions. In its reply the Carnation Company argues to the effect that the record supports the examiner's conclusions that charges should not be established for temperature-controlled services provided in connection with the transportation of fresh and frozen meats, fish and mollusks, ice cream, and the other commodities involved. In particular, Carnation takes issue with the construction which the California Trucking Associations would have placed on the Classification provisions pertaining to protective services furnished in less-carload transportation. The only sensible meaning that can be imputed to these provisions, Carnation asserts, is that said provisions do not state that the less-carload ratings do not include expense of refrigeration. Carnation further asserts that this fact, coupled with the express declaration that the carload ratings do not include refrigeration, justifies the presumption that the services of refrigeration are included in the less-carload ratings. Regarding

the contentions of the California Trucking Associations, Inc. that it cannot be concluded that the Classification provides higher ratings for refrigerated than for non-refrigerated commodities, Carnation declares that the facts of record refute these contentions, and that the contentions to the contrary were developed on unfair comparisons and false analogies.

The evidence and arguments which have been presented on the question of whether less-carload shipments of fresh or frozen meats, et cetera, should be exempted from charges for temperature-controlled services have been carefully considered. We are not persuaded that charges for temperature-controlled services provided with the transportation of these shipments may be reasonably prescribed on this record in view of the uncertainties as to whether additional revenues to meet costs of this service are already being recovered by the carriers through the medium of increased Classification ratings. Notwithstanding the arguments of the California Trucking Associations, Inc. to the contrary, it appears that the contentions of the Carnation Company that higher ratings apply to commodities requiring temperature control are sufficiently well founded that the reasons for the higher ratings should be explained. As pointed out by the examiner in his report, where the element of costs of temperature control service has been specifically eliminated in connection with carload shipments, and is provided for as a separate factor, the same carload ratings apply in various instances, irrespective of whether temperature-controlled service is provided with the transportation of the commodities involved. To what factors, then, are attributable the higher ratings which are named

in the Classification for these same commodities when transported in less-carload shipments under temperature controlled conditions? If charges for temperature-controlled service as have been proposed in this matter were to be applied to the transportation in question, would there, in fact, be a duplication of charges for the same services? The staff rate witness was unable to furnish information concerning the extent, if any, that the higher ratings are attributable to costs of protective services. Nor were data of probative value otherwise submitted on this point.¹ In the circumstances we conclude, as did the examiner, that it cannot be found with the certainty which is necessary to justify prescription of additional charges for the services of temperature control that provision for costs of said services is not already included in the applicable less-carload ratings for the commodities involved. In view of these conclusions, further discussion of the exceptions of the California Trucking Associations, Inc. is not necessary.

Swift & Company's opposition to the examiner's recommendations that charges for temperature control be assessed in connection with the transportation of meat and packing-house products is basically on the grounds that the class rates in Minimum Rate Tariff No.2 include, and for many years have included, services of refrigeration (temperature control) which are provided with the transportation of those commodities. It asserts that the examiner has therefore erred in his recommendations that additional charges should now be incorporated in the tariff to cover the costs of these services.

¹ The director of research for the California Trucking Associations, Inc. undertook to present testimony on this question. His testimony along this line was excluded, however, because the information represented thereby was mainly hearsay in nature.

Insofar as the scope of the rates in Minimum Rate Tariff No. 2 is concerned, it appears that there are no valid grounds for disagreement on the proposition which Swift developed that the present rates in Minimum Rate Tariff No. 2 include the temperature-controlled services which are being furnished with the transportation of meat and packing house products. However, the point which apparently has been overlooked or disregarded by Swift is that whereas the rates, by rule of application, may include the aforesaid services of temperature control, it does not necessarily follow that provision for the costs of said services has been included in the rates and that the rates are sufficient to compensate the carrier reasonably when temperature-controlled services are provided along with transportation.

As stated by the examiner in his report, the present class rates in Minimum Rate Tariff No. 2 are based on cost factors which do not include costs of temperature control. It appears that the costs of temperature-controlled services have been reasonably measured in this matter. It is evident from the data which have been developed and presented that said costs are an appreciable item of expense over costs which the carriers incur in their transportation services generally. Clearly, if those carriers which provide temperature-controlled transportation are to recover the full costs of their services, appropriate allowance must be included in their rates to cover the costs of the services of temperature control.

In its exceptions to the examiner's report Swift & Company also opposed adoption of the recommended charges for temperature control on the grounds that the examiner improperly disregarded evidence which shows that the present minimum rates for meat are at

a just and reasonable level. These exceptions were based on comparisons which Swift's traffic manager submitted to show that the third class rates, which apply to carload shipments of meat, exceed the costs of service by substantial margins. The examiner rejected these comparisons as having probative value for the reasons that the comparisons were made with costs which were not the only costs upon which the rates were developed, and that the comparisons therefore do not provide a reliable measure of the extent of any differences between the rates and the corresponding costs. It appears that the examiner's conclusions in this respect are correct and that they should be affirmed. It should be pointed out, furthermore, that a mere comparison of costs and rates do not support conclusions such as Swift would have drawn in this matter. It is well established that costs are not the sole determinant of the reasonableness of a rate. Costs of service are but one of several factors to be considered. For this reason a comparison of rates and costs without evaluation of the other applicable factors does not provide grounds for a proper conclusion as to whether the rates in question are reasonable or unreasonable.

In addition to the objections to the examiner's recommendations which have been discussed above, objections to his recommendations were registered by Swift & Company in several other respects also. Swift takes exception to the charges which would be assessed for temperature-controlled service provided in instances when rail carload rates are used as the basis of charges by motor carriers in accordance with the so-called alternative provisions of Minimum Rate Tariff No. 2. It excepts to the charges which would be made applicable for temperature-controlled service provided in connection

with the transportation of shipments of about 100 pounds or less. It states that the examiner's recommendations fail to deal adequately with temperature-controlled services furnished with the transportation of poultry. It asserts that the examiner erred in his recommendations because he had no information concerning the carriers' revenue requirements and because he did not give any weight to the certain diversion of traffic to proprietary and interstate movements. As a measure for returning to the carriers increased revenues for the transportation of meat (should the Commission conclude that increased revenues are necessary) Swift proposed that an exception rating for meat be established which would increase the minimum weight per car to 30,000 pounds. The present carload minimum is 21,000 pounds. Swift proposed that with the increase in weight the fourth class rates be made to apply in lieu of the present third class rates. According to figures which Swift presented, this change would increase the carriers' revenues per load by about 25 percent.

The exception dealing with charges for temperature-controlled services provided by motor carriers at rail competitive rates arises out of a problem of satisfactorily equating the charges of the motor carriers. Temperature control for transportation by rail is maintained by two methods: by mechanical refrigeration and by ice. The charges for mechanical refrigeration are fixed in the rail carriers' tariffs. However, the charges for ice refrigeration are variable, depending upon the amount of ice ordered by the shipper. The examiner proposed that the charges of motor carriers should be on the same basis as those of the rail carriers for mechanical refrigeration, inasmuch as temperature control by motor carriers is maintained principally by mechanical means. Swift

asserts that provision for equating the charges based on ice refrigeration should also be provided. However, there appears no practical basis upon which such a provision could be established, because of the wide range of charges which are involved, and because as a general rule the motor carriers do not provide temperature control by means of ice. Swift's recommendations in this respect should not be adopted.

Swift's exceptions concerning the minimum charges which the examiner recommended for shipments accorded temperature control are on the same grounds as its exceptions which have been discussed hereinabove regarding the establishment of charges for temperature-controlled transportation of meat products generally, namely, that there is no basis on this record for the establishment of any additional charges for temperature control. In view of our conclusions heretofore that such charges are justified, it appears that adjustments should be made in the charges for shipments of 100 pounds or less as well as in the rates and charges for larger shipments. The examiner's recommendations in this regard should be adopted.

Swift's assertions that adequate consideration was not given to the transportation of poultry are without merit. Said transportation is not involved in this matter.

In asserting that the examiner erred in his recommendations because he had no information of the revenue requirements of carriers engaged in providing temperature-controlled transportation, Swift's position is that such information is essential, particularly in view of his conclusions that the present rates do not include provision for the costs of temperature control (except where specific provision therefor has been made) and in view of the fact

that he ignored relationships between present rates and costs. In considering this subject of the revenue requirements of the carriers, the examiner stated that,

"In certain instances such information may be helpful and desirable to the adequate evaluation of evidence adduced for rate adjustments. In this instance, however, it appears that the record adequately supports establishment of the rate differentials indicated for temperature-controlled services."

It does not appear from our review of this question that the absence of information concerning the revenue requirements of the carriers represents so great a defect in the record as Swift alleges. The conclusions of the examiner on this point appear correct and are hereby affirmed.

The factor of competition of other means of transportation is, of course, a consideration in the establishment of rates for for-hire motor carriers. However, the fact that some diversion of traffic to other means of transportation may follow increases in the rates of for-hire carriers does not bar increases in rates which are necessary to establish or restore the rates to reasonable and sufficient levels. It does not appear that the factor of competition has been erroneously disregarded in the development of the examiner's recommendations, or that the charges for temperature-controlled services should not be established for this reason.

Nevertheless, it appears that the factor of proprietary competition justifies further consideration of the rates that would be established for the transportation of meat under temperature-controlled conditions. The present carload rating of third class, minimum weight 21,000 pounds, has been in effect for many years. During this interval there have been substantial advances in the technology

of transportation, which, insofar as motor carriage is concerned, permits the transportation of increasingly heavier loads by for-hire motor carriers and proprietary motor carriers alike. To confine for-hire carriers to practices by which they may not take advantage of the improved technologies would unnecessarily limit their ability to meet the competition of proprietary carriage and would tend to defeat purposes of regulation under the Highway Carriers' Act, namely,

"to preserve for the public the full benefit and use of public highways consistent with the needs of commerce without unnecessary congestion or wear and tear upon such highways; to secure to the people just and reasonable rates for transportation by carriers operating upon such highways; and to secure full and unrestricted flow of traffic by motor carriers over such highways which will adequately meet reasonable public demands . . ."

Section 3502, Highway Carriers' Act.

Swift's proposal that a reduced carload rating for meat be established based upon an increased minimum weight of 30,000 pounds will not be adopted. Coming as it did after the close of the record, it is not a matter that may be considered on the evidence which so far has been presented. However, there appears sufficient grounds for concluding that the establishment of reasonable rates for the transportation of meat under temperature-controlled conditions is a matter that should be explored further, particularly along the lines of whether a reduced carload rating based upon a higher minimum weight should be established. A further hearing for this purpose should be scheduled. In the meantime action toward the establishment of charges for temperature-controlled services provided with the transportation of meat should be deferred.

At the further hearing evidence and proposals should also be received towards ultimate disposition of the question that could not be resolved on this record, viz., whether the less-carload ratings for fresh and frozen meats, fish and mollusks and certain frozen commodities include the expense of temperature control or whether additional charges should apply for temperature-controlled services provided with the transportation of said commodities.

With reference to the other of the examiner's recommendations concerning which no exceptions were taken, it appears that discussion thereof is not necessary. The examiner's recommended findings are set forth in Appendix "B" attached hereto. Upon consideration of the record the Commission adopts said findings as its own. The order which follows will provide for amendment of Minimum Rate Tariff No. 2 in conformity with said findings except that no change will be made involving the transportation of fresh or frozen meats at the class rates which are named in the tariff. As heretofore stated, the rates for such transportation are to be considered further.

The rates, rules and regulations of Minimum Rate Tariff No. 2 have been heretofore designated as reasonable minimum rates, rules and regulations for specified common carriers as defined in the Public Utilities Act. To the extent that the existing rates, rules and regulations of said common carriers are less in volume or effect than the rates, rules and regulations of Minimum Rate Tariff No. 2 (as amended in conformity with the order below) said rates, rules and regulations of said common carriers are hereby found to be, now and for the future, unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or

by the cost of other means of transportation. Said common carriers will be required to increase their rates, rules and regulations to conform to the provisions of Minimum Rate Tariff No. 2, as amended.

O R D E R

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

IT IS HEREBY 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 April 15, 1960, the revised pages attached hereto and listed in Appendix "C" also attached hereto, which pages and appendix by this reference are made a part hereof.

2. That tariff publications required to be made by common carriers as a result of the order herein may be filed not earlier than the effective date hereof, to become effective on not less than five days' notice to the Commission and to the public, and that such tariff publications shall be made effective not later than April 15, 1960; and that tariff publications which are authorized but not required to be made by common carriers as a result of the order herein may be filed not earlier than the effective date of this order and may be made effective on not less than five days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate pages incorporated in this order.

3. That common carriers, in establishing and maintaining the rates and charges authorized hereinabove, be and they are authorized to depart from the provisions of Article XII, Section 21, of the Constitution of the State of California, and Section 460 of the Public Utilities Code, to the extent necessary to adjust long- and

short-haul departures now maintained under outstanding authorizations; that such outstanding authorizations be and they are hereby 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.

4. That the instant phase of Case No. 5432, initiated by Order Setting Hearing dated July 1, 1958, be and it is hereby continued and that a further hearing or further hearings thereon be held at San Francisco commencing May 3, 1960, for the purposes stated in the above opinion.

5. That the Secretary serve by mail an appropriate notice of the further hearing or hearings and the purposes thereof on parties of record in this phase of Case No. 5432.

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

Dated at San Francisco, California, this 23rd day of February, 1960.

[Signature] President
[Signature]
[Signature]
[Signature]
Theodore Deiner Commissioners

Commissioner Everett C. McKeago, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A

Appearances

Respondents

Armand Karp, for Callison Truck Lines, Inc.;
J. Baxter Christenson and Willard S. Johnson, for
J. Christenson Co.;
H. B. Johnston, Jr., for Citizens Warehouse;
Jack Pacific, for Kings County Truck Lines;
Walter N. Dennison, for Merrifield Trucking Co.;
E. E. Rowland, for Willig Freight Lines; and
F. S. Kohles, for Valley Motor Lines, Inc., and
Valley Express Co.,

Protestants

Robert A. Blocki and R. L. Whitehead, for Kraft Foods;
Ralph B. Harlan, for California Manufacturers Association;
and
Robert N. Lowry, P. J. Arturo and T. W. Curley, for
Swift & Company.

Interested Parties

Ralph Hubbard, for California Farm Bureau Federation;
Arlo D. Poe, J. C. Kaspar, and J. Quintrall, for Cali-
fornia Trucking Associations, Inc.;
Joseph Q. Joynt, for Carnation Company;
E. R. Chapman, for Foremost Dairies, Inc.;
Scott D. Flegal, for Safeway Stores, Inc.; and
C. E. Edin, for Johns Inglis Frozen Foods Co. and
Western Frozen Food Processors Association.

Representatives of the Commission's Staff

Grant L. Malquist and Marcel J. Gagnon.

APPENDIX B
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Recommended Findings of Examiner C. S. Abernathy

1. That Minimum Rate Tariff No. 2 should be amended as follows to provide just, reasonable and nondiscriminatory rates for transportation including the services of temperature control.
2. That the term "temperature control" shall be deemed to mean protection from heat by the use of ice (either water or solidified carbon dioxide) or by mechanical refrigeration.
3. That rates should be provided for two classes of temperature-controlled service, viz., chilled temperature control, meaning the service of providing protection against heat and maintaining the commodity at a temperature higher than 32 degrees Fahrenheit; and frozen temperature control, meaning the service of providing protection against heat and maintaining the commodity at a temperature of 32 degrees Fahrenheit or lower.
4. That the levels of the class, commodity and vehicle unit rates for chilled temperature-controlled transportation and for frozen temperature-controlled transportation shall be 5 percent and 10 percent greater, respectively, than the class, commodity and vehicle unit rates now specified in Minimum Rate Tariff No. 2 (exclusive of any charges for refrigeration services which the tariff now provides).
5. That said rates for temperature-controlled transportation shall supersede any rates and charges now named in Minimum Rate Tariff No. 2 for refrigeration services, and with the establishment of said rates for temperature-controlled transportation present rates and charges in Minimum Rate Tariff No. 2 for refrigeration services, including those specified in connection with the transportation of cold pack or frozen butter or margarine, shall be cancelled.
6. That the rates shall be published as single factor rates covering the combined services of temperature control and transportation. Exception: Rates and charges for temperature-controlled services provided in connection with transportation performed under the vehicle-unit rates set forth in Section 3-A of Minimum Rate Tariff No. 2 shall be published as additives to said vehicle-unit rates.

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Recommended Findings of Examiner C. S. Abernathy (Continued)

7. That said rates shall be subject to all provisions of Minimum Rate Tariff No. 2 except as herein indicated or except as otherwise provided in connection with the specific provisions governing the services of temperature control or temperature-controlled transportation.
8. That said rates for temperature-controlled transportation shall apply to the transportation of all commodities in temperature-controlled service except fresh meat, frozen meat, fresh fish, shellfish, mollusks, ice cream, and commodities described as "frozen" in the Western Classification, when being transported under the Classification less-carload ratings applicable to the excepted commodities specified.
9. That the rates and charges for chilled temperature-controlled transportation shall apply to transportation of fresh meat and fresh fish other than that excepted under the provisions of Paragraph 8, above.
10. That, except as provided in Paragraph 8 above, temperature-controlled transportation of commodities described as frozen in the Western Classification or in the Exception Sheet shall be subject to the rates and charges for frozen temperature-controlled transportation.
11. That the services of temperature control shall be subject to minimum charges as follows:

| <u>Weight of Shipment</u> | <u>Minimum Charge in Cents</u> | |
|---------------------------|--------------------------------|-----------------------|
| | <u>Chilled Service</u> | <u>Frozen Service</u> |
| 50 pounds or less | 25 | 35 |
| More than 50 pounds | 45 | 70 |

Said minimum charges shall be in addition to the minimum charges set forth in Item 150 series of Minimum Rate Tariff No. 2.
12. That in determining the aggregate charge by railroad in connection with temperature-controlled transportation provided under the alternative basis of rates set forth in Item 200 series of Minimum Rate Tariff No. 2, the charge for the services of temperature control shall be the charge for mechanical refrigeration service named in the applicable rail tariff or tariffs.

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Recommended Findings of Examiner C. S. Abernathy (Concluded)

13. That charges for the transportation of shipments in mixed temperature-controlled service shall be determined in accordance with a rule essentially as follows:
 - a. When services of temperature control are provided for only a portion of a shipment, or when services of chilled temperature control are provided for one portion and services of frozen temperature control are provided for another portion, and when separate weights for each portion receiving temperature-controlled services are furnished or obtained according to the type of service provided, charges for the transportation under temperature control shall be computed at the rate applicable to the type of temperature-controlled service provided, based on the total weight of the shipment, or on a greater weight if lower charges result under application of the provisions of Item 80 series of Minimum Rate Tariff No. 2. Charges upon any portion of the shipment which is not accorded temperature control shall be computed under the provisions of Item 90 series of Minimum Rate Tariff No. 2.
 - b. When separate weights of the portions of a shipment moving in mixed temperature-controlled service are not furnished or obtained, charges shall be computed as though the entire shipment were transported at the lowest temperature maintained for any portion thereof.
14. That charges for temperature-controlled transportation shall be computed at the rates for the temperature-controlled transportation service which the shipment received, except when other service has been ordered and is so specified on the shipping documents charges shall be computed at the rates applicable to the service ordered.
15. That when temperature-controlled transportation is performed, carriers shall be required to show on their shipping documents the type of temperature-controlled service provided for each shipment so transported.

APPENDIX "C" TO DECISION NO. 59708

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| * Change) Decision No. 59708 # Addition) | |
| EFFECTIVE APRIL 15, 1960 | |
| Issued by the Public Utilities Commission of the State of California, San Francisco, California. | |
| Correction No. 997 | |

| Item No. | SECTION NO. 1 -- RULES AND REGULATIONS OF GENERAL APPLICATION (Continued) |
|----------|--|
| | <p data-bbox="701 471 1356 536" style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Concluded) (Items Nos. 10 and 11)</p> <p data-bbox="467 567 1518 757">(k) SHIPMENT means a quantity of property physically tendered by one consignor at one point of origin at one time for one consignee at one point of destination, for which a single shipping document has been issued. (See also exceptions in rules and definitions for multiple lot, split pickup and split delivery shipments.)</p> <p data-bbox="467 789 1518 1018">(l) SPLIT PICKUP SHIPMENT means a shipment consisting of two or more component parts picked up by a carrier during one calendar day from one consignor at more than one point of origin, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 4,000 pounds, said shipment being consigned and delivered to one consignee at one point of destination. (See Note.)</p> <p data-bbox="645 1049 1304 1270" style="text-align: center;">NOTE: In addition to the component parts picked up by the carrier, a split pickup shipment will include other component parts delivered to carrier's established depot by the consignor or the consignor's agent.</p> <p data-bbox="467 1302 1518 1565">(m) SPLIT DELIVERY SHIPMENT means a shipment consisting of two or more component parts delivered to (a) one consignee at more than one point of destination, or (b) more than one consignee at one or more points of destination, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 4,000 pounds, said shipment being shipped by one consignor from one point of origin and charges thereon being prepaid when there is more than one consignee.</p> <p data-bbox="467 1596 1518 1695">(n) TAILGATE LOADING means loading of the shipment into or upon carrier's equipment from a point not more than 25 feet distant from said equipment.</p> <p data-bbox="467 1726 1518 1825">(o) TAILGATE UNLOADING means unloading of the shipment from carrier's equipment and placing it at a point not more than 25 feet distant from said equipment.</p> <p data-bbox="467 1856 1518 2020">(p) TEAM TRACK means a point at which property may be loaded into, or upon, or unloaded from rail cars by the public generally. It also includes wharves, docks and landings at which the public generally may receive and tender shipments of property from and to common carriers by vessel.</p> <p data-bbox="467 2051 1518 2150">#(p_a) TEMPERATURE CONTROL SERVICE means the protection from heat by the use of ice (either water or solidified carbon dioxide) or by mechanical refrigeration.</p> <p data-bbox="467 2182 1518 2294">(q) WESTERN CLASSIFICATION means Western Classification No. 76 of G. H. Dumas, Agent, and supplements thereto or reissues thereof when the provisions of such supplements or reissues have been approved by the Commission.</p> |

*11-J
Cancels
11-I

*Change } Decision No. 59708
#Addition }

EFFECTIVE APRIL 15, 1960

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

Correction No. 998

| Item No. | SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued) |
|----------|---|
| | <p style="text-align: center;">TEMPERATURE CONTROL SERVICE</p> <p style="text-align: center;">APPLICATION OF RATES IN ITEMS MAKING SPECIFIC REFERENCE HERETO</p> <p>1. Definitions.</p> <p>(a) CHILLED TEMPERATURE CONTROL SERVICE means the service of providing protection against heat and maintaining the commodity at a temperature higher than 32 degrees Fahrenheit.</p> <p>(b) FROZEN TEMPERATURE CONTROL SERVICE means the service of providing protection against heat and maintaining the commodity at a temperature of 32 degrees Fahrenheit or lower.</p> <p>2. Rates provided for temperature control service shall be subject to all provisions of this tariff except as otherwise provided herein or in the items making specific reference hereto.</p> <p>3. (a) Rates for temperature control service shall apply to the transportation of all commodities in temperature control service except fresh or frozen meat and except fresh fish, shellfish, mollusks, ice cream and commodities described as frozen in the Western Classification when being transported under less-carload ratings named therein.</p> <p>(b) Except as provided in paragraph (a) above, transportation of commodities described as frozen in the Western Classification or in the Exception Sheet for which temperature control service is provided, shall be subject to the rates and charges for frozen temperature control service.</p> <p>(c) Except as provided in paragraph (a) above, the rates and charges for chilled temperature control service shall apply to the transportation of fresh fish.</p> <p>4. Mixed Shipments.</p> <p>(a) When temperature control service is provided for a portion of a shipment, or when chilled temperature control service is provided for a portion of a shipment and frozen temperature control service is provided for another portion of the shipment, and when separate weights for each portion receiving temperature control service are furnished or obtained according to the type of temperature control service provided, charges for the transportation under temperature control shall be computed at the rate applicable to the type of temperature control service provided based on the total weight of the shipment, or on a greater weight if lower charges result under application of Item No. 80. Charges upon any portion of the shipment which is not accorded temperature control service shall be computed in accordance with the provisions of Item No. 90.</p> |

*185-C
Cancels
185-B

(b) When separate weights of the portions of a shipment moving in mixed temperature control service are not furnished or obtained, charges shall be computed as though the entire shipment were transported at the lowest temperature maintained for any portion thereof.

5. Except as provided in subparagraphs 3(b) and 3(d) above charges for temperature control service shall be computed at the rates for the temperature control service which the shipment received, except when other service has been ordered and is so specified on the shipping documents, charges shall be computed at the rates applicable to the service ordered.
6. When temperature control service is provided there shall be shown on the shipping documents the type of temperature control service provided for each shipment for which such service was performed.
7. Temperature control service shall be subject to the following minimum charges (See Note).

| <u>Weight of Shipment</u> | <u>Minimum Charges in Cents per Shipment</u> | |
|-----------------------------------|--|---|
| | <u>Chilled Temperature Control Service</u> | <u>Frozen Temperature Control Service</u> |
| 50 pounds or less. | 25 | 35 |
| More than 50 pounds..... | 45 | 70 |

NOTE.-The minimum charges provided herein shall be in addition to the minimum charges set forth in Item No. 150.

*Change, Decision No. 59708

EFFECTIVE APRIL 15, 1960

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

Correction No. 999

Cancels

and

| Item No. | SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued) |
|---|---|
| <p>190-D Cancels 190-C and 190-B</p> | <p style="text-align: center;">ALTERNATIVE APPLICATION OF RATES NAMED IN THIS TARIFF</p> <p>In the event two or more rates are named in this tariff for the same transportation, the lower rate shall apply. In the event a combination of rates makes a lower aggregate through rate or charge than a single rate, such lower combination of rates shall apply.</p> |
| <p>*200-K Cancels 200-J and 200-I</p> | <p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>(a) Common carrier rates, except rates of coastwise common carriers by vessel, may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation than results from the application of the rates herein provided. (See Notes 1, 2, 3, 4 and 5.)</p> <p>(b) Team track-to-team track rates of common carriers by railroad or of common carriers by vessel operating over inland waters may be applied in lieu of the rates provided in this tariff, in connection with transportation between established depots in the same cities or unincorporated communities in which such team tracks are located, when such team track-to-team track rates produce a lower aggregate charge than results from the application of the rates provided in this tariff for depot-to-depot movements. (See Notes 1, 2, 3, 4 and 5.)</p> <p>NOTE 1.-When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p> <p>NOTE 2.-In determining the aggregate charge by railroad of transporting shipments of hay and related articles, as described in Item No. 355, there shall be added to the rail rate 37 cents per ton for shrinkage.</p> <p>*NOTE 3.-In determining the aggregate charge by railroad for the transportation of commodities accorded temperature control, the charge for temperature control service shall be the charge for Mechanical Refrigeration Service named in the applicable rail tariff or tariffs.</p> <p>NOTE 4.-In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p> |

NOTE 5.-For the purpose of applying the provisions of this item, the definitions of Point of Destination and Point of Origin set forth in Item No. 10 will be applicable.

* Change, Decision No. 59708

(1) Twelfth Revised Page 23 was suspended by Supplement No. 45.

EFFECTIVE APRIL 15, 1960

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

Correction No. 1000

MINIMUM RATE TARIFF NO. 2

| Item No. | SECTION NO. 2 TEMPERATURE CONTROL SERVICE | | | | | | | | CLASS RATES (See Note 1) In Cents per 100 Pounds | | | | | | | | |
|----------|---|------|------------------------------|-----|-----|-----|---|-----|---|-----|-----|-----|-----|-----|-----|-----|-----|
| | MILES | | Any Quantity (See Note 2) | | | | Minimum Weight 2000 Pounds (See Note 2) | | | | | | | | | | |
| | But Not Over | Over | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | | | | | | |
| | | | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | |
| 0 | 3 | 180 | 188 | 162 | 169 | 144 | 150 | 126 | 132 | 104 | 109 | 94 | 98 | 83 | 87 | 73 | 76 |
| 3 | 5 | 182 | 190 | 164 | 171 | 146 | 152 | 127 | 133 | 105 | 110 | 95 | 99 | 84 | 88 | 74 | 77 |
| 5 | 10 | 184 | 193 | 166 | 174 | 147 | 154 | 129 | 135 | 108 | 113 | 97 | 102 | 86 | 90 | 76 | 79 |
| 10 | 15 | 186 | 195 | 167 | 176 | 149 | 156 | 130 | 137 | 110 | 116 | 99 | 104 | 88 | 93 | 77 | 81 |
| 15 | 20 | 188 | 197 | 169 | 177 | 150 | 158 | 132 | 138 | 113 | 119 | 102 | 107 | 90 | 95 | 79 | 83 |
| 20 | 25 | 190 | 199 | 171 | 179 | 152 | 159 | 133 | 139 | 116 | 121 | 104 | 109 | 93 | 97 | 81 | 85 |
| 25 | 30 | 192 | 201 | 173 | 181 | 154 | 161 | 134 | 141 | 120 | 125 | 108 | 113 | 96 | 100 | 84 | 88 |
| 30 | 35 | 194 | 204 | 175 | 184 | 155 | 163 | 136 | 143 | 122 | 128 | 110 | 115 | 98 | 102 | 85 | 90 |
| 35 | 40 | 196 | 206 | 176 | 185 | 157 | 165 | 137 | 144 | 126 | 132 | 113 | 119 | 101 | 106 | 88 | 92 |
| 40 | 45 | 198 | 208 | 178 | 187 | 158 | 166 | 139 | 146 | 129 | 135 | 116 | 122 | 103 | 108 | 90 | 95 |
| 45 | 50 | 201 | 210 | 181 | 189 | 161 | 168 | 141 | 147 | 131 | 138 | 118 | 124 | 105 | 110 | 92 | 97 |
| 50 | 60 | 204 | 213 | 184 | 192 | 163 | 170 | 143 | 149 | 137 | 143 | 123 | 129 | 110 | 114 | 96 | 100 |
| 60 | 70 | 207 | 217 | 186 | 195 | 166 | 174 | 145 | 152 | 142 | 149 | 128 | 134 | 114 | 119 | 99 | 104 |
| 70 | 80 | 210 | 220 | 189 | 198 | 168 | 176 | 147 | 154 | 147 | 154 | 132 | 139 | 118 | 123 | 103 | 108 |
| 80 | 90 | 213 | 223 | 192 | 201 | 170 | 178 | 149 | 156 | 152 | 160 | 137 | 144 | 122 | 128 | 106 | 112 |
| 90 | 100 | 216 | 227 | 194 | 204 | 173 | 182 | 151 | 159 | 158 | 165 | 142 | 149 | 126 | 132 | 111 | 116 |
| 100 | 110 | 219 | 230 | 197 | 207 | 175 | 184 | 153 | 161 | 163 | 171 | 147 | 154 | 130 | 137 | 114 | 120 |
| 110 | 120 | 223 | 233 | 201 | 210 | 178 | 186 | 156 | 163 | 169 | 177 | 152 | 159 | 135 | 142 | 118 | 124 |
| 120 | 130 | 226 | 237 | 203 | 213 | 181 | 190 | 158 | 166 | 174 | 183 | 157 | 165 | 139 | 146 | 122 | 128 |
| 130 | 140 | 229 | 240 | 206 | 216 | 183 | 192 | 160 | 168 | 180 | 188 | 162 | 169 | 144 | 150 | 126 | 132 |
| 140 | 150 | 231 | 242 | 208 | 218 | 185 | 194 | 162 | 169 | 185 | 194 | 167 | 175 | 148 | 155 | 130 | 136 |
| 150 | 160 | 233 | 244 | 210 | 220 | 186 | 195 | 163 | 171 | 190 | 199 | 171 | 179 | 152 | 159 | 133 | 139 |
| 160 | 170 | 235 | 246 | 212 | 221 | 188 | 197 | 165 | 172 | 195 | 205 | 176 | 185 | 156 | 164 | 137 | 143 |
| 170 | 180 | 237 | 249 | 213 | 224 | 190 | 199 | 166 | 174 | 201 | 210 | 181 | 189 | 161 | 168 | 141 | 147 |
| 180 | 190 | 239 | 251 | 215 | 226 | 191 | 201 | 167 | 176 | 208 | 218 | 187 | 196 | 166 | 174 | 146 | 153 |
| 190 | 200 | 242 | 253 | 218 | 228 | 194 | 202 | 169 | 177 | 214 | 224 | 193 | 202 | 171 | 179 | 150 | 157 |
| 200 | 220 | 246 | 257 | 221 | 231 | 197 | 206 | 172 | 180 | 224 | 234 | 202 | 211 | 179 | 187 | 157 | 164 |
| 220 | 240 | 250 | 262 | 225 | 236 | 200 | 210 | 175 | 183 | 232 | 243 | 209 | 219 | 186 | 194 | 162 | 170 |
| 240 | 260 | 254 | 266 | 229 | 239 | 203 | 213 | 178 | 186 | 242 | 253 | 218 | 228 | 194 | 203 | 169 | 177 |
| 260 | 280 | 258 | 271 | 232 | 244 | 206 | 217 | 181 | 190 | 251 | 263 | 226 | 237 | 201 | 210 | 176 | 184 |
| 280 | 300 | 263 | 275 | 237 | 248 | 210 | 220 | 184 | 193 | 260 | 273 | 234 | 246 | 208 | 218 | 182 | 191 |
| 300 | 325 | 268 | 281 | 241 | 253 | 214 | 225 | 188 | 197 | - | - | - | - | - | - | - | - |
| 325 | 350 | 273 | 286 | 246 | 257 | 218 | 229 | 191 | 200 | - | - | - | - | - | - | - | - |
| 350 | 375 | 278 | 292 | 250 | 263 | 222 | 234 | 195 | 204 | - | - | - | - | - | - | - | - |
| 375 | 400 | 284 | 297 | 256 | 267 | 227 | 238 | 199 | 208 | - | - | - | - | - | - | - | - |
| 400 | 425 | 289 | 303 | 260 | 273 | 231 | 242 | 202 | 212 | - | - | - | - | - | - | - | - |
| 425 | 450 | 294 | 308 | 265 | 277 | 235 | 246 | 206 | 216 | - | - | - | - | - | - | - | - |
| 450 | 475 | 299 | 314 | 269 | 283 | 239 | 251 | 209 | 220 | - | - | - | - | - | - | - | - |
| 475 | 500 | 305 | 319 | 275 | 287 | 244 | 255 | 214 | 223 | - | - | - | - | - | - | - | - |
| 500 | 525 | 310 | 325 | 279 | 293 | 248 | 260 | 217 | 228 | - | - | - | - | - | - | - | - |

#525

| | | | | | | | | | | | | | | | | |
|------|------|-----|-----|-----|-----|-----|-----|-----|-----|---|---|---|---|---|---|---|
| 525 | 550 | 315 | 330 | 284 | 297 | 252 | 264 | 221 | 231 | - | - | - | - | - | - | - |
| 550 | 575 | 320 | 336 | 288 | 302 | 256 | 269 | 224 | 235 | - | - | - | - | - | - | - |
| 575 | 600 | 326 | 341 | 293 | 307 | 261 | 273 | 228 | 239 | - | - | - | - | - | - | - |
| 600 | 625 | 331 | 347 | 298 | 312 | 265 | 278 | 232 | 242 | - | - | - | - | - | - | - |
| 625 | 650 | 336 | 352 | 302 | 317 | 269 | 282 | 235 | 246 | - | - | - | - | - | - | - |
| 650 | 675 | 341 | 358 | 307 | 322 | 273 | 286 | 239 | 251 | - | - | - | - | - | - | - |
| 675 | 700 | 347 | 363 | 312 | 327 | 278 | 290 | 243 | 254 | - | - | - | - | - | - | - |
| 700 | 725 | 352 | 369 | 317 | 332 | 282 | 295 | 246 | 258 | - | - | - | - | - | - | - |
| 725 | 750 | 357 | 374 | 321 | 337 | 286 | 299 | 250 | 262 | - | - | - | - | - | - | - |
| 750 | 775 | 362 | 380 | 326 | 342 | 290 | 304 | 253 | 266 | - | - | - | - | - | - | - |
| 775 | 800 | 368 | 385 | 331 | 347 | 294 | 308 | 258 | 270 | - | - | - | - | - | - | - |
| 800 | 850 | 376 | 394 | 338 | 355 | 301 | 315 | 263 | 276 | - | - | - | - | - | - | - |
| 850 | 900 | 385 | 404 | 347 | 364 | 308 | 323 | 270 | 283 | - | - | - | - | - | - | - |
| 900 | 950 | 395 | 414 | 356 | 373 | 316 | 331 | 277 | 290 | - | - | - | - | - | - | - |
| 950 | 1000 | 403 | 422 | 363 | 380 | 322 | 338 | 282 | 295 | - | - | - | - | - | - | - |
| 1000 | 1050 | 412 | 431 | 371 | 388 | 330 | 345 | 288 | 302 | - | - | - | - | - | - | - |
| 1050 | 1100 | 420 | 440 | 378 | 396 | 336 | 352 | 294 | 308 | - | - | - | - | - | - | - |
| 1100 | 1150 | 429 | 449 | 386 | 404 | 343 | 359 | 300 | 314 | - | - | - | - | - | - | - |
| 1150 | 1200 | 437 | 458 | 393 | 412 | 350 | 366 | 306 | 321 | - | - | - | - | - | - | - |

NOTE 1. — The class rates named herein apply to temperature control service only. For application of rates see Item No. 185.

NOTE 2. — For shipments originating at or destined to points within the Redwood Empire Territory these rates are subject to the provisions of Item No. 552.

(1) Rates apply to chilled temperature control service.

(2) Rates apply to frozen temperature control service.

Addition)
 ◊ Increase) Decision No. 59708

EFFECTIVE APRIL 15, 1960

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

Correction No. 1001

| Item No. | SECTION NO. 2 TEMPERATURE CONTROL SERVICE | | | | | | | | CLASS RATES (See Note 1) In Cents per 100 Pounds | | | | | | | | |
|----------|---|-----|--|-----|-----|-----|--|-----|---|-----|-----|-----|-----|-----|-----|-----|-----|
| | MILES | | Minimum Weight 4,000 Pounds (See Note 3) | | | | Minimum Weight 10,000 Pounds except as provided in Note 2. (See Note 3) | | | | | | | | | | |
| | But Not Over | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | | |
| | | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | | |
| 0 | 3 | 77 | 80 | 69 | 72 | 62 | 64 | 54 | 56 | 43 | 45 | 39 | 41 | 34 | 36 | 30 | 32 |
| 3 | 5 | 78 | 81 | 70 | 73 | 62 | 65 | 55 | 57 | 45 | 47 | 41 | 42 | 36 | 38 | 32 | 33 |
| 5 | 10 | 79 | 83 | 71 | 75 | 63 | 66 | 55 | 58 | 46 | 48 | 41 | 43 | 37 | 38 | 32 | 34 |
| 10 | 15 | 80 | 84 | 72 | 76 | 64 | 67 | 56 | 59 | 47 | 50 | 42 | 45 | 38 | 40 | 33 | 35 |
| 15 | 20 | 83 | 87 | 75 | 78 | 66 | 70 | 58 | 61 | 48 | 51 | 43 | 46 | 38 | 41 | 34 | 36 |
| 20 | 25 | 85 | 89 | 77 | 80 | 68 | 71 | 60 | 62 | 50 | 53 | 45 | 48 | 40 | 42 | 35 | 37 |
| 25 | 30 | 88 | 92 | 79 | 83 | 70 | 74 | 62 | 64 | 51 | 54 | 46 | 49 | 41 | 43 | 36 | 38 |
| 30 | 35 | 90 | 95 | 81 | 86 | 72 | 76 | 63 | 67 | 53 | 55 | 48 | 50 | 42 | 44 | 37 | 39 |
| 35 | 40 | 93 | 98 | 84 | 88 | 74 | 78 | 65 | 69 | 54 | 56 | 49 | 50 | 43 | 45 | 38 | 39 |
| 40 | 45 | 96 | 100 | 86 | 90 | 77 | 80 | 67 | 70 | 57 | 59 | 51 | 53 | 46 | 47 | 40 | 41 |
| 45 | 50 | 99 | 103 | 89 | 93 | 79 | 82 | 69 | 72 | 58 | 61 | 52 | 55 | 46 | 49 | 41 | 43 |
| 50 | 60 | 103 | 108 | 93 | 97 | 82 | 86 | 72 | 76 | 62 | 65 | 56 | 59 | 50 | 52 | 43 | 46 |
| 60 | 70 | 105 | 110 | 95 | 99 | 84 | 88 | 74 | 77 | 64 | 67 | 58 | 60 | 51 | 54 | 45 | 47 |
| 70 | 80 | 109 | 114 | 98 | 103 | 87 | 91 | 76 | 80 | 67 | 70 | 60 | 63 | 54 | 56 | 47 | 49 |
| 80 | 90 | 111 | 117 | 100 | 105 | 89 | 94 | 78 | 82 | 69 | 73 | 62 | 66 | 55 | 58 | 48 | 51 |
| 90 | 100 | 116 | 121 | 104 | 109 | 93 | 97 | 81 | 85 | 72 | 76 | 65 | 68 | 58 | 61 | 50 | 53 |
| 100 | 110 | 119 | 124 | 107 | 112 | 95 | 99 | 83 | 87 | 75 | 78 | 68 | 70 | 60 | 62 | 53 | 55 |
| 110 | 120 | 121 | 127 | 109 | 114 | 97 | 102 | 85 | 89 | 78 | 81 | 70 | 73 | 62 | 65 | 55 | 57 |
| 120 | 130 | 124 | 130 | 112 | 117 | 99 | 104 | 87 | 91 | 80 | 84 | 72 | 76 | 64 | 67 | 56 | 59 |
| 130 | 140 | 126 | 132 | 113 | 119 | 101 | 106 | 88 | 92 | 83 | 87 | 75 | 78 | 66 | 70 | 58 | 61 |
| 140 | 150 | 129 | 135 | 116 | 122 | 103 | 108 | 90 | 95 | 85 | 89 | 77 | 80 | 68 | 71 | 60 | 62 |
| 150 | 160 | 131 | 138 | 118 | 124 | 105 | 110 | 92 | 97 | 88 | 92 | 79 | 83 | 70 | 74 | 62 | 64 |
| 160 | 170 | 134 | 141 | 121 | 127 | 107 | 113 | 94 | 99 | 90 | 95 | 81 | 86 | 72 | 76 | 63 | 67 |
| 170 | 180 | 137 | 143 | 123 | 129 | 110 | 114 | 96 | 100 | 93 | 98 | 84 | 88 | 74 | 78 | 65 | 69 |
| 180 | 190 | 140 | 146 | 126 | 131 | 112 | 117 | 98 | 102 | 96 | 100 | 86 | 90 | 77 | 80 | 67 | 70 |
| 190 | 200 | 142 | 149 | 128 | 134 | 114 | 119 | 99 | 104 | 99 | 103 | 89 | 93 | 79 | 82 | 69 | 72 |
| 200 | 220 | 146 | 153 | 131 | 138 | 117 | 122 | 102 | 107 | 103 | 108 | 93 | 97 | 82 | 86 | 72 | 76 |
| 220 | 240 | 148 | 155 | 133 | 140 | 118 | 124 | 104 | 109 | 106 | 111 | 95 | 100 | 85 | 89 | 74 | 78 |
| 240 | 260 | 152 | 160 | 137 | 144 | 122 | 128 | 106 | 112 | 110 | 116 | 99 | 104 | 88 | 93 | 77 | 81 |
| 260 | 280 | 156 | 164 | 140 | 148 | 125 | 131 | 109 | 115 | 116 | 121 | 104 | 109 | 93 | 97 | 81 | 85 |
| 280 | 300 | 161 | 168 | 145 | 151 | 129 | 134 | 113 | 118 | 121 | 127 | 109 | 114 | 97 | 102 | 85 | 89 |
| 300 | 325 | 166 | 174 | 149 | 157 | 133 | 139 | 116 | 122 | 126 | 132 | 113 | 119 | 101 | 106 | 88 | 92 |
| 325 | 350 | 172 | 180 | 155 | 162 | 138 | 144 | 120 | 126 | 131 | 138 | 118 | 124 | 105 | 110 | 92 | 97 |
| 350 | 375 | 177 | 186 | 159 | 167 | 142 | 149 | 124 | 130 | 137 | 143 | 123 | 129 | 110 | 114 | 96 | 100 |
| 375 | 400 | 183 | 191 | 165 | 172 | 146 | 153 | 128 | 134 | 142 | 149 | 128 | 134 | 114 | 119 | 99 | 104 |
| 400 | 425 | 188 | 197 | 169 | 177 | 150 | 158 | 132 | 138 | 147 | 154 | 132 | 139 | 118 | 123 | 103 | 108 |
| 425 | 450 | 192 | 201 | 173 | 181 | 154 | 161 | 134 | 141 | 152 | 160 | 137 | 144 | 122 | 128 | 106 | 112 |
| 450 | 475 | 197 | 207 | 177 | 186 | 158 | 166 | 138 | 145 | 158 | 165 | 142 | 149 | 126 | 132 | 111 | 116 |
| 475 | 500 | 203 | 212 | 183 | 191 | 162 | 170 | 142 | 148 | 163 | 171 | 147 | 154 | 130 | 137 | 114 | 120 |
| 500 | 525 | 208 | 218 | 187 | 196 | 166 | 174 | 146 | 153 | 168 | 176 | 151 | 158 | 134 | 141 | 118 | 123 |

#0530

| | | | | | | | | | | | | | | | | | |
|------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 525 | 550 | 213 | 223 | 192 | 201 | 170 | 178 | 149 | 156 | 173 | 182 | 156 | 164 | 138 | 146 | 121 | 127 |
| 550 | 575 | 216 | 227 | 194 | 204 | 173 | 182 | 151 | 159 | 179 | 187 | 161 | 168 | 143 | 150 | 125 | 131 |
| 575 | 600 | 222 | 232 | 200 | 209 | 178 | 186 | 155 | 162 | 184 | 193 | 166 | 174 | 147 | 154 | 129 | 135 |
| 600 | 625 | 226 | 237 | 203 | 213 | 181 | 190 | 158 | 166 | 189 | 198 | 170 | 178 | 151 | 158 | 132 | 139 |
| 625 | 650 | 231 | 242 | 208 | 218 | 185 | 194 | 162 | 169 | 194 | 204 | 175 | 184 | 155 | 163 | 136 | 143 |
| 650 | 675 | 235 | 246 | 212 | 221 | 188 | 197 | 165 | 172 | 201 | 210 | 181 | 189 | 161 | 168 | 141 | 147 |
| 675 | 700 | 240 | 252 | 216 | 227 | 192 | 202 | 168 | 176 | 206 | 216 | 185 | 194 | 165 | 173 | 144 | 151 |
| 700 | 725 | 246 | 257 | 221 | 231 | 197 | 206 | 172 | 180 | 211 | 221 | 190 | 199 | 169 | 177 | 148 | 155 |
| 725 | 750 | 252 | 264 | 227 | 238 | 202 | 211 | 176 | 185 | 216 | 227 | 194 | 204 | 173 | 182 | 151 | 159 |
| 750 | 775 | 257 | 270 | 231 | 243 | 206 | 216 | 180 | 189 | 222 | 232 | 200 | 209 | 178 | 186 | 155 | 162 |
| 775 | 800 | 263 | 275 | 237 | 248 | 210 | 220 | 184 | 193 | 227 | 238 | 204 | 214 | 182 | 190 | 159 | 167 |
| 800 | 850 | 268 | 281 | 241 | 253 | 214 | 225 | 188 | 197 | 234 | 245 | 211 | 221 | 187 | 196 | 164 | 172 |
| 850 | 900 | 274 | 287 | 247 | 258 | 219 | 230 | 192 | 201 | 242 | 253 | 218 | 228 | 194 | 202 | 169 | 177 |
| 900 | 950 | 282 | 296 | 254 | 266 | 226 | 237 | 197 | 207 | 250 | 262 | 225 | 236 | 200 | 210 | 175 | 183 |
| 950 | 1000 | 289 | 303 | 260 | 273 | 231 | 242 | 202 | 212 | 258 | 271 | 232 | 244 | 206 | 217 | 181 | 190 |
| 1000 | 1050 | 297 | 311 | 267 | 280 | 238 | 249 | 208 | 218 | 268 | 281 | 241 | 253 | 214 | 225 | 188 | 197 |
| 1050 | 1100 | 305 | 319 | 275 | 287 | 244 | 255 | 214 | 223 | 276 | 289 | 248 | 260 | 221 | 231 | 193 | 202 |
| 1100 | 1150 | 311 | 326 | 280 | 293 | 249 | 261 | 218 | 228 | 284 | 297 | 256 | 267 | 227 | 238 | 199 | 208 |
| 1150 | 1200 | 319 | 334 | 287 | 301 | 255 | 267 | 223 | 234 | 293 | 307 | 264 | 276 | 234 | 246 | 205 | 215 |

NOTE 1.-The class rates named herein apply to temperature control service only. For application of rates see Item No. 185.

NOTE 2.-When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or this tariff, subject to Item No. 290.

NOTE 3.-For shipments originating at or destined to points within the Redwood Empire Territory, these rates are subject to the provisions of Item No. 552.

(1) Rates apply to chilled temperature control service.

(2) Rates apply to frozen temperature control service.

Addition }
 ◊ Increase } Decision No. 59708

EFFECTIVE APRIL 15, 1960

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

Correction No. 1002

MINIMUM RATE TARIFF No. 2

| Item No. | SECTION NO. 2 | | TEMPERATURE CONTROL SERVICE | | | | CLASS RATES (See Note 1) In Cents Per 100 Pounds | | | |
|----------|---------------|--------------|---|-----|-----|-----|---|-----|-----|-----|
| | Miles | | Minimum Weight 20,000 pounds except as provided in Note 2 | | | | | | | |
| | Over | But Not Over | 1 | | 2 | | 3 | | 4 | |
| | | | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) |
| | 0 | 3 | 21 | 22 | 19 | 20 | 17 | 17½ | 14½ | 15½ |
| | 3 | 5 | 24 | 25 | 22 | 23 | 19 | 20 | 17 | 17½ |
| | 5 | 10 | 25 | 26 | 23 | 23 | 20 | 21 | 17½ | 18 |
| | 10 | 15 | 26 | 28 | 23 | 25 | 21 | 22 | 18 | 19½ |
| | 15 | 20 | 29 | 31 | 26 | 28 | 23 | 25 | 20 | 22 |
| | 20 | 25 | 30 | 32 | 27 | 29 | 24 | 26 | 21 | 22 |
| | 25 | 30 | 32 | 33 | 29 | 30 | 26 | 26 | 22 | 23 |
| | 30 | 35 | 35 | 36 | 32 | 32 | 28 | 29 | 25 | 25 |
| | 35 | 40 | 37 | 39 | 33 | 35 | 30 | 31 | 26 | 27 |
| | 40 | 45 | 38 | 40 | 34 | 36 | 30 | 32 | 27 | 28 |
| | 45 | 50 | 41 | 43 | 37 | 39 | 33 | 34 | 29 | 30 |
| | 50 | 60 | 43 | 45 | 39 | 41 | 34 | 36 | 30 | 32 |
| | 60 | 70 | 47 | 50 | 42 | 45 | 38 | 40 | 33 | 35 |
| | 70 | 80 | 50 | 53 | 45 | 48 | 40 | 42 | 35 | 37 |
| | 80 | 90 | 54 | 56 | 49 | 50 | 43 | 45 | 38 | 39 |
| | 90 | 100 | 58 | 61 | 52 | 55 | 46 | 49 | 41 | 43 |
| | 100 | 110 | 61 | 64 | 55 | 58 | 49 | 51 | 43 | 45 |
| | 110 | 120 | 63 | 66 | 57 | 59 | 50 | 53 | 44 | 46 |
| | 120 | 130 | 66 | 69 | 59 | 62 | 53 | 55 | 46 | 48 |
| | 130 | 140 | 69 | 73 | 62 | 66 | 55 | 58 | 48 | 51 |
| #0 0525 | 140 | 150 | 74 | 77 | 67 | 69 | 59 | 62 | 52 | 54 |
| | 150 | 160 | 77 | 80 | 69 | 72 | 62 | 64 | 54 | 56 |
| | 160 | 170 | 79 | 83 | 71 | 75 | 63 | 66 | 55 | 58 |
| | 170 | 180 | 82 | 86 | 74 | 77 | 66 | 69 | 57 | 60 |
| | 180 | 190 | 84 | 88 | 76 | 79 | 67 | 70 | 59 | 62 |
| | 190 | 200 | 87 | 91 | 78 | 82 | 70 | 73 | 61 | 64 |
| | 200 | 220 | 89 | 94 | 80 | 85 | 71 | 75 | 62 | 66 |
| | 220 | 240 | 93 | 98 | 84 | 88 | 74 | 78 | 65 | 69 |
| | 240 | 260 | 96 | 100 | 86 | 90 | 77 | 80 | 67 | 70 |
| | 260 | 280 | 100 | 105 | 90 | 95 | 80 | 84 | 70 | 74 |
| | 280 | 300 | 104 | 109 | 94 | 98 | 83 | 87 | 73 | 76 |
| | 300 | 325 | 110 | 116 | 99 | 104 | 88 | 93 | 77 | 81 |
| | 325 | 350 | 114 | 120 | 103 | 108 | 91 | 96 | 80 | 84 |
| | 350 | 375 | 120 | 125 | 108 | 113 | 96 | 100 | 84 | 88 |
| | 375 | 400 | 125 | 131 | 113 | 118 | 100 | 105 | 88 | 92 |
| | 400 | 425 | 130 | 136 | 117 | 122 | 104 | 109 | 91 | 95 |
| | 425 | 450 | 135 | 142 | 122 | 128 | 108 | 114 | 95 | 99 |
| | 450 | 475 | 141 | 147 | 127 | 132 | 113 | 118 | 99 | 103 |
| | 475 | 500 | 146 | 153 | 131 | 138 | 117 | 122 | 102 | 107 |
| | 500 | 525 | 151 | 158 | 136 | 142 | 121 | 126 | 106 | 111 |

| | | | | | | | | | |
|------|------|-----|-----|-----|-----|-----|-----|-----|-----|
| 525 | 550 | 156 | 164 | 140 | 148 | 125 | 131 | 109 | 115 |
| 550 | 575 | 162 | 169 | 146 | 152 | 130 | 135 | 113 | 118 |
| 575 | 600 | 167 | 175 | 150 | 158 | 134 | 140 | 117 | 123 |
| 600 | 625 | 172 | 180 | 155 | 162 | 138 | 144 | 120 | 126 |
| 625 | 650 | 177 | 186 | 159 | 167 | 142 | 149 | 124 | 130 |
| 650 | 675 | 184 | 193 | 166 | 174 | 147 | 154 | 129 | 135 |
| 675 | 700 | 189 | 198 | 170 | 178 | 151 | 158 | 132 | 139 |
| 700 | 725 | 194 | 204 | 175 | 184 | 155 | 163 | 136 | 143 |
| 725 | 750 | 201 | 210 | 181 | 189 | 161 | 168 | 141 | 147 |
| 750 | 775 | 206 | 216 | 185 | 194 | 165 | 173 | 144 | 151 |
| 775 | 800 | 213 | 223 | 192 | 201 | 170 | 178 | 149 | 156 |
| 800 | 850 | 219 | 230 | 197 | 207 | 175 | 184 | 153 | 161 |
| 850 | 900 | 227 | 238 | 204 | 214 | 182 | 190 | 159 | 167 |
| 900 | 950 | 234 | 245 | 211 | 221 | 187 | 196 | 164 | 172 |
| 950 | 1000 | 242 | 253 | 218 | 228 | 194 | 202 | 169 | 177 |
| 1000 | 1050 | 250 | 262 | 225 | 236 | 200 | 210 | 175 | 183 |
| 1050 | 1100 | 256 | 268 | 230 | 241 | 205 | 214 | 179 | 188 |
| 1100 | 1150 | 264 | 276 | 238 | 248 | 211 | 221 | 185 | 193 |
| 1150 | 1200 | 272 | 285 | 245 | 257 | 218 | 228 | 190 | 200 |

NOTE 1.-The class rates named herein apply to temperature control service only. For application of rates see Item No. 185.

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

- (1) Rates apply to chilled temperature control service.
(2) Rates apply to frozen temperature control service.

Addition)
o Increase) Decision No. 59708
o Reduction)

EFFECTIVE APRIL 15, 1960

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1003

| Item No. | SECTION NO. 2 TEMPERATURE CONTROL SERVICE | | CLASS RATES (See Note) In Cents Per 100 Pounds | | | | | | | | | | | |
|----------|---|--|---|-----|-----|-----|-----|------|-----|------|-----|------|-----|--|
| MILES | | Minimum Weight as provided in Western Classification, Exception Sheet or this Tariff, subject to Item No. 290 | | | | | | | | | | | | |
| Over | But Not Over | S | | A | | B | | C | | D | | E | | |
| | | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | |
| | 0 | 3 | 12 | 12½ | 13 | 13½ | 14 | 14½ | 15 | 15½ | 16 | 16½ | 17 | |
| | 3 | 5 | 13 | 13½ | 14 | 15 | 15 | 15½ | 16 | 16½ | 17 | 17½ | 18 | |
| | 5 | 10 | 14 | 15 | 15 | 16 | 16 | 16½ | 17 | 17½ | 18 | 18½ | 19 | |
| | 10 | 15 | 15 | 16 | 16½ | 17 | 17 | 17½ | 18 | 18½ | 19 | 19½ | 20 | |
| | 15 | 20 | 16½ | 17 | 17½ | 18 | 18 | 18½ | 19 | 19½ | 20 | 20½ | 21 | |
| | 20 | 25 | 17½ | 18 | 18½ | 19 | 19 | 19½ | 20 | 20½ | 21 | 21½ | 22 | |
| | 25 | 30 | 18½ | 19 | 19½ | 20 | 20 | 20½ | 21 | 21½ | 22 | 22½ | 23 | |
| | 30 | 35 | 19½ | 20 | 20 | 21 | 21 | 21½ | 22 | 22½ | 23 | 23½ | 24 | |
| | 35 | 40 | 20 | 21 | 22 | 23 | 23 | 23½ | 24 | 24½ | 25 | 25½ | 26 | |
| | 40 | 45 | 22 | 23 | 23 | 24 | 24 | 24½ | 25 | 25½ | 26 | 26½ | 27 | |
| | 45 | 50 | 23 | 24 | 25 | 26 | 26 | 26½ | 27 | 27½ | 28 | 28½ | 29 | |
| | 50 | 60 | 25 | 26 | 27 | 29 | 29 | 29½ | 30 | 30½ | 31 | 31½ | 32 | |
| | 60 | 70 | 27 | 29 | 29 | 31 | 31 | 31½ | 32 | 32½ | 33 | 33½ | 34 | |
| | 70 | 80 | 29 | 31 | 32 | 33 | 33 | 33½ | 34 | 34½ | 35 | 35½ | 36 | |
| | 80 | 90 | 32 | 33 | 34 | 35 | 35 | 35½ | 36 | 36½ | 37 | 37½ | 38 | |
| | 90 | 100 | 34 | 35 | 36 | 37 | 37 | 37½ | 38 | 38½ | 39 | 39½ | 40 | |
| | 100 | 110 | 35 | 36 | 38 | 40 | 40 | 40½ | 41 | 41½ | 42 | 42½ | 43 | |
| | 110 | 120 | 37 | 39 | 40 | 42 | 42 | 42½ | 43 | 43½ | 44 | 44½ | 45 | |
| | 120 | 130 | 39 | 41 | 42 | 44 | 44 | 44½ | 45 | 45½ | 46 | 46½ | 47 | |
| | 130 | 140 | 41 | 43 | 44 | 46 | 46 | 46½ | 47 | 47½ | 48 | 48½ | 49 | |
| | 140 | 150 | 43 | 45 | 46 | 48 | 48 | 48½ | 49 | 49½ | 50 | 50½ | 51 | |
| | 150 | 160 | 44 | 46 | 48 | 51 | 51 | 51½ | 52 | 52½ | 53 | 53½ | 54 | |
| | 160 | 170 | 46 | 48 | 50 | 53 | 53 | 53½ | 54 | 54½ | 55 | 55½ | 56 | |
| | 170 | 180 | 48 | 51 | 53 | 55 | 55 | 55½ | 56 | 56½ | 57 | 57½ | 58 | |
| | 180 | 190 | 50 | 53 | 55 | 57 | 57 | 57½ | 58 | 58½ | 59 | 59½ | 60 | |
| | 190 | 200 | 51 | 54 | 56 | 58 | 58 | 58½ | 59 | 59½ | 60 | 60½ | 61 | |
| | 200 | 220 | 53 | 55 | 58 | 61 | 61 | 61½ | 62 | 62½ | 63 | 63½ | 64 | |
| | 220 | 240 | 55 | 57 | 60 | 63 | 63 | 63½ | 64 | 64½ | 65 | 65½ | 66 | |
| | 240 | 260 | 57 | 59 | 62 | 65 | 65 | 65½ | 66 | 66½ | 67 | 67½ | 68 | |
| | 260 | 280 | 59 | 62 | 64 | 67 | 67 | 67½ | 68 | 68½ | 69 | 69½ | 70 | |
| | 280 | 300 | 61 | 64 | 67 | 70 | 70 | 70½ | 71 | 71½ | 72 | 72½ | 73 | |
| | 300 | 325 | 64 | 67 | 70 | 74 | 74 | 74½ | 75 | 75½ | 76 | 76½ | 77 | |
| | 325 | 350 | 67 | 70 | 74 | 77 | 77 | 77½ | 78 | 78½ | 79 | 79½ | 80 | |
| | 350 | 375 | 70 | 74 | 77 | 80 | 80 | 80½ | 81 | 81½ | 82 | 82½ | 83 | |
| | 375 | 400 | 74 | 77 | 80 | 84 | 84 | 84½ | 85 | 85½ | 86 | 86½ | 87 | |
| | 400 | 425 | 77 | 80 | 84 | 88 | 88 | 88½ | 89 | 89½ | 90 | 90½ | 91 | |
| | 425 | 450 | 80 | 84 | 87 | 91 | 91 | 91½ | 92 | 92½ | 93 | 93½ | 94 | |
| | 450 | 475 | 83 | 87 | 90 | 95 | 95 | 95½ | 96 | 96½ | 97 | 97½ | 98 | |
| | 475 | 500 | 86 | 90 | 93 | 98 | 98 | 98½ | 99 | 99½ | 100 | 100½ | 101 | |
| | 500 | 525 | 89 | 94 | 97 | 101 | 101 | 101½ | 102 | 102½ | 103 | 103½ | 104 | |

#06
540

| | | | | | | | | | | | | | |
|------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 525 | 550 | 93 | 98 | 101 | 106 | 86 | 90 | 78 | 81 | 69 | 73 | 62 | 65 |
| 550 | 575 | 97 | 101 | 103 | 109 | 89 | 94 | 80 | 84 | 72 | 76 | 64 | 67 |
| 575 | 600 | 100 | 105 | 107 | 112 | 91 | 96 | 83 | 87 | 75 | 78 | 66 | 69 |
| 600 | 625 | 103 | 108 | 110 | 116 | 93 | 98 | 85 | 89 | 77 | 80 | 68 | 72 |
| 625 | 650 | 106 | 111 | 114 | 120 | 97 | 101 | 88 | 92 | 79 | 83 | 70 | 74 |
| 650 | 675 | 109 | 114 | 119 | 124 | 100 | 105 | 91 | 96 | 82 | 86 | 72 | 76 |
| 675 | 700 | 112 | 118 | 122 | 128 | 103 | 108 | 93 | 98 | 84 | 88 | 75 | 78 |
| 700 | 725 | 116 | 121 | 125 | 131 | 106 | 111 | 97 | 101 | 86 | 90 | 77 | 80 |
| 725 | 750 | 119 | 124 | 128 | 134 | 109 | 114 | 99 | 103 | 88 | 92 | 79 | 83 |
| 750 | 775 | 122 | 129 | 132 | 139 | 112 | 118 | 102 | 107 | 91 | 96 | 81 | 85 |
| 775 | 800 | 126 | 132 | 137 | 143 | 116 | 121 | 105 | 110 | 95 | 99 | 84 | 88 |
| 800 | 850 | 130 | 136 | 142 | 149 | 120 | 125 | 108 | 113 | 98 | 102 | 87 | 91 |
| 850 | 900 | 134 | 141 | 146 | 153 | 124 | 130 | 112 | 118 | 101 | 106 | 89 | 94 |
| 900 | 950 | 139 | 145 | 151 | 158 | 127 | 133 | 116 | 121 | 104 | 109 | 92 | 97 |
| 950 | 1000 | 143 | 150 | 155 | 163 | 131 | 138 | 120 | 125 | 107 | 112 | 96 | 100 |
| 1000 | 1050 | 147 | 154 | 161 | 168 | 135 | 142 | 123 | 129 | 110 | 116 | 99 | 103 |
| 1050 | 1100 | 152 | 160 | 165 | 173 | 140 | 146 | 127 | 133 | 113 | 119 | 102 | 107 |
| 1100 | 1150 | 156 | 164 | 170 | 178 | 144 | 151 | 130 | 136 | 118 | 123 | 105 | 110 |
| 1150 | 1200 | 162 | 169 | 174 | 183 | 148 | 155 | 134 | 141 | 121 | 127 | 108 | 113 |

NOTE.- The class rates named herein apply to temperature control service only. For application of rates see Item No. 185.

- (1) Rates apply to chilled temperature control service.
- (2) Rates apply to frozen temperature control service.

#Addition)
 ◊Increase) Decision No. 59708
 ◊Reduction)

EFFECTIVE APRIL 15, 1960

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

Correction No. 1004

MINIMUM RATE TARIFF NO. 2

| Item No. | TEMPERATURE CONTROL SERVICE | | CLASS RATES (Continued)(See Note 1) In Cents per 100 pounds | | | | | | | |
|------------|------------------------------------|-----|---|-----|-----|-----|-----|-----|-----|-----|
| | BETWEEN | AND | Any Quantity | | | | | | | |
| | | | 1 | | 2 | | 3 | | 4 | |
| | | | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) |
| | San Francisco (See Item No. 260-7) | | 201 | 210 | 181 | 189 | 161 | 168 | 141 | 147 |
| | Oakland (See Item No. 260-5.5) | | 198 | 208 | 178 | 187 | 158 | 166 | 139 | 146 |
| | | | Minimum Weight 2,000 Pounds | | | | | | | |
| | | | 1 | | 2 | | 3 | | 4 | |
| | | | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) |
| | San Francisco (See Item No. 260-7) | | 131 | 13 | 118 | 124 | 105 | 110 | 92 | 97 |
| | Oakland (See Item No. 260-5.5) | | 129 | 135 | 116 | 122 | 103 | 108 | 90 | 95 |
| | | | Minimum Weight 4,000 Pounds | | | | | | | |
| | | | 1 | | 2 | | 3 | | 4 | |
| | | | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) |
| #00 545 | San Jose (See Item No. 260-7.5) | | | | | | | | | |
| | Santa Clara | | | | | | | | | |
| | Campbell | | | | | | | | | |
| | San Francisco (See Item No. 260-7) | | 99 | 103 | 89 | 93 | 79 | 82 | 69 | 72 |
| | Oakland (See Item No. 260-5.5) | | 96 | 100 | 86 | 90 | 77 | 80 | 67 | 70 |
| | | | Minimum Weight 10,000 Pounds except as provided in Note 3 | | | | | | | |
| | | | 1 | | 2 | | 3 | | 4 | |
| | | | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) |
| | San Francisco (See Item No. 260-7) | | 58 | 61 | 52 | 55 | 46 | 49 | 41 | 43 |
| | Oakland (See Item No. 260-5.5) | | 57 | 59 | 51 | 53 | 46 | 47 | 40 | 41 |
| | | | Minimum Weight 20,000 Pounds except as provided in Note 4 | | | | | | | |
| | | | 1 | | 2 | | 3 | | 4 | |
| | | | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) |
| | San Francisco (See Item No. 260-7) | | 41 | 43 | 37 | 39 | 33 | 34 | 29 | 30 |
| | Oakland (See Item No. 260-5.5) | | 38 | 40 | 34 | 36 | 30 | 32 | 27 | 28 |

Minimum Weight as provided in Western Classification, Exception Sheet or this Tariff, subject to Item No. 290

| | S | | A | | B | | C | | D | | E | |
|-----------------------------------|---------------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) |
| | San Francisco (See Item No. 360-7) | 22 | 23 | 25 | 26 | 22 | 23 | 20 | 21 | 19½ | 20 | 17½ |
| Oakland (See Item No. 260-5.5) | 22 | 23 | 23 | 24 | 20 | 21 | 19½ | 20 | 18½ | 19 | 16½ | 17 |

NOTE 1. - The class rates named herein apply to temperature control service only. For application of rates see Item No. 185.

NOTE 2. - 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. 525, 530, 535 and 540 on the same shipment via the same route such lower charges will apply.

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.

NOTE 4. - When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff (subject to Item No. 290) but in no event less than 20,000 pounds.

(1) Rates apply to chilled temperature control service.

(2) Rates apply to frozen temperature control service.

#Addition }
 ◊Increase } Decision No. 59708
 ◊Reduction }

EFFECTIVE APRIL 15, 1960

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

Correction No. 1005

MINIMUM RATE TARIFF NO. 2

| Item No. | SECTION NO. 2 | | TEMPERATURE CONTROL SERVICE | | | | CLASS RATES (Continued) (See Note 1) In Cents per 100 Pounds | | | | | | | | |
|--|---------------|-----|-----------------------------|-----------------------------|-----|--|--|-----|-----|-----|-----|-----|-----|-----|-----|
| Class rates shown below are intermediate in application subject to Note 2. | | | | | | | | | | | | | | | |
| BETWEEN | | | | | | AND | | | | | | | | | |
| SAN FRANCISCO TERRITORY as described in Item No. 270-3 SACRAMENTO (See Item No. 260-7) | | | | | | LOS ANGELES TERRITORY as described in Item No. 270-3 | | | | | | | | | |
| Any Quantity | | | | Minimum Weight 4,000 Pounds | | | | | | | | | | | |
| 1 | | 2 | | 3 | | 4 | | 1 | | 2 | | 3 | | 4 | |
| (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) |
| 273 | 286 | 246 | 257 | 218 | 229 | 191 | 200 | 172 | 180 | 155 | 162 | 138 | 144 | 120 | 126 |
| Minimum Weight 10,000 Pounds except as provided in Note 3 | | | | | | | Minimum Weight 20,000 Pounds except as provided in Note 4 | | | | | | | | |
| 1 | | 2 | | 3 | | 4 | | 1 | | 2 | | 3 | | 4 | |
| (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) |
| 131 | 138 | 118 | 124 | 105 | 110 | 92 | 97 | 114 | 120 | 103 | 108 | 91 | 96 | 80 | 84 |
| Minimum Weight as Provided in Western Classification, Exception Sheet or this tariff, subject to Item No. 290 | | | | | | | | | | | | | | | |
| 5 | | A | | B | | C | | D | | E | | | | | |
| (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | | | | |
| 67 | 70 | 74 | 77 | 62 | 65 | 57 | 59 | 50 | 53 | 45 | 47 | | | | |
| <p>NOTE 1. -- The class rates named herein apply to temperature control service only. For application of rates see Item No. 185.</p> <p>NOTE 2. -- 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. 525, 530, 535 and 540 on the same shipment via the same route, such lower charges will apply.</p> <p>NOTE 3. -- 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 4. -- 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) but in no event less than 20,000 pounds.</p> <p>(1) Rates apply to chilled temperature control service.</p> <p>(2) Rates apply to frozen temperature control service.</p> | | | | | | | | | | | | | | | |

#00
550

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 arbitrarics:

(Arbitrarics in Cents per 100 Pounds) (See Note 1)

(E)#06
552

| Any Quantity | | | | Minimum Weight 4,000 Pounds | | | | Minimum Weight 10,000 Pounds | | | |
|--------------|-----|-----|-----|--------------------------------|-----|-----|-----|---------------------------------|-----|-----|-----|
| 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) |
| 27 | 29 | 25 | 26 | 22 | 23 | 19 | 20 | 17½ | 18½ | 15½ | 16½ |
| | | | | | | | | 13½ | 14½ | 12½ | 13½ |
| | | | | | | | | 11½ | 12½ | 11½ | 12½ |
| | | | | | | | | 9½ | 10 | | |

- (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.

NOTE 1.-The arbitrarics named herein apply to temperature control service only. For application of rates see Item No. 185.

- (1) Arbitrarics apply to chilled temperature control service.
- (2) Arbitrarics apply to frozen temperature control service.

(E) Expires with May 1, 1960

Addition)
 ◊ Increase) Decision No. 59708
 ◊ Reduction)

EFFECTIVE APRIL 15, 1960

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1006

MINIMUM RATE TARIFF NO. 2

| Item No. | SECTION NO. 2 TEMPERATURE CONTROL SERVICE | | | | | | | | | | | | CLASS RATES (Continued) (See Note 1) In Cents per 100 Pounds | | | | | | |
|--|---|-----|-----|-----|-----|-----|-----|--|-----|-----------|-----|-----|--|-----|-----|-----|-----|-----|-----|
| Class Rates shown below are intermediate in application subject to Note 2. | | | | | | | | | | | | | | | | | | | |
| BETWEEN | | | | | | | | | | AND | | | | | | | | | |
| LOS ANGELES ZONE 1 as described in the Distance Table | | | | | | | | | | SANTA ANA | | | | | | | | | |
| ANY QUANTITY | | | | | | | | Minimum Weight 2,000 Pounds | | | | | | | | | | | |
| 1 | | 2 | | 3 | | 4 | | 1 | | 2 | | 3 | | 4 | | | | | |
| (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | | | | |
| 194 | 204 | 175 | 184 | 155 | 163 | 136 | 143 | 122 | 128 | 110 | 115 | 98 | 102 | 85 | 90 | | | | |
| Minimum Weight 4,000 Pounds | | | | | | | | Minimum Weight 10,000 Pounds except as provided in Note 3 | | | | | | | | | | | |
| 1 | | 2 | | 3 | | 4 | | 1 | | 2 | | 3 | | 4 | | | | | |
| (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | | | | |
| 90 | 95 | 81 | 86 | 72 | 76 | 63 | 67 | 53 | 55 | 48 | 50 | 42 | 44 | 37 | 39 | | | | |
| Minimum Weight 20,000 Pounds except as provided in Note 4 | | | | | | | | 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 | |
| (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) | (1) | (2) |
| 35 | 36 | 32 | 32 | 28 | 29 | 25 | 25 | 19½ | 20 | 20 | 21 | 18½ | 19 | 17½ | 18 | 16½ | 17 | 14 | 15 |

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555

NOTE 1. -- The class rates named herein apply to temperature control service only. For application of rates see Item No. 185.

NOTE 2. -- 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. 525, 530, 535 and 540 on the same shipment via the same route such lower charges will apply.

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.

NOTE 4. -- When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff (subject to Item No. 290) but in no event less than 20,000 pounds.

(1) Rates apply to chilled temperature control service.

(2) Rates apply to frozen temperature control service.

| | | |
|-------------|---|--------------------|
| # Addition |) | Decision No. 59708 |
| o Increase |) | |
| o Reduction |) | |

EFFECTIVE APRIL 15, 1960

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

Correction No. 1007

| Item No. | SECTION NO. 2- TEMPERATURE CONTROL SERVICE | | CLASS RATES (Continued) (See Note 3) In Cents per 100 Pounds | | | | | | | | | | | | | | | |
|--|--|-------|--|--|---------|---|---------|--|---------|--|---------|--|---------|--|---------|--|---------|--|
| <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 Notes 2 and 3)</p> | | | | | | | | | | | | | | | | | | |
| <p>Minimum Weight 20,000 Pounds Except as Provided in Note 1</p> | | | | | | <p>Minimum Weight as Provided in Western Classification, Exception Sheet or this Tariff, Subject to Item No. 290.</p> | | | | | | | | | | | | |
| 1 | 2 | | 3 | | 4 | | 5 | | A | | B | | C | | D | | E | |
| (1) (2) | (1) (2) | | (1) (2) | | (1) (2) | | (1) (2) | | (1) (2) | | (1) (2) | | (1) (2) | | (1) (2) | | (1) (2) | |
| 37 39 | 33 35 | | 30 31 | | 26 27 | | 20 21 | | 22 23 | | 19½ 20 | | 18½ 19 | | 17½ 18 | | 15 16 | |
| #06 560 | <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>NOTE 3.-The class rates named herein apply to temperature control service only. For application of rates see Item No. 185.</p> <p>(1) Rates apply to chilled temperature control service.</p> <p>(2) Rates apply to frozen temperature control service.</p> | | | | | | | | | | | | | | | | | |
| # Addition) ◊ Increase) & Reduction) | Decision No. | 59708 | | | | | | | | | | | | | | | | |
| EFFECTIVE APRIL 15, 1960 | | | | | | | | | | | | | | | | | | |
| Issued by the Public Utilities Commission of the State of California, San Francisco, California. | | | | | | | | | | | | | | | | | | |
| Correction No. 1008 | | | | | | | | | | | | | | | | | | |

RATES ON THIS PAGE ARE NOT SUBJECT TO PROVISIONS OF SUPPLEMENT NO. 43

Tenth Revised Page 46

Cancels

Ninth Revised Page 46

MINIMUM RATE TARIFF NO. 2

| Item No. | SECTION NO. 3 | COMMODITY RATES In Cents per 100 Pounds | | | | | | | | |
|--|--|--|---------------|---------------|------------|--------------------|--------------|--|--------------|--|
| BEVERAGES AND TONICS, viz.: | | | | | | | | | | |
| Fruit Juice, artificial or natural, sweetened or unsweetened | | | | | | | | | | |
| Minimum Weight 45,000 Pounds | | | | | | | | | | |
| FROM FRESNO | | | | | | | | | | |
| TO | | RATES (See Note) | | | | | | | | |
| | | Column 1 | # Column 2 | # Column 3 | | | | | | |
| (E) *600-J Cancels 600-I | SACRAMENTO (See Item 260-7) | 35 | 37 | 39 | | | | | | |
| | SAN FRANCISCO TERRITORY as described in Item No. 270-3 | 39 | 41 | 43 | | | | | | |
| NOTE: | | | | | | | | | | |
| (1) Subject to Items Nos. 900 and 900-1. | | | | | | | | | | |
| # (2) Column 1 rates apply to rates not subject to Columns 2 and 3. | | | | | | | | | | |
| Column 2 rates apply to chilled temperature control service. | | | | | | | | | | |
| Column 3 rates apply to frozen temperature control service. | | | | | | | | | | |
| # (3) For application of Columns 2 and 3 rates see Item No. 185. | | | | | | | | | | |
| (E) Expires with December 31, 1960. | | | | | | | | | | |
| <table style="width: 100%; border: none;"> <tr> <td style="border: none;">* Change)</td> <td style="border: none;">Decision No. 59708</td> </tr> <tr> <td style="border: none;"># Addition)</td> <td></td> </tr> <tr> <td style="border: none;">◇ Increase)</td> <td></td> </tr> </table> | | | | | * Change) | Decision No. 59708 | # Addition) | | ◇ Increase) | |
| * Change) | Decision No. 59708 | | | | | | | | | |
| # Addition) | | | | | | | | | | |
| ◇ Increase) | | | | | | | | | | |
| EFFECTIVE APRIL 15, 1960 | | | | | | | | | | |
| Issued by the Public Utilities Commission of the State of California, San Francisco, California. | | | | | | | | | | |
| Correction No. 1009 | | | | | | | | | | |

RATES ON THIS PAGE ARE NOT SUBJECT TO PROVISIONS OF SUPPLEMENT NO. 43

Seventh Revised Page 46-A
 Cancels
 Sixth Revised Page 46-A

MINIMUM RATE TARIFF NO. 2

| Item No. | SECTION NO. 3 | | COMMODITY RATES (Continued) In Cents per 100 Pounds | | |
|----------|---|-------------------|--|------------|--|
| | BETWEEN | | AND | | |
| | SAN FRANCISCO TERRITORY as described in Item No. 270-3. | | LOS ANGELES TERRITORY as described in Item No. 270-3 | | |
| | Minimum Weight In Pounds | RATES (See Notes) | | | |
| | | Column 1 | #oColumn 2 | #oColumn 3 | |
| | Any Quantity | 147 | 154 | 162 | |
| | 4,000 | 104 | 109 | 114 | |
| | 10,000 | 82 | 86 | 90 | |
| | 20,000 | 68 | 71 | 75 | |
| | 24,000 | 56 | 59 | 62 | |
| | 30,000 | 52 | 55 | 57 | |
| | 40,000 | 46 | 48 | 51 | |

*605-G
 Cancels
 605-F

NOTE 1--(a) When any component part of a split pickup shipment or a split delivery shipment as defined in Item No. 11 is received at and delivered to points between which rates in this item are applicable to other than split pickup or split delivery shipments, the component part or component parts so received and delivered shall be rated as a separate shipment under the provisions of this item.

(b) Application of the provisions of Item No. 160 (split pickup) or Item No. 170 (split delivery) to the rates named in this item shall be limited to split pickup shipments or split delivery shipments, all of the component parts of which are received at or delivered to points of origin or destination located in San Francisco or Los Angeles Territories as described in Item No. 270 or located on any of the highway routes described in Item No. 900. In connection with such split pickup or split delivery shipments the rates named in this item are intermediate in application subject to Item No. 900.

** (c)

** (d)

NOTE 2--Column 1 rates apply to rates not subject to Columns 2 and 3.
 Column 2 rates apply to chilled temperature control service.
 Column 3 rates apply to frozen temperature control service.

NOTE 3--For application of Columns 2 and 3 rates see Item No. 185.

* Change)
 o Increase)
 # Addition)
 ** Eliminated)

Decision No. 59708

EFFECTIVE APRIL 15, 1960

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 1010

RATES ON THIS PAGE ARE NOT SUBJECT TO PROVISIONS OF SUPPLEMENT NO. 43

Eighth Revised Page 48

Cancel

Seventh Revised Page ... 48

MINIMUM RATE TARIFF NO. 2

| Item No. | SECTION NO. 3 | | COMMODITY RATES (Continued) In Cents per 100 Pounds | | | |
|----------|---|--|--|----------------|--|-----------------|
| | COMMODITY | BETWEEN | AND | | RATES | |
| | Canned Goods and Other Articles as described in Item No. 610. | SAN FRANCISCO TERRITORY as described in Item No. 270-3 SACRAMENTO (See Item No. 260-7) STOCKTON (See Item No. 260-9) | SAN JOAQUIN VALLEY TERRITORY and SACRAMENTO VALLEY TERRITORY as described in Item No. 270-2. | | Apply distance Rates shown below subject to Item No. 100 | |
| | MILES | RATES (1) ° | | # ° RATES (2) | | |
| | | Minimum Weight | | Minimum Weight | | |
| | | 20,000 Pounds | 30,000 Pounds | 20,000 Pounds | 30,000 Pounds | |
| | But not Over | | | Col.(a) | Col.(b) | Col.(a) Col.(b) |
| | 0 5 | 9 | 8½ | 9½ | 10 | 8-3/4 9 |
| | 5 10 | 10 | 8½ | 10½ | 11 | 8-3/4 9 |
| | 10 15 | 11½ | 9½ | 12 | 12½ | 9-3/4 10 |
| | 15 20 | 12½ | 10 | 13 | 13½ | 10-1/2 11 |
| | 20 25 | 12½ | 11 | 13 | 13½ | 11-1/2 12 |
| | 25 30 | 13½ | 11½ | 14 | 15 | 12 12½ |
| | 30 35 | 15 | 12½ | 15½ | 16½ | 13 13½ |
| | 35 40 | 15 | 12½ | 15½ | 16½ | 13 13½ |
| | 40 45 | 16½ | 14 | 17½ | 18 | 14½ 15½ |
| | 45 50 | 17½ | 16½ | 18½ | 19 | 17½ 18 |
| | 50 60 | 17½ | 16½ | 18½ | 19 | 17½ 18 |
| | 60 70 | 20 | 16½ | 21 | 22 | 17½ 18 |
| | 70 80 | 23 | 18½ | 24 | 25 | 19½ 20 |
| | 80 90 | 24 | 20 | 25 | 26 | 21 22 |
| | 90 100 | 26 | 23 | 27 | 29 | 24 25 |
| | 100 110 | 28 | 24 | 29 | 31 | 25 26 |
| | 110 120 | 30 | 26 | 32 | 33 | 27 29 |
| | 120 130 | 31 | 26 | 33 | 34 | 27 29 |
| | 130 140 | 32 | 28 | 34 | 35 | 29 31 |
| | 140 150 | 37 | 30 | 39 | 41 | 32 33 |
| | 150 160 | 38 | 31 | 40 | 42 | 33 34 |
| | 160 170 | 41 | 32 | 43 | 45 | 34 35 |
| | 170 180 | 43 | 37 | 45 | 47 | 39 41 |
| | 180 190 | 44 | 38 | 46 | 48 | 40 42 |
| | 190 200 | 46 | 41 | 48 | 51 | 43 45 |
| | 200 220 | 52 | 43 | 55 | 57 | 45 47 |
| | 220 240 | 55 | 46 | 58 | 61 | 48 51 |
| | 240 260 | 58 | 52 | 62 | 64 | 55 57 |
| | 260 280 | 59 | 54 | 62 | 65 | 57 59 |
| | 280 300 | 63 | 57 | 66 | 69 | 60 63 |
| | 300 325 | 66 | 61 | 69 | 73 | 64 67 |
| | 325 350 | 69 | 62 | 72 | 76 | 65 68 |
| | 350 375 | 72 | 68 | 76 | 79 | 71 75 |

*620-H
Cancel
620-G

- (1) Rates apply to shipments not subject to rates flagged (2).
- (2) Rates apply to temperature control service. (See Item No. 185.)
Column (a) rates apply to chilled temperature control service.
Column (b) rates apply to frozen temperature control service.

| | | |
|--|---|---------------------------|
| * Change // Addition ◊ Increase ○ Surcharge increase in Supplement No. 43 incorporated into rates. | } | Decision No. 59708 |
|--|---|---------------------------|

EFFECTIVE APRIL 15, 1960

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1011

RATES ON THIS PAGE ARE NOT SUBJECT TO PROVISIONS OF SUPPLEMENT NO. 43
 Sixth Revised Page 49
 Cancels
 Fifth Revised Page 49

MINIMUM RATE TARIFF NO. 2

| Item No. | SECTION NO. 3 | | COMMODITY RATES (Continued) In Cents per 100 Pounds | |
|----------------------------|---|----------|--|--|
| | Canned Goods and Other Articles as described in Item No. 610. Minimum Weight 30,000 Pounds | | | |
| | BETWEEN | | AND | |
| | SAN FRANCISCO TERRITORY as described in Item No. 270-3 SACRAMENTO (See Item No. 260-7) STOCKTON (See Item No. 260-9) | | LOS ANGELES BASIN TERRITORY as described in Item No. 270 | |
| | RATES (See Note) | | | |
| | Column 1 | Column 2 | Column 3 | |
| | 47 | # 6 49 | # 6 52 | |
| *630-F Cancels 630-E | <p>NOTE:</p> <p>(1) Subject to Item No. 900.</p> <p>(2) When accessorial services are rendered by the carrier in connection with shipments moving under rates in this item the following charges will be in addition to rates shown:</p> <p>(a) * *</p> <p>(b) * *</p> <p>(c) For loading or unloading other than tailgate loading or tailgate unloading - 3½ cents per 100 pounds.</p> <p>(d) For other accessorial charges see Items Nos. 140 and 180.</p> <p>(3) Column 1 rates apply to shipments not subject to Columns 2 and 3.</p> <p>Column 2 rates apply to chilled temperature control service.</p> <p>Column 3 rates apply to frozen temperature control service.</p> <p>#(4) For application of Columns 2 and 3 rates see Item No. 185.</p> | | | |

* Change)
Addition) Decision No. 59708
o Increase)
o Reduction)
** Eliminated)

EFFECTIVE APRIL 15, 1960

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

Correction No. 1012

| Item No. | SECTION NO. 3 | COMMODITY RATES (Continued) In Cents per 100 Pounds | | |
|--|---|---|----------|--|
| | Soap, Lard, and Related Articles, viz.: Acid, Boracic, Borax (Sodium Borate), Compounds, Bleaching, Cleaning, Scouring, Washing, Disinfectants, other than medicinal, Drain Pipe Solvent, Lard, solid, not otherwise specified, Lard Substitutes, not otherwise specified, Lime, Chlorinated (Chloride of Lime Bleach or Bleaching Powder), Minimum Weight 30,000 Pounds | Lye, concentrated, Oil, cooking, Oil, salad, Soap, Soap Chips, Soap, liquid, Soap Powder, Sodium (Soda), viz.: washing soda (washing crystals), washing powders, Starch, liquid, Vegetable Oil Shortening. | | |
| | BETWEEN | AND | | |
| *730-J Cancels 730-I | SAN FRANCISCO TERRITORY as described in Item No. 270-3 SACRAMENTO (See Item No. 260-7) | LOS ANGELES TERRITORY as described in Item No. 270 | | |
| | RATES (See Note) | | | |
| | Column 1 | Column 2 | Column 3 | |
| | 46 | #042 | #051 | |
| | NOTE: (1) Subject to Item No. 900. ** #(2) Column 1 rate applies to shipments not subject to Columns 2 and 3. Column 2 rate applies to chilled temperature control service. Column 3 rate applies to frozen temperature control service. #(3) For application of Columns 2 and 3 rates see Item No. 185. | | | |
| | * Change # Addition o Increase ** Former provisions of Circle Reference (2) eliminated. | | | } } } Decision No. 59708 |
| EFFECTIVE APRIL 15, 1960 | | | | |
| Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 1013 | | | | |

| Item No. | SECTION NO. 3-A - MONTHLY VEHICLE UNIT RATES, RULES AND REGULATIONS |
|-------------------------------------|--|
| <p>*760-E Cancels 760-D</p> | <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 (1); 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; Item No. 185, Temperature Control Service; 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> |

(h) The rates include the service of the driver only. When, at the request of shipper, carrier furnishes help in addition to the driver, additional charges shall be made in connection with transportation subject to Rate Bases A, B and C rates, as provided in Items Nos. 785, 790 and 795, as follows:

| <u>Rate Bases</u> | <u>Rate per Man per Hour</u> |
|-------------------|------------------------------|
| A and B | \$4.35 |
| C | 3.85 |

The minimum charge shall be the rate for 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.

*o(j) A charge of \$100.00 per month shall be made for each semi-trailer or trailer furnished by the carrier in excess of the number of vehicles or combination of vehicles operated as a single unit. When the vehicles are operated in temperature control service, an additional charge of \$5.00 per month for chilled temperature and \$10.00 per month for frozen temperature control service shall be made for each such vehicle.

(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(1), Thanksgiving Day, December 24(2) and Christmas Day.

(1) Applicable only in connection with Rate Bases A and B rates provided in Items Nos. 785 and 790.

(2) Applicable only in connection with Rate Basis C rates provided in Items Nos. 785 and 790.

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. 59708

EFFECTIVE APRIL 15, 1960

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1014

| 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 Basis "A" or "B".</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| *785-D Cancels 785-C | <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, 2 and 3).</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Capacity of Carrier's Equipment in Pounds | <table border="1"> <thead> <tr> <th colspan="3" data-bbox="1055 1018 1496 1070">Rate Basis(1)</th> </tr> <tr> <th data-bbox="1055 1070 1219 1096">A</th> <th data-bbox="1219 1070 1342 1096">B</th> <th data-bbox="1342 1070 1496 1096">C</th> </tr> </thead> <tbody> <tr> <td data-bbox="350 1096 1055 1135">2,500 or less</td> <td data-bbox="1055 1096 1219 1135">884.80</td> <td data-bbox="1219 1096 1342 1135">-</td> <td data-bbox="1342 1096 1496 1135">800.00</td> </tr> <tr> <td data-bbox="350 1135 1055 1174">Over 2,500 but not over 4,500</td> <td data-bbox="1055 1135 1219 1174">974.40</td> <td data-bbox="1219 1135 1342 1174">-</td> <td data-bbox="1342 1135 1496 1174">825.00</td> </tr> <tr> <td data-bbox="350 1174 1055 1213">Over 4,500 but not over 8,000</td> <td data-bbox="1055 1174 1219 1213">-</td> <td data-bbox="1219 1174 1342 1213">-</td> <td data-bbox="1342 1174 1496 1213">850.00</td> </tr> <tr> <td data-bbox="350 1213 1055 1252">Over 4,500 but not over 10,500</td> <td data-bbox="1055 1213 1219 1252">974.40</td> <td data-bbox="1219 1213 1342 1252">-</td> <td data-bbox="1342 1213 1496 1252">-</td> </tr> <tr> <td data-bbox="350 1252 1055 1291">Over 8,000 but not over 12,000</td> <td data-bbox="1055 1252 1219 1291">-</td> <td data-bbox="1219 1252 1342 1291">-</td> <td data-bbox="1342 1252 1496 1291">875.00</td> </tr> <tr> <td data-bbox="350 1291 1055 1330">Not over 10,500</td> <td data-bbox="1055 1291 1219 1330">-</td> <td data-bbox="1219 1291 1342 1330">874.50</td> <td data-bbox="1342 1291 1496 1330">-</td> </tr> <tr> <td data-bbox="350 1330 1055 1369">Over 10,500 but not over 20,000</td> <td data-bbox="1055 1330 1219 1369">1097.60</td> <td data-bbox="1219 1330 1342 1369">1007.00</td> <td data-bbox="1342 1330 1496 1369">-</td> </tr> <tr> <td data-bbox="350 1369 1055 1408">Over 12,000 but not over 20,000</td> <td data-bbox="1055 1369 1219 1408">-</td> <td data-bbox="1219 1369 1342 1408">-</td> <td data-bbox="1342 1369 1496 1408">975.00</td> </tr> <tr> <td data-bbox="350 1408 1055 1447">Over 20,000 but not over 30,000</td> <td data-bbox="1055 1408 1219 1447">-</td> <td data-bbox="1219 1408 1342 1447">-</td> <td data-bbox="1342 1408 1496 1447">1050.00</td> </tr> <tr> <td data-bbox="350 1447 1055 1486">Over 20,000</td> <td data-bbox="1055 1447 1219 1486">1148.00 (2)</td> <td data-bbox="1219 1447 1342 1486">1139.50</td> <td data-bbox="1342 1447 1496 1486">-</td> </tr> <tr> <td data-bbox="350 1486 1055 1525">Over 30,000</td> <td data-bbox="1055 1486 1219 1525">-</td> <td data-bbox="1219 1486 1342 1525">-</td> <td data-bbox="1342 1486 1496 1525">1200.00</td> </tr> </tbody> </table> | | | Rate Basis(1) | | | A | B | C | 2,500 or less | 884.80 | - | 800.00 | Over 2,500 but not over 4,500 | 974.40 | - | 825.00 | Over 4,500 but not over 8,000 | - | - | 850.00 | Over 4,500 but not over 10,500 | 974.40 | - | - | Over 8,000 but not over 12,000 | - | - | 875.00 | Not over 10,500 | - | 874.50 | - | Over 10,500 but not over 20,000 | 1097.60 | 1007.00 | - | Over 12,000 but not over 20,000 | - | - | 975.00 | Over 20,000 but not over 30,000 | - | - | 1050.00 | Over 20,000 | 1148.00 (2) | 1139.50 | - | Over 30,000 | - | - |
| Rate Basis(1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A | B | C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2,500 or less | 884.80 | - | 800.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Over 2,500 but not over 4,500 | 974.40 | - | 825.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Over 4,500 but not over 8,000 | - | - | 850.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Over 4,500 but not over 10,500 | 974.40 | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Over 8,000 but not over 12,000 | - | - | 875.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Not over 10,500 | - | 874.50 | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Over 10,500 but not over 20,000 | 1097.60 | 1007.00 | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Over 12,000 but not over 20,000 | - | - | 975.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Over 20,000 but not over 30,000 | - | - | 1050.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Over 20,000 | 1148.00 (2) | 1139.50 | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Over 30,000 | - | - | 1200.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <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> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

#0 NOTE 3.-When the equipment is operated in temperature control service, the following additional charges shall apply. See Item No.185 for application of these rates.

Rates per month in dollars per unit of carrier's equipment.

| Capacity of Carrier's Equipment in Pounds | Rate Basis(1) | | | | | |
|--|---------------|--------|-------|--------|-------|--------|
| | A | | B | | C | |
| | (3) | (4) | (3) | (4) | (3) | (4) |
| 2,500 or less | 44.25 | 88.50 | | | 40.00 | 80.00 |
| Over 2,500 but not over 4,500 .. | 48.70 | 97.45 | | | 41.25 | 82.50 |
| Over 4,500 but not over 8,000 .. | | | | | 42.50 | 85.00 |
| Over 4,500 but not over 10,500 .. | 48.70 | 97.45 | | | | |
| Over 8,000 but not over 12,000 .. | | | | | 43.75 | 87.50 |
| Not over 10,500 | | | 43.70 | 87.50 | | |
| Over 10,500 but not over 20,000 .. | 54.90 | 110.00 | 50.35 | 101.00 | | |
| Over 12,000 but not over 20,000 .. | | | | | 48.75 | 97.50 |
| Over 20,000 but not over 30,000 .. | | | | | 52.50 | 105.00 |
| Over 20,000 | (2) | (2) | | | | |
| Over 30,000 | 57.40 | 115.00 | 57.00 | 114.00 | 60.00 | 120.00 |

(1) See Item No. 780.

(2) Maximum mileage is 672 miles per month.

(3) Rates apply to chilled temperature control service.

(4) Rates apply to frozen temperature control service.

* Change }
Addition } Decision No. 59708
o Increase }

EFFECTIVE APRIL 15, 1960

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1015

Item No. SECTION NO. 3-A - MONTHLY VEHICLE UNIT RATES, RULES AND REGULATIONS

MONTHLY VEHICLE UNIT RATES FOR TEMPERATURE CONTROL SERVICE (Including Saturdays, Sundays and Holidays)

When the equipment is operated in temperature control service, the following additional charges shall apply. See Item No. 185 for application of these rates.

Rates per month in dollars per unit of carrier's equipment, subject to Notes 1 and 2

#06
800

| Capacity of Carrier's Equipment in Pounds | Rate Basis (1) | | | | | |
|---|----------------|--------|-------|--------|-------|--------|
| | A | | B | | C | |
| | (3) | (4) | (3) | (4) | (3) | (4) |
| 2,500 or less | 58.80 | 118.00 | | | 50.00 | 100.00 |
| Over 2,500 but not over 4,500 ... | 64.40 | 129.00 | | | 51.25 | 103.00 |
| Over 4,500 but not over 8,000 ... | | | | | 52.50 | 105.00 |
| Over 4,500 but not over 10,500 .. | 64.40 | 129.00 | | | | |
| Over 8,000 but not over 12,000 .. | | | | | 53.80 | 108.00 |
| Not Over 10,500 | | | 54.35 | 108.65 | | |
| Over 10,500 but not over 20,000 . | 71.40 | 143.00 | 62.30 | 124.55 | | |
| Over 12,000 but not over 20,000 . | | | | | 58.80 | 118.00 |
| Over 20,000 but not over 30,000 . | | | | | 62.55 | 125.00 |
| Over 20,000 | (2) | (2) | | | | |
| Over 30,000 | 74.50 | 149.00 | 68.90 | 137.85 | | |

- (1) See Item No. 780.
- (2) Maximum mileage is 800 miles per month.
- (3) Rates apply to chilled temperature control service.
- (4) Rates apply to frozen temperature control service.

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. 805.

NOTE 2.-Rates do not include bridge or ferry tolls. Such tolls, when incurred by the carrier, shall be added to the transportation charges.

RATES FOR EXCESSIVE MILEAGE AND EXCESSIVE HOURS FOR TEMPERATURE CONTROL SERVICE (See Item No. 185 for Application of these rates.)

#06
805

| Capacity of Carrier's Equipment in Pounds | Excessive Mileage(1) Rate Basis(3) | | | Excessive Hours(2) Rate Basis(3) | | | | | | |
|---|------------------------------------|-------|-------|----------------------------------|-----|-------|-----|-----|-----|-----|
| | A | | B | | C | | A&B | | C | |
| | (4) | (5) | (4) | (5) | (4) | (5) | (4) | (5) | (4) | (5) |
| 2,500 or less | 1/2 | 1 | | | 1/2 | 1 | 30 | 59 | 27 | 54 |
| Over 2,500 but not over 4,500 | 3/4 | 1 1/2 | | | 3/4 | 1 | 30 | 59 | 27 | 54 |
| Over 4,500 but not over 8,000 | | | | | 3/4 | 1 | 30 | 59 | 27 | 54 |
| Over 4,500 but not over 10,500 | 1 | 1 1/2 | | | 1 | 1 | 30 | 59 | 27 | 54 |
| Over 8,000 but not over 12,000 | | | | | 1 | 1 | 30 | 59 | 27 | 54 |
| Not Over 10,500 | | | 1/2 | 1 1/2 | | | 30 | 59 | 27 | 54 |
| Over 10,500 but not over 20,000 | 1 | 2 | 1 | 2 | | | 30 | 59 | 27 | 54 |
| Over 12,000 but not over 20,000 | | | | | 1/2 | 1 1/2 | 30 | 59 | 27 | 54 |
| Over 20,000 but not over 30,000 | | | | | 1/2 | 1 1/2 | 30 | 61 | 27 | 55 |
| Over 20,000 | 1 1/2 | 2 1/2 | 1 1/2 | 2 1/2 | | | 30 | 61 | 27 | 55 |
| Over 30,000 | | | | | 1 | 1 1/2 | | | | |

- (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.
- (4) Rates apply to chilled temperature control service.
- (5) Rates apply to frozen temperature control service.

NOTE.-Rates do not include bridge or ferry tolls. Such tolls, when incurred by the carrier, shall be added to the transportation charges.

| | | |
|---------------|--------------|-------|
| # Addition) | Decision No: | 59708 |
| o Increase .) | | |
| o Reduction) | | |

EFFECTIVE APRIL 15, 1960

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1016