

**ORIGINAL**

60621

Decision No. \_\_\_\_\_

## BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

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

Case No. 5432  
Petition for Modification  
No. 178  
(Amended)

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Petition for Modification  
No. 181  
(Amended)

(Appearances are listed in Appendix A)

O P I N I O N

California Trucking Associations, Inc., by Petition No. 178  
filed March 7, 1960, as amended April 20 and May 26, 1960, seeks up-  
ward adjustments in Minimum Rate Tariff No. 2.

Southern Pacific Company and other railroads in California,  
including short line railroads and motor carriers with whom the  
railroads maintain joint rates, seek authority to increase their class  
rates and certain commodity rates to the same level of rates which  
the Commission may prescribe as minimum rates for highway carriers in  
Minimum Rate Tariff No. 2.

Eight days of hearing at San Francisco and one day of  
hearing at Los Angeles were held before Examiner Jack E. Thompson  
commencing on April 28, 1960, and concluding on June 21, 1960 when  
the matters were taken under submission.

Following extensive proceedings in Petitions Nos. 62 and 74 in Case 5432, the Commission by Decision No. 55704, dated October 15, 1957, revised the rate structure of Minimum Rate Tariff No. 2. Evidence in that proceeding included cost studies developed by the Commission's staff and by California Trucking Associations.<sup>1/</sup> Since October 15, 1957, those rates were increased based principally on evidence involving what might be termed supplements to the basic cost studies referred to above. The following tabulation shows the decisions of the Commission issued since October 15, 1957 resulting in major changes in the application of class rates in Minimum Rate Tariff No. 2.

TABLE I

Tabulation of Decisions Issued  
Since October 15, 1957 Affecting Class Rate Levels

<u>Dec. No.</u>	<u>Date</u>	<u>Provisions of Orders</u>
56458	4/ 1/58	Provided for increase of 10% on rates and charges for transportation to and from Redwood Empire Territory.
57545	11/ 3/58	Increased rates from 6 to 9 percent to offset wage increases.
59090	9/29/59	Upward adjustments (around 2%) in rates other than truckload to offset wage increases.
59340	12/ 8/59	Surcharges for Central Coastal Counties established to offset wage increases.

The Brotherhood of Teamsters is comprised of numerous local unions whose individual jurisdictions, in the main, correspond to the boundaries of the counties in which they are headquartered. For example, Local 85 is the Teamsters' Union in San Francisco and

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<sup>1/</sup> The basic reports on the cost studies prepared by the staff were Exhibit No. 62-104 (Witness Day) and Exhibit No. 62-108 (Witness Lubich). The basic report of the cost study prepared by California Trucking Associations, Inc., is Exhibit No. 62-26 (Witness Kaspar).

Local 70 is the union in Alameda County. Within the organization of the Brotherhood of Teamsters are joint councils which represent a number of local unions. Joint Council No. 7 represents unions in counties on the Pacific coastline extending from Monterey County to Mendocino County, inclusive. The area is the same as that described in Minimum Rate Tariff No. 2 as the Central Coastal Territory. Joint Council 38 represents unions in the remaining portion of northern California and Joint Council 42 represents unions in southern California. Wage contracts are negotiated in some instances by the Joint Council and in some instances by the local unions; there is a tendency, however, towards more uniform provisions regarding wages and working conditions in California. A representative of C.T.A. stated that all contracts with agents of teamsters expire June 30, 1961 and he is hopeful that the negotiations for new contracts will result in greater uniformity of provisions in California.

As of July 1, 1960, there are some substantial differences in provisions affecting wages and other benefits in various parts of the State. Those differences, in some instances, are far greater than those which existed in 1957 at the time the rate structure in Minimum Rate Tariff No. 2 was revised. This has been markedly true concerning wages in Joint Council 7 territory as compared to the rest of the State. While a difference was recognized in Decision No. 59340 by the Commission in the establishment of the Central Coastal Territory surcharges, the difference became greater as of July 1, 1960. Table II illustrates the differences by showing the wages of a driver, other than a line driver, in areas represented by Joint Council 38, Joint Council 42, Local 70 (Oakland) and Local 25 (San Francisco) at various times which were considered in the decisions listed in Table I.

TABLE II

Comparison of Wage Rates in Dollars  
Per Hour of Heavy Duty Local  
Drivers for Various Union Jurisdictions

	May 1957 <u>Dec.55704</u>	June 1958 <u>Dec.57545</u>	June 1959 <u>Dec.59090</u>	Aug. 1959 <u>Dec.59340</u>	July 1960 <u>-</u>
Joint Council 42 <sup>1/</sup>	\$2.32	\$2.52	\$2.545	\$2.545	\$2.575
Joint Council 38 <sup>1/</sup>	2.25	2.60	2.60	2.60	2.63
Local 85 (S.F.) <sup>2/</sup>	2.45	2.60	2.60	2.85	3.125
Local 70 (Oak.) <sup>2/</sup>	2.40	2.60	2.60	2.85	3.07

<sup>1/</sup> 4-Axle Truck Driver.

<sup>2/</sup> Driver - Truck over 10,500 pounds.

As may be seen from Table II there is a difference of from 45 cents to 55 cents per hour in the straight time wages in Joint Council 7 area from that in other parts of the State. When one considers that overtime pay, payroll taxes and compensation insurance premiums are compiled as percentages of straight time pay, it is readily apparent that the difference in hourly labor cost is greater than reflected above. It was estimated by C.T.A. that the difference is on the order of 65 cents per hour.

Both C.T.A. and the Commission's staff presented cost estimates in which they attempted to measure the increase since June 1959 in the cost of transporting property state-wide, assuming that the hourly labor cost in Joint Council 7 area was the same as elsewhere in the State; and also the effect of the disproportionately higher labor cost in the Central Coastal Territory. They used somewhat different approaches in arriving at the estimates and the estimates differ; however, the end results are remarkably close

considering that the theories and approaches to the development of cost estimates were so dissimilar. While this is an overly simplified description of what was done it relates in brief the differences in method used by C.T.A. and the staff.

C.T.A.'s director of research revised cost studies offered in prior proceedings in this case, namely Exhibits Nos. 149-2 and 159-1 to reflect labor costs as of July 1, 1960. The above-named exhibits were supplements to Exhibit No. 62-26 referred to in footnote 1, and were offered in proceedings which resulted in the last adjustment in rates (Decision No. 59090) and the establishment of the surcharges (Decision No. 59340). It was found that the increases in wages of line-haul drivers was about the same state-wide and the higher labor costs in Joint Council 7 area related to local drivers, helpers and platform or terminal employees. Of local employees, the increase in Coastal Counties Territory is on the order of 64½ cents per hour and elsewhere on the order of 12 cents per hour. Some 32½ cents was considered in Exhibit No. 159-1 in the proceeding culminating in Decision No. 59340. Speaking generally, and perhaps inaccurately in very minor respects, the director of research reworked the line-haul costs using July 1, 1960 wages for line-haul drivers which are almost uniform state-wide, reworked the pickup, delivery and terminal costs using wages representing increases state-wide on the order of 12 cents and thereby determining the so-called state-wide costs. State-wide performance factors were used in developing those costs. The end results were compared to the results shown in Exhibit No. 149-2 to determine the percentage increase in costs. The added costs in the Central Coastal Territory were determined by computing the added cost per 100 pounds of pickup, platform and billing using a labor cost of 20 cents (64½ less 32½ less 12) and adding indirect costs, insurance costs and gross receipts

charges by taking a percentage of the total. The further added cost per 100 pounds so developed was applied to average weights per shipment to determine the dollar amount of increase per shipment over and above the amount computed in Exhibit No. 159-1. The performance factors used in this development were also so-called state-wide factors.

A senior transportation engineer of the Commission staff prepared an analysis of the cost of transporting class rated traffic on five different bases utilizing all factors used in Exhibit No. 149-7,<sup>2/</sup> except labor costs and taxes which latter were revised to reflect rates effective July 1, 1960. Those five bases are:

Case I - State-wide, or what might be called the traditional melding of labor costs throughout the State to arrive at a single estimate of mileage costs.

Case II- Central Coastal Territory, that is, the costs reflecting labor costs and performance factors in the area covered by Joint Council 7.

Case III- State-wide less Central Coastal Territory.

Case IV- Between Central Coastal Territory and elsewhere, for example--pickup cost from Case II, Delivery Cost from Case III plus line-haul costs from Case I, state-wide.

Case V - Hypothetical State-wide, which was developed in the same manner as Case I - State-wide, except that the increase in labor cost for Central Coastal Territory was considered to be the same as elsewhere or approximately 10 cents per hour.

In the development of basic pickup and delivery cost factors in Exhibits Nos. 62-104 and 62-108, the staff found different performance factors in the San Francisco Territory, in the Los Angeles Area and elsewhere. The engineers applied the appropriate local labor cost per hour to area performance factors to produce area costs per 100 pounds. The area costs were blended to produce state-wide costs.

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<sup>2/</sup> Exhibit No. 149-7 was essentially a revision of the studies reported in Exhibits Nos. 62-104 and 62-108 to reflect wages and taxes in effect in June 1959.

The differences in the estimates of the staff from those of C.T.A. regarding the added cost per shipment of transporting property in Central Coastal Territory result not only because of differences in various factors, but principally from the fact that C.T.A. assumed all conditions, other than labor costs to be the same in Central Coastal Territory as elsewhere in the State, whereas the staff did not, and also because C.T.A. was attempting to measure what might be called the effect of increases in labor costs within the territory since September 1959 to determine how much should be added to the surcharge. The staff, on the other hand, determined the added cost per shipment by developing estimates of the cost of transporting property in the territory using performance factors peculiar to points in the area (Case II) and developing separate estimates of the costs state-wide using state-wide performance factors, and assuming labor cost increases in the territory to be the same as elsewhere, (Case V) and subtracting the latter from the former. Differences in performance, therefore, are given full effect by that approach. Because of certain work rules, which may or may not be a part of the contract, enforced by a number of unions in Joint Council 7, the pounds per man per hour productivity, particularly in the case of truckload shipments, is lower in the territory than elsewhere.<sup>3/</sup> The engineer, for example, estimated the cost per shipment for shipments in the weight bracket "Over 30,000 pounds" under hand-loading conditions in the territory (Case II), was \$22.45 higher than elsewhere in the State (Case III), and \$19.74 higher than the hypothetical state-wide costs (Case V). The engineer stated, however, that in May 1957, the difference was about \$14.00.

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<sup>3/</sup> Such rules include requirements that unloading be performed by members of the local union rather than line drivers from other local unions.

Other than the added costs of the Central Coastal Territory, when consideration is given to the fact that the estimates are not precisely on the same bases, the percentage increases in costs per 100 pounds developed by C.T.A. and the staff are fairly close. Perhaps the more comparable of the staff's estimates with those of C.T.A. are the Case V cost estimates using the hand loading on shipments between 10,000 pounds and 30,000 pounds and power loading over 30,000 pounds.

TABLE III

Comparison of Percentage  
Increases in Costs Estimated  
by C.T.A. and by the Commission's  
Staff for Periods Indicated

<u>Shipment Weight Group - Pounds</u>	<u>C.T.A.</u>	<u>Staff</u>
	<u>June 1959-July 1960</u>	<u>May 1959-July 1960</u>
<u>75-Mile Haul - 2 Terminal</u>		
100 - 500	3.03%	2.0%
1,000 - 2,000	2.51	2.8
4,000 - 10,000	2.69	4.0
20,000 - 30,000	2.84	3.6
30,000 - Over	2.94	3.3*
<u>350-Mile Haul</u>		
100 - 500	2.82%	1.9%
1,000 - 2,000	2.25	2.6
4,000 - 10,000	2.39	3.4
20,000 - 30,000	2.44	1.7
30,000 - Over	2.30	3.0*

\*September 1958 to July 1, 1960

The staff also introduced supplementary cost studies concerning transportation of grain, rice, hay, lumber, and bulk sugar in which prior staff cost studies were revised to reflect labor costs as of July 1, 1960.

Petitioner developed a scale of proposed rates by applying the percentage increases in costs developed by it to the present



rates and making minor adjustments to provide a smooth progression of rates. Central Coastal Territory surcharges were developed by adding the added costs per shipment referred to above to the present surcharges. C.T.A. also proposes the establishment of charges per shipment to apply on prepaid shipments, released to a value of not more than 50 cents per pound, weighing under 250 pounds and moving for distances not in excess of 150 constructive miles.<sup>4/</sup> The proposed charges are at the same level as the present minimum charges for shipments moving less than 150 constructive miles. C.T.A. also proposed modification and adjustment of the monthly vehicle unit rates, the principal ones being the extension of the rate scale to provide for two vehicle capacity groups, i.e. 20,000 to 40,000 pound capacity and over 40,000 pound capacity in lieu of the present rates for "over 20,000 pounds".

The staff developed a proposed scale of rates which are based on Case V (Hypothetical State-wide) percentage increases on minimum weights less than 10,000 pounds and on Case I (Traditional State-wide) percentage increases on minimum weights of 10,000 pounds or more. Surcharges for Central Coastal Territory were proposed for shipments subject to minimum weights of less than 10,000 pounds. They were determined by subtracting the percentage increases in cost developed by the staff as Hypothetical State-wide - Case V from the percentage increases in cost for the territory, Case II, and applying the differential in cost to the present rates for the mileages used in developing the costs, namely 30, 75 and 150 constructive miles, and for the weight brackets used, thereby finding a rate differential for the three mileages for each weight group. The rate differentials were

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<sup>4/</sup> Designated by petitioner and referred to throughout the proceedings as Item-X, "Small Shipment Service".

applied to the average weights per shipment used in the cost study to determine the differential per shipment for the three mileages, which latter were averaged to determine the average differential in the Central Coastal Territory. The results obtained did not provide a reasonable or logical progression of surcharges so the rate expert recommended using the results obtained as surcharges for shipment weight groups of 1,000-2,000 pounds, 2,000-4,000 pounds and 4,000-10,000 pounds and suggested somewhat different surcharges for shipment weight groups of 0-100 pounds, 100-500 pounds, and 500 to 1,000 pounds.

The rate expert of the Commission's staff also recommended increases in certain commodity rates to conform with increases in costs as reflected in the staff's cost studies.

The railroads offered evidence that by far the preponderance of less-than-carload shipments moving under rail billings is transported in substituted service by truck. Of the LCL traffic moving by rail car in California, the large portion of it moves by Southern Pacific Co. between Los Angeles and the San Francisco Bay Area. Evidence was offered showing that this traffic moves at an out-of-pocket loss. Exhibits and testimony were presented showing that the carload rates here involved for shipments transported in rail cars were published in 1939 to equalize the minimum rates established by the Commission in Decision No. 31606. Since that time the railroads by decisions in general rate increase applications, <sup>5/</sup> were authorized to increase rates on a number of occasions. The rates involved herein were not increased as authorized because of competition from highway carriers maintaining the minimum rates. Had the full amount

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<sup>5/</sup> The so-called X-Parte Increases: X-162, X-166, X-168, X-175, X-196, X-206, X-206-A, and X-212.

of the increases authorized been taken, the rates, except in a few instances, would be higher than those sought.

A number of shippers offered evidence and many others made their positions known regarding the rate proposals. Representatives of shippers in southern California favored a rate structure which would not reflect in the state-wide rates any of the so-called disproportionately higher labor cost in Central Coastal Territory. Shippers in Central Coastal Territory were concerned over substantial increases in rates; some opposed a surcharge because of the inconvenience and difficulty of application and suggested that whatever increases are necessary should be incorporated into the rates. California Manufacturers Association protested the increases in rates sought and was of the opinion that whatever differentiation in rates or charges in Central Coastal Territory the Commission might find necessary should be reflected by a percentage surcharge rather than a fixed sum per shipment.

The grain interests stated that the grain rates were revised last year and became effective October 30, 1959, after the 1959 harvest, and asked that those rates not be increased until the carriers and the shippers acquired experience in moving grain under those rates during the harvest. It was stated that no traffic having moved under those rates, under harvest conditions, it could not be found that the rates are unreasonable or that the rates would not return adequate revenues to meet the needs of the carriers.

California Retailers Association was opposed to the proposed Item X as was Sears Roebuck & Co. Other shippers argued in support of Item X. There were many points of view offered in this proceeding regarding the interpretation and weight that should be given to the evidence of record.

### Conclusions

This is a so-called "wage offset" proceeding insofar as Petition 178 is concerned. Other than the proposed Item X, which would represent no increases in rates, and the monthly vehicle unit rates for vehicles over 40,000 pounds capacity, petitioner proposes that rates which have been found by the Commission to be minimum reasonable rates be increased by sufficient amounts to offset wage increases which became effective on or before July 1, 1960, and since the minimum rates were last adjusted. The procedure assumes that all factors, other than those shown to be changed, have remained unchanged. When not too much time has elapsed since all of the factors were taken into consideration, this procedure provides the best possible measurement for adjustment in rates. The basic data upon which the present rates were established was considered in 1957. It is significant that several of the wage increases since that date have been "cost of living increases" required under labor agreements when the cost of living index published by the U.S. Department of Labor has increased certain specified amounts. The State transportation tax was reduced from 3 percent of gross revenue to  $1\frac{1}{2}$  percent; however, this known reduction in expense has been given consideration. We find that insofar as class rates and accessorial charges are concerned the basic cost data is sufficiently current that an expansion of that data to reflect current wages will provide a reliable measure of the increases in cost for the establishment of just and reasonable minimum rates. We do not consider that revenue and expense statements of the carriers are necessary in this instance to support the assertion by petitioner that additional revenues are required by the carriers as a result of the increased labor costs. We will now consider the several principal issues.

Central Coastal Territory

While rates cannot be predicated wholly on cost because some necessary services cannot bear them, it is desirable that the rate structure follow the cost pattern insofar as possible so that the cost burden will be spread equitably. Small differences in costs may be disregarded in order to obviate a complex rate structure; large differences, however, should not be so resolved in a minimum rate structure applicable to transportation throughout the State performed by all highway carriers. To do so would result in the carrier operating in that section of the State which has the lower costs or transporting the lower cost commodities to recover inordinately high revenues, while the carrier transporting goods at the higher cost is not recovering its expenses. Such rates are not minimum reasonable rates for either carrier. The transportation costs in Central Coastal Territory are somewhat higher than elsewhere in the State and should be given effect in the minimum rates. There were differences of opinion regarding how this should be accomplished. If this were a permanent situation the best method might be the establishment of three scales of rates; one for within the territory, one for without the territory and one applicable to transportation between a point within the territory and a point without. The record indicates that the present wage differential is probably temporary and that in July 1961 there will be less differential in costs so that a single rate structure would once again be reasonable. In those circumstances the surcharge method appears to afford the more practical solution to the problem. Because the added costs affect only the pickup, delivery and terminal operations rather than line haul, a percentage surcharge as advocated by California Manufacturers Association would not reasonably measure the

differentials in cost.<sup>6/</sup> The rate expert's proposal does not give effect to the cost differential in the case of truckload shipments. He stated that the differences in the percentage of increase in the Case I - Traditional State-wide Costs as compared to the Case V - Hypothetical State-wide Cost percentage increases are so small that he recommended a scale of rates for shipments over 10,000 pounds based on the present rates increased by the percentage of increase in the Case I costs. The cost study prepared by the staff did not show that there was no difference between Case I and Case V. On the contrary, throughout the weight groups the difference is on the order of 1/4 to 1/2 cents per 100 pounds. It must be considered, however, that the estimates by the engineer considered the Central Coastal Territory to be 20 percent of State-wide. What may appear to be an insignificant amount, such as 1/4 cent per 100 pounds actually represents a cost differential in Central Coastal Territory of 1-1/4 cents per 100 pounds, which on 40,000 pounds is \$5.00 per shipment. The surcharges proposed by petitioner, on the other hand, reflect the cost differential in the Central Coastal Territory and will be adopted.

#### Class Rates

Having found that the surcharges proposed by petitioner should be adopted, it follows that the adjustment of rates applicable to the State as a whole should not reflect increases in labor cost in the Central Coastal Territory over and above those which were applicable elsewhere in the State. The Case V cost estimates and the petitioner's cost estimates are the proper guides for adjustment of

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<sup>6/</sup> For example, a shipment weighing 40,000 pounds consisting of articles rated 5th class would, under a surcharge of one percent, provide \$1.23 when moving from San Francisco to Stockton and \$3.16 when moving from San Francisco to Barstow. The additional cost at San Francisco of loading the shipment is the same regardless of the point of destination.

the class rates. Other than the estimates regarding truckload costs, those estimates are close. The percentages of increase in the cost of transporting shipments weighing over 10,000 pounds under Case V as estimated by the staff engineer are somewhat higher than those estimated by petitioner. One reason appears to be that the percentages estimated by the staff represent increases since September 1958 in the case of shipments weighing 30,000 pounds or more, whereas the petitioner measured the increase since May 1959. After careful consideration of all of the facts, we find that the increased class rates proposed by petitioner are suitable as reasonable minimum rates, except that the equalization of the 5th class rates to San Jose from San Francisco and Oakland as provided in Item 509 should be retained.

#### Item X - Small Shipment Service

In Decision No. 59090, referred to hereinabove, we discussed the so-called small shipment problem at some length. The Northern California Shippers League in that proceeding had proposed reduced minimum charges applicable when five or more prepaid shipments are tendered at one time. We said in that decision, "It may be that revisions in the rate structure, along the lines proposed by the League, or otherwise, may improve the situation; however, the record herein does not provide facts which would permit such determination."

Petitioner's director of research testified that he, together with representatives of carriers, had met with representatives of shippers and shipper groups to arrive at a proposal which would be acceptable to most of the carriers and the shippers, and, Item X is the result of such deliberations. He said the increases in the past few years have diverted some small shipment traffic, particularly in the short hauls, from the carriers. That traffic, in the main, has been the more desirable small shipment traffic.

The witness stated that the carriers deemed it advisable to attempt to retain the desirable traffic and, perhaps through lower rates, encourage shippers to tender shipments to the carriers in a manner which would lower the carriers' costs. The conditions and limitations proposed by petitioner in Item X and the reasons therefor are:

1. A released valuation of not more than 50 cents per pound. This reduces the amounts payable for loss or damage claims.
2. Shipments shall weigh less than 250 pounds and shall not exceed 10 packages except that shipments weighing less than 100 pounds shall not exceed 5 packages. This is an attempt to eliminate those shipments which a driver might not be able to load speedily and without help and is an attempt to encourage shippers to combine small parcels into larger packages.
3. Not applicable on 'collect', C.O.D., order notify, or temperature controlled shipments. This is an attempt to eliminate those shipments which require more time of the driver and involve higher costs.
4. Shipments are for distances not over 150 miles. The greater proprietary competition is in the short-haul traffic; also, the pickup, delivery and terminal costs make up the larger part of the cost on short-haul traffic and its proportion to full cost diminishes as the distance increases. 150 miles was taken as the division point because it is presently the point at which the minimum charges change.
5. Charges are not applicable on shipments which have origin or destination at private residences of retail customers, at steamship docks or at oil well sites. Assertedly, it takes longer to perform the paper work connected with the pickup or delivery at those locations than elsewhere.
6. Shipments containing personal effects, baggage or household goods, would not be applicable nor would shipments moving on a Government Bill of Lading. In connection with the latter, the witness stated that it was the form of document that they had in mind. Special clerical work connected with these bills creates higher costs.
7. The shipper would be required to designate on the shipping document "Small Shipment Service" and where such designation is made for a shipment that does not qualify for one or more of the conditions or limitations stated above, the charges will be made



at the rates applicable and a penalty of \$1.65 shall be imposed.

8. Applicable only to shipments picked up and delivered by the carrier or if delivered to the carrier's dock by the shipper. This would eliminate those shipments brought to the carrier's terminal by a drayman or warehouseman.

The minimum charges and rates for small shipments are depressed and, in fact, the charges and rates proposed by petitioner and by the staff for shipments weighing 250 pounds or less are below the full costs estimated by petitioner and by the staff. As we stated in Decision No. 55704, the rates for small shipments and the minimum charges are depressed because it is in this area that the rates in many instances come close to exceeding the value of service. The carriers desire that a portion of the small shipments, the so-called desirable traffic, be made subject to further depressed rates; or to put it more boldly, they desire to grant preference to some traffic over others. A preference is not unlawful unless it is unjust or undue. When there are cost differences of a significant nature, a preference is not unjust or undue. We find that, other than those which will be mentioned hereinafter, the limitations and conditions on the small shipment charges proposed by petitioner are reasonable and are considerations which have a significant bearing upon the cost of providing service.

Whether the shipper brings his shipment to the carrier's dock or has a drayman perform the service, or whether a warehouseman tenders the shipment at the carrier's terminal results in no substantial difference in the cost to the carrier of transporting that particular shipment. It may be that large numbers of vehicles other than the carrier's at his terminal may result in disruption of routine or confusion and, therefore, the carrier may wish to discourage the tender of shipments at terminals; nevertheless, there is

no significant difference in cost on any one shipment depending upon the identity of the party tendering the shipment at the platform. That proposed limitation will be denied. Petitioner's proposal that a penalty of \$1.65 be imposed upon the shipper when designating a shipment for small shipment service that does not qualify cannot be adopted. It is the responsibility of the carrier to assess the proper charge and to determine that the conditions governing the application of the rate are met.

Monthly Vehicle Unit Rates

Vehicle unit rates were established in Minimum Rate Tariff No. 2 by Decision No. 54617, dated March 5, 1957, in this case. They were established as an emergency measure and represented a melding of the vehicle unit rates in City Carriers' Tariff No. 1-A (San Francisco Drayage Tariff), City Carriers' Tariff No. 2-A, Highway Carriers' Tariff 1-A (East Bay Drayage Tariff), Minimum Rate Tariff No. 5 (Los Angeles Drayage Tariff) and Minimum Rate Tariff No. 9-A (San Diego Drayage Tariff). The rates and rules governing them were different in the various drayage tariffs at that time and they are still different. In Decision No. 60418, dated July 18, 1960, in Case No. 5441, Petition No. 41, we stated:

"The evidence shows a need for a re-examination of the vehicle unit rates prescribed in the various minimum rate tariffs. When the staff has assembled sufficient data, the Commission will institute proceedings for that purpose."

The vehicle unit rates in Minimum Rate Tariff No. 2 will be included in those proceedings. Meanwhile, the rates should be adjusted to the levels of the rates prescribed in the drayage tariffs.

Additionally, the evidence shows that carriers have been called upon to furnish what is commonly called "over the road" type equipment, which, in some instances, have carrying capacities exceeding twenty

tons and are powered by diesel motors. The vehicle unit rates in the drayage tariffs do not reflect the costs of this heavy duty type equipment. The rates proposed by petitioner are suitable and should be adopted as the minimum reasonable vehicle unit rates to be assessed by highway carriers for transportation performed in vehicles of over 20,000 pounds capacity. The clarification of Item 760(C) proposed by petitioner is reasonable and will be adopted.

Commodity Rates

Petitioner seeks no increases in rates on lumber in southern California (Item 710) so that none will be ordered herein.

While it is true that the present grain rates were made effective after the harvest last year and there is no evidence showing the results of carriers transporting grain under those rates, this proceeding, as stated above, is what is commonly called a wage offset proceeding. The basic cost data which were considered in the establishment of the grain rates reflect operations of a recent date. While, as stated by a representative of the grain interests, there is and has been a trend of carriers transporting grain to obtain and operate larger equipment which will provide greater payloads, this trend occurs in all motor transportation. It does not necessarily follow that carriers have, or will, discard all of their equipment because improved equipment is available. Each year there have been technological improvements in equipment at an additional cost, which also increases the depreciation expense. We find that the minimum rates on grain, rice, lumber, hay and bulk sugar should be increased to reflect the increases in costs as reflected in Exhibits 12 through 17 which were offered by engineers of the Commission's staff. The engineers who prepared the respective cost studies regarding transportation of the above-mentioned articles

testified that the labor costs developed therein did not include any significant factor for wage rates prescribed in the Joint Council 7 Agreements; therefore, said rates should not be made subject to the Central Coastal Territory Surcharge. We further find that the other commodity rates should be increased by the percentage of increases in the cost of transporting class rated traffic for the corresponding minimum weights and lengths of haul, and, that the commodity rates shown in Section 2 of Exhibit 19, offered by a rate expert of the Commission's staff reflect those increases in cost and should be adopted.

Other Rates and Charges

The pool car rates have been maintained at the same level as those prescribed in City Carriers' Tariff No. 2-A, Highway Carriers' Tariff No. 1-A. They will be adjusted to reflect the rate levels prescribed in Decision No. 60418, dated July 18, 1960, in Case No. 5441.

We find that the increases proposed by petitioner in the rates in Items Nos. 120 - Delivery Not at Street Level; 145 - Accessorial Charges; 150 - Minimum Charges; 160 - Split Pickup Charges; and 170 - Split Delivery Charges are justified and that the proposed rates are reasonable and should be adopted.

Upon consideration of all of the facts and circumstances of record, the Commission is of the opinion and finds that the minimum rates established in the order which follows are the just, reasonable and nondiscriminatory rates for the transportation governed thereby, that the increases are justified and are necessary to assure to the public the maintenance of adequate and dependable transportation services by highway carriers.

Petition No. 181

The evidence shows that the vast majority of California intrastate rail-billed less-than-carload shipments move in substituted motor truck service and that the drivers of said trucks receive the same wages and benefits as drivers employed by highway carriers. It has been shown that the greater portion of traffic moving in box car is transported at an out-of-pocket loss. From the evidence we find that the minimum rates which will be prescribed in the order herein are the just, reasonable and nondiscriminatory rates to be assessed by railroads for less-than-carload transportation service.

With regard to the proposed increases in carload rates, the rates involved have been maintained at the level of the minimum rates for many years. The rail lines were authorized to publish those rates in order to remain competitive with highway carriers. It has been shown that, in general, increases resulting in rates the same as or greater than those sought herein have been found by the Commission in prior proceedings to have been justified. In decisions in prior proceedings in this case we have found that the preservation of adequate service requires that the class rates and the commodity rates of the railroads involved herein be maintained at competitive levels. The record herein supports that finding. We find that the increases in carload class rates and commodity rates sought herein by the rail lines are justified.

O R D E R

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

IT IS ORDERED:

1. That Minimum Rate Tariff No. 2 (Appendix "D" to Decision No. 31606, as amended) be and it is further amended by incorporating

therein, to become effective September 23, 1960, the supplement and revised pages attached hereto and listed in Appendix "B", also attached hereto, which supplement, pages and appendix by this reference are made a part hereof.

2. That common carriers subject to the Public Utilities Act, to the extent that they are subject also to said Decision No. 31606, as amended, be and they are directed to establish in their tariffs the increases necessary to conform with the further adjustments herein of that decision.

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

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

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

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

Weight of Shipment (in pounds)			Amount of Increases (in cents)
Over	But Not Over		
0	50	.....	10
50	75	.....	15
75	150	.....	20
150	250	.....	25
250	-	.....	30

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

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

(1) The following rates, charges and provisions of Pacific Southcoast Freight Bureau Tariff No. 255-G, M. A. Nelson, Tariff Publishing Officer:

- (a) Items 360; 476; 1100 and 1130.
- (b) Section 2 (class rates).
- (c) Items 10040; 10070; 10180; and 14050.

(2) The following rates, charges and provisions of Pacific Southcoast Freight Bureau Tariff No. 294-C, M. A. Nelson, Tariff Publishing Officer:

- (a) Items 2; 305; 345; 400; and 425.
- (b) Section 1 (class rates).
- (c) Items 1700 to 1720, inclusive; 1723 to 1725, inclusive; 1726 (64-cent rate only); 1727 to 1740, inclusive; 1750 to 1834, inclusive; 1840 to 1880, inclusive; 1890;

1920 to 1940, inclusive; 1950; 1953;  
1955 (column 1 rates only); 1970 (except  
rate of 74 cents); 1980; 1990; 2010 to  
2030, inclusive; 2040 to 2055, inclusive;  
2060 (except rate of 59 cents);  
2070 to 2110, inclusive; 2120 to 2140,  
inclusive.

(3) The rate of 46 cents, minimum weight 20,000 lbs., on Boracic Acid and Borax, named in Item 310-Series of Pacific South-coast Freight Bureau Tariff 263-C, M. A. Nelson, Tariff Publishing Officer.

(4) Item 2 of Pacific Southcoast Freight Bureau Tariff 300, M. A. Nelson, Tariff Publishing Officer, and the following carload rates in said tariff which are flagged with "Z" and/or square dot reference:

- (a) Sugar, Items 945 to 975, inclusive, and 4160 to 4225, inclusive.
- (b) Boracic Acid and Borax. The rate of 46 cents in Items 1645, 1650, 1655 and 1660.
- (c) Butter, Cheese and Margarine, Items 3125 to 3146, inclusive.
- (d) Infusorial Earth, Item 3200.
- (e) Canned Goods, Items 3455 to 3475, inclusive; 3485; 3530 to 3546, inclusive; 3560; 3580 to 3597, inclusive; 3605; 3635 to 3655, inclusive; 3685 to 3715, inclusive; 3760; 3765; 3785 to 3815, inclusive; 3855 to 3885, inclusive.
- (f) Lard, Lard Substitutes and Vegetable Oil Shortening, Items 6120 to 6140, inclusive.
- (g) Washing Compounds, Soap and related articles, Items 6675 to 6691, inclusive.

8. That common carriers maintaining, under outstanding authorizations permitting the alternative use of rail rates, rates below the specific minimum rate levels otherwise applicable on the commodities and between the points for which increases are authorized in Ordering Paragraph 7 hereof, are hereby authorized and directed to increase such rates, on not less than five days' notice to the Commission and to the public, to the level of the rail rates established pursuant to Ordering Paragraph 7 hereof, or to the level of the specific minimum rates, whichever is lower; and that such



adjustments shall be made effective not later than thirty days after effectiveness of the increased rail rates.

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

10. That, except for tariff publications required to be made by Ordering Paragraph 8 hereof, tariff publications required or authorized 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 as are required shall be made effective not later than September 23, 1960; and that as to tariff publications which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date hereof.

11. That common carriers be and they are authorized to depart from the provisions of Tariff Circular No. 2 and General Order No. 80 of the Commission to the extent necessary to publish in supplement

form the tariff changes hereinafter provided by Supplement No. 51 to Minimum Rate Tariff No. 2.

12. That, in all other respects, Petitions for Modification Nos. 178 and 181, as amended, in Case No. 5432 be and they are hereby denied.

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

Dated at San Francisco, California, this 23<sup>rd</sup> day of August, 1960.

*Creed H. Deane*  
President

*Matthew H. Deane*

*E. J. Deane*

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\_\_\_\_\_  
Commissioners

Theodore H. Jenner  
Commissioners Peter E. Mitchell, being  
necessarily absent, did not participate  
in the disposition of this proceeding.

APPENDIX A  
(Page 1 of 2)

APPEARANCES

PETITIONERS:

Arlo D. Poe, J. C. Kaspar and J. X. Quintrall for petitioners in Petition No. 178.

Charles W. Burkett, Jr., John MacDonald Smith, T. P. Wadsworth, Marshall W. Vorkink, Frederick C. Pfommer and Robert A. Thompson for petitioners in Petition No. 181.

RESPONDENTS:

G. M. Somlyo, for Victorville Barstow Truck Line.  
C. J. Boddington, for Oregon Nevada California Fast Freight and Southern California Freight Lines.  
W. D. James, for Coast Line Truck Service.  
F. S. Kohles, for Valley Express Co. and Valley Motor Lines, Inc.  
Harold Shifflet, for Shifflet Brothers.  
John A. Pifer, for Peninsula Motor Express, Kellogg Express and Draying Co. and Associated Freight Lines.  
R. C. Ellis, for California Motor Express, Ltd. and California Motor Transport Co., Ltd.  
Philip A. Winter, for Delivery Service Co.  
E. J. McSweeney, for Pacific Motor Trucking Company and Pacific Motor Transport Company.  
Lloyd Rasmussen, for Trans-Bay Motor Express.  
Edward J. Willig, for Willig Freight Lines.  
Armand Karp, for Callison Truck Lines, Inc.  
Richard D. Stokes, for Howard Terminal.  
F. A. Paras, for Blankenship Motors, Inc.  
Harold M. Brake, for Brake Delivery Service and Meier Transfer Service.

PROTESTANTS:

Milton A. Walker, for Fibreboard Paper Products Corporation.  
Eugene R. Warren, for San Francisco Grain Exchange, California Hay, Grain and Feed Dealers Association.  
C. H. Costello, for Continental Can Co., Inc.  
Eugene A. Read, for California Manufacturers Association.  
Milton Hallen, for California Shippers Associates and Los Angeles Wholesale Institute.

INTERESTED PARTIES:

J. A. Sullivan, for Trans. Tech. Systems, Inc.  
E. Kenneth Hadden, for Trans. Tech Systems, Inc.  
William R. Daly, for Port of San Diego.  
Earl L. Cranston, for Los Angeles Soap Company.  
Calhoun E. Jacobson, for Southern California Retail Lumber Assoc.  
V. A. Bordelon, for Los Angeles Chamber of Commerce.  
Jack N. Schumann, for Virtue Bros. Manufacturing Co.  
Warren L. Carroll, for Ducommun Metals & Supply Company.  
Floyd Betts, for U. S. Rubber Company.  
T. A. Drakes, for City of Paris Department Store.  
A. T. Eche, for F. W. Woolworth Co.  
Keith Melvin Brown, for Spreckels Sugar Company.  
Loren D. Olsen, for Kaiser Gypsum Company, Inc.

APPENDIX A  
(Page 2 of 2)

APPEARANCES

INTERESTED PARTIES (Cont'd.)

A. L. Russell, for Sears Roebuck and Company.  
Jack P. Sanders, for Gerber Products Co.  
Edward S. Patterson, for Kaiser Aluminum & Chemical Corp.  
B. R. Garcia, for California Redwood Association.  
M. E. Schibler, for Westinghouse Electric Corp.  
William D. Wagstaffe, for Cannery League of California.  
E. J. Muzio, for Miles Motor Transport System.  
Frank E. Lawless, for Masonite Corporation.  
William G. Jackson, for William Volker & Co.  
Clifford J. Van Duker, for United Shippers Association.  
Russell Bevans, for Draymen's Association of San Francisco.  
R. A. Morin, for Fibreboard Paper Products Corporation.  
Benno R. Wahler, for American Can Co.  
W. F. McCann, for Container Corporation of America.  
Harold J. Reitz, for International Paper Co.  
Lloyd W. Gragg, for Kaiser Gypsum Co., Inc.  
Alan E. Silvius, for Matthews-Silvius Traffic Service.  
Jack Clodfelter, for McCormick & Co., Schilling Division.  
Ralph Hubbard, for California Farm Bureau Federation.  
Meyer L. Kapler, for American Forest Products Corp.  
L. E. Binsacca, for M.J.B. Co.  
Jonathan C. Hansen, for General Mills, Inc.  
J. B. Christenson, for J. Christenson Co.  
W. R. Donovan, for C & H Sugar Refining Corp.  
E. J. Langhofer, for San Diego Chamber of Commerce.  
Earl S. Williams, for Department of Finance, State of California.  
A. E. Norrbom, for Foy Manufacturers of U.S.A.  
Philip J. Ryan, for Union Oil Company of California.  
Peter N. Kujachich, for Owens-Illinois Glass Company.  
Allen K. Penttila, for Sherwin Williams Co.  
R. C. Fels, for Furniture Manufacturers Assoc. of California.  
John P. Hellmann, for Johnson & Johnson and/or National Small Shipments Traffic Conference.  
Morton S. Colgrove, for Traffic Managers Conference of Southern California and Potlatch Forests, Inc.  
Hugh Cook, for Wine Institute.  
Royston E. Campbell, for Freight Traffic Service.  
John E. Myers, for Durkee Famous Foods Div. of The Glidden Co.  
Frank A. Small, for Philadelphia Quartz Co. of California.  
Richard F. Hanley, for C & H Sugar Refining Corp.  
H. W. Timmerman, for Zellerbach Paper Co.  
H. L. Buckley, for Railway Express Agency.

COMMISSION STAFF:

Norman Haley  
J. W. Mallory  
Grant L. Malquist  
C. R. Bryant  
M. J. Gagnon

APPENDIX "B" TO DECISION NO. \_\_\_\_\_

60621

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

Supplement No. 51.  
Twenty-second Revised Page 3.  
Eighteenth Revised Page 18.  
Fifteenth Revised Page 19.  
Ninth Revised Page 19-B.  
Original Page 19-C.  
Twentieth Revised Page 20.  
Fourteenth Revised Page 20-A.  
Twenty-first Revised Page 21.  
Seventh Revised Page 21-B.  
Fifth Revised Page 21-C.  
Seventeenth Revised Page 41.  
Sixteenth Revised Page 42.  
Thirteenth Revised Page 43.  
Eleventh Revised Page 43-A.  
Nineteenth Revised Page 44.  
Eighth Revised Page 44-A.  
Seventh Revised Page 44-B.  
Eleventh Revised Page 46.  
Eighth Revised Page 46-A.  
Eighth Revised Page 51.  
Sixth Revised Page 51-EE.  
Thirteenth Revised Page 51-I.  
Fourteenth Revised Page 56.  
Seventh Revised Page 56-A.  
Twelfth Revised Page 57.  
Fourth Revised Page 57-A.  
Twelfth Revised Page 64.  
Ninth Revised Page 65.  
Seventh Revised Page 66.  
Eighth Revised Page 66-B.  
Sixth Revised Page 66-E.  
Sixth Revised Page 66-F.

END OF APPENDIX "B"

SPECIAL INCREASE SUPPLEMENT

SUPPLEMENT NO. 51  
(Cancels Supplements Nos. 47 and 50)  
(Supplements Nos. 43, 49 and 51 Contain All Changes)  
TO  
MINIMUM RATE TARIFF NO. 2  
  
NAMING  
MINIMUM RATES, RULES AND REGULATIONS  
FOR THE  
TRANSPORTATION OF PROPERTY OVER THE  
PUBLIC HIGHWAYS WITHIN THE  
STATE OF CALIFORNIA  
  
BY  
RADIAL HIGHWAY COMMON CARRIERS  
HIGHWAY CONTRACT CARRIERS  
AND  
HOUSEHOLD GOODS CARRIERS

♦ APPLICATION OF SURCHARGES  
(See Page 2 of This Supplement)

♦ Increase, Decision No. 60621

EFFECTIVE SEPTEMBER 23, 1960

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

APPLICATION OF SURCHARGES

1. The surcharges herein provided apply only to shipments, or component parts of split pickup shipments or split delivery shipments, having point of origin, point of destination, or point of origin and point of destination within the CENTRAL COASTAL TERRITORY as described in Item No. 270.

2. The surcharges herein provided apply only in connection with rates and charges named in Sections Nos. 2 and 3, small shipment service charges provided in Item No. 149 and minimum charges provided in Item No. 150 of this tariff.

3. The surcharges herein provided will not apply in connection with the following:

- (a) Shipments of the commodities described in Item No. 355 when transported at rates subject to minimum weights of 20,000 pounds or more.
- (b) Shipments of the commodities described in Items Nos. 652, 652½, 652-3/4 and 653 when transported at rates subject to minimum weights of 10,000 pounds or more.
- (c) Shipments transported under the rates set forth in Items Nos. 620, 630, 690, 720 and 745 of this tariff.
- (d) The intermediate application of rates which make reference to Items Nos. 900 or 900-1 of this tariff when neither point of origin nor point of destination is within CENTRAL COASTAL TERRITORY.

4. The surcharges herein provided shall be in addition to all other surcharges provided by this tariff.

5. Compute the amount of charges in accordance with the rates named in this tariff (including any surcharges otherwise applicable) and increase the amount so computed by the amounts set forth in Surcharge Table "A" or "B" as follows:

(a) SURCHARGE TABLE "A"

(Applies only in connection with shipments other than split pickup shipments or split delivery shipments.)

Weight of Shipment (Pounds)		Surcharge in Cents per Shipment	
Over	But Not Over	Column 1	Column 2
0	100	21	42
100	500	29	58
500	1,000	50	100
1,000	2,000	75	150
2,000	4,000	105	210
4,000	10,000	155	310
10,000	20,000	200	400
20,000	30,000	240	480
30,000	50,000	340	680
For each additional 10,000 pounds, or fraction thereof, add an additional charge of		75	150

Column 1 Surcharges: Apply when point of origin or point of destination is located within the CENTRAL COASTAL TERRITORY.

Column 2 Surcharges: Apply when both point of origin and point of destination are located within the CENTRAL COASTAL TERRITORY.

(Continued)

APPLICATION OF SURCHARGES (Concluded)

(b)

SURCHARGE TABLE "B"

(Applies only in connection with split pickup shipments or split delivery shipments)

Weight of Shipment or Component Part Thereof (Pounds)		Surcharge in Cents Per Shipment or Per Component Part Thereof
<u>Over</u>	<u>But Not Over</u>	
0	100	21
100	500	29
500	1,000	50
1,000	2,000	75
2,000	4,000	105
4,000	10,000	155
10,000	20,000	200
20,000	30,000	240
30,000	50,000	340

For each additional 10,000 pounds, or frac-  
tion thereof, add an additional charge of

75

(1) When the point of origin of any component part of a split pickup shipment or the point of destination of any component part of a split delivery shipment is within the CENTRAL COASTAL TERRITORY, apply Surcharge Table "B" to the actual weight of each such component part; and

(2) When the point of destination of a split pickup shipment or the point of origin of a split delivery shipment is within the CENTRAL COASTAL TERRITORY, apply Surcharge Table "B" to the total weight of the shipment.

THE END



Twenty-second Revised Page ..... 3

Cancels

Twenty-first Revised Page ..... 3

MINIMUM RATE TARIFF NO. 2

TABLE OF CONTENTS (Concluded)	Item Number Except as Shown
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Collection of Charges .....	250
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Computation of Distances .....	100
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Intermediate Application (See Routing)	
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Split Delivery .....	170
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Territorial Descriptions .....	270 to 271-3, incl.
Units of Measurement in Quotation of Rates and Charges .....	257
# Addition, Decision No. 60621	
EFFECTIVE SEPTEMBER 23, 1960	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 1051	

Cancels

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
100-J Cancels 100-I	<p data-bbox="679 411 1134 447" style="text-align: center;">COMPUTATION OF DISTANCES</p> <p data-bbox="415 463 1479 632">Distances to be used in connection with distance rates named herein shall be the shortest resulting mileage via any public highway route, computed in accordance with the method provided in the Distance Table, subject to the following exceptions:</p> <ol style="list-style-type: none"> <li data-bbox="457 661 1407 893">1. Distances from or to points located within zones described in Items Nos. 260-1 through 260-10 shall be computed from or to the mileage basing points designated in connection with such descriptions. The provisions of this exception will not apply in computing mileages between points located within a single zone.</li> <li data-bbox="457 921 1453 1473">2. From points of origin or to points of destination more than 70 miles distant from both the San Francisco and the Oakland Pickup and Delivery Zones (computed in accordance with the method hereinabove provided), distances from points of origin or to points of destination located within the San Francisco Pickup and Delivery Zone or located within the Oakland Pickup and Delivery Zone shall be the average of the distances from or to the San Francisco Pickup and Delivery Zone and the Oakland Pickup and Delivery Zone (computed in accordance with the method hereinabove provided). In the event such average distance is less than the distance computed from or to an intermediate point via the shortest constructive route, such lesser mileage shall apply from or to such intermediate point. (See Note.)</li> <li data-bbox="466 1502 1419 1630">3. For transportation under rates resulting from ratings in Item No. 377.5 from points in groups described in Item No. 724, distances shall be computed as follows: <ol style="list-style-type: none"> <li data-bbox="512 1658 1385 1856">(a) For transportation from a point of origin within a group to a point of destination outside of the same group, the applicable distance shall be the distance between the basing point of the group and the point of destination.</li> <li data-bbox="512 1885 1479 2117">(b) For transportation between points within the same group, the applicable distance shall be the distance between the basing point of the group and the point of destination, except that such distance shall not be less than the distance between the point of origin and the basing point. (See Exception)</li> </ol> </li> </ol> <p data-bbox="508 2130 1424 2320">EXCEPTION: When the distance between point of origin and point of destination is less than the distance between point of origin and the basing point, the applicable distance shall be the distance between point of origin and point of destination.</p>

4. When a permit shipment moves via a circuitous route because of conditions imposed by a governmental agency, distances shall be computed along the shortest legal route available to the carrier under the conditions of the permit.

NOTE.-In computing distances under the provisions of Item No. 160 in connection with split pickup shipments, or under the provisions of Item No. 170 in connection with split delivery shipments, the average of the distance from or to (or from and to) the San Francisco Pickup and Delivery Zone and the distance from or to (or from and to) the Oakland Pickup and Delivery Zone shall be used only when the distance computed under the provisions of those items from or to (or from and to) both zones is more than 70 constructive miles.

#### APPLICATION OF RATES - DEDUCTIONS

(a) Rates provided in this tariff are for the transportation of shipments, as defined in Item No. 11(x), (1) and (m) from point of origin to point of destination, subject to Items Nos. 120, 140, 142 and 143.

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

NOTE 1.-No deduction from rates specifically named herein shall be made under this rule from rates based upon a minimum weight of 10,000 pounds or more, nor from small shipment charges provided by Item No. 149, nor from minimum charges provided by Item No. 150.

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

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

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

\*110-K  
Cancels  
110-J

\* Change )  
# Addition )

Decision No. 60621

EFFECTIVE SEPTEMBER 23, 1960

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

Correction No. 1052

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																								
	<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates in this tariff, and common carrier rates applied under the provisions of Items Nos. 200, 210, 220 and 230, subject to minimum weights of less than 10,000 pounds, include loading into and unloading from the carrier's equipment. When the carrier picks up or delivers a shipment subject to a minimum weight of less than 10,000 pounds and weighing more than 100 pounds, at a point not at street level, and no vehicular elevator service or vehicular ramp is provided and made available to the carrier, an additional charge of <math>9\frac{1}{2}</math> cents per 100 pounds, minimum additional charge <math>\phi 67</math> cents per shipment, shall be assessed for the service of handling shipment beyond the carrier's equipment.</p> <p>Rates in this tariff, subject to minimum weights of 10,000 pounds or more, include loading into and unloading from carrier's equipment at established depots. At points of origin or points of destination other than established depots, rates in this tariff (other than common carrier rates, applied under the provisions of Items Nos. 200, 210, 220 and 230), subject to minimum weights of 10,000 pounds or more, include the services of one man (driver or helper) for loading or unloading of the carrier's equipment, subject to the provisions of Item No. 140.</p>																								
124	<p style="text-align: center;">CHARGES FOR ESCORT SERVICE</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring escort service:</p> <p>(a) A charge of \$5.00 per hour, plus 8 cents per mile computed in accordance with the provisions of Item No. 100, shall be made for each escort vehicle and driver furnished, for the time and distance said vehicle and driver are engaged in such service (See Note).</p> <p>(b) A charge shall be made equal to the actual cost of any bridge or ferry tolls incurred for each escort car.</p> <p>(c) A charge of \$6.00 per twenty-four (24) hour period shall be assessed for subsistence for each escort driver if service requires over-night delay.</p> <p>NOTE—Charges for fractions of an hour shall be determined in accordance with the following table:</p> <table><tr><th colspan="2"><u>MINUTES</u></th><th></th></tr><tr><th></th><th>But</th><th></th></tr><tr><th><u>Over</u></th><th><u>Not Over</u></th><th></th></tr><tr><td>0</td><td>8</td><td>..... omit</td></tr><tr><td>8</td><td>23</td><td>..... shall be 1/4 hour</td></tr><tr><td>23</td><td>38</td><td>..... shall be 1/2 hour</td></tr><tr><td>38</td><td>53</td><td>..... shall be 3/4 hour</td></tr><tr><td>53</td><td>60</td><td>..... shall be 1 hour</td></tr></table>	<u>MINUTES</u>				But		<u>Over</u>	<u>Not Over</u>		0	8	..... omit	8	23	..... shall be 1/4 hour	23	38	..... shall be 1/2 hour	38	53	..... shall be 3/4 hour	53	60	..... shall be 1 hour
<u>MINUTES</u>																									
	But																								
<u>Over</u>	<u>Not Over</u>																								
0	8	..... omit																							
8	23	..... shall be 1/4 hour																							
23	38	..... shall be 1/2 hour																							
38	53	..... shall be 3/4 hour																							
53	60	..... shall be 1 hour																							

# CHARGES FOR PERMIT SHIPMENTS

In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on all permit shipments:

- |     |   |
|-----|---|
| 128 | <p>(a) A charge of \$6.00 shall be made for the service of securing each permit, and</p> <p>(b) A charge shall be made equal to the fee, if any, assessed by the governmental agency for issuing each permit.</p> |
|-----|---|

## ACCESSORIAL SERVICES

140-G  
Cancels  
140-F

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

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

* Change o Increase	) Decision No.	60621
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EFFECTIVE SEPTEMBER 23, 1960

Issued by the Public Utilities Commission of the State of California, Correction No. 1053	San Francisco, California.
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)													
143-D Cancels 143-C	<p style="text-align: center;">DELAYS TO EQUIPMENT ON WHOLE GRAIN (See Note)</p> <p>1. Definitions</p> <p>(a) Actual placement. By actual placement is meant the placing of carriers' equipment at place designated by consignee or consignor for loading or unloading.</p> <p>(b) Constructive placement. By constructive placement is meant the holding of a unit of carriers' equipment at a point other than the designated loading or unloading place, due to the inability of consignee or consignor to accept for actual placement the unit of carriers' equipment after its tender for actual placement by the carrier. Constructive placement of equipment for purpose of loading or unloading shall not commence prior to the time specified in consignee's or consignor's oral or written equipment order, or at any time other than normal business days between the hours of 8:00 A.M. and 3:00 P.M. (the lunch hour between 12:00 noon and 1:00 P.M. excepted) Monday through Friday.</p> <p>(c) Unit of Equipment. By unit of equipment is meant a motor truck, trailer, or semi-trailer, exclusive of motor tractor.</p> <p>2. Free Time</p> <p>(a) A period of four (4) hours will be allowed on each unit of equipment between constructive placement and time equipment has actually completed loading or unloading.</p> <p>(b) The provisions of this item shall not apply in connection with the actual placement of units of equipment under agreement with the consignor or consignee for loading by the consignor or unloading by the consignee, when such agreement is recorded on the shipping document.</p> <p>3. Demurrage on Equipment Held After Free Time Has Elapsed</p> <p>A charge of 2½¢ per 100 pounds will be made by the carrier on all shipments on all equipment unloaded or loaded after the free time has elapsed.</p> <p>4. Provisions of Item No. 145 of this tariff will not apply.</p> <p>NOTE:-Applies only on shipments of Whole Grain in bulk or in bags, subject to minimum weights of 10,000 pounds or more.</p>													
	*145-H Cancels 145-G	<p style="text-align: center;">CHARGES FOR ACCESSORIAL SERVICES OR DELAYS</p> <p>For accessorial services or delays under conditions specified in Items Nos. 140 and 142, charges based upon the actual elapsed time shall be assessed for each period or fraction thereof, as follows:</p> <table><tr><td></td><td colspan="2" style="text-align: center;">Charges in Cents</td></tr><tr><td></td><td style="text-align: center;">For First 30 Minutes or Fraction</td><td style="text-align: center;">For Each Additional 15 Minutes or Fraction</td></tr><tr><td>(a) For driver, helper or other carrier employee, per man .....</td><td style="text-align: center;">0 225</td><td style="text-align: center;">0113</td></tr><tr><td>(b) For unit of equipment (each motor truck, trailer or semi-trailer, exclusive of motor tractors) .....</td><td style="text-align: center;">65</td><td style="text-align: center;">33</td></tr></table>		Charges in Cents			For First 30 Minutes or Fraction	For Each Additional 15 Minutes or Fraction	(a) For driver, helper or other carrier employee, per man .....	0 225	0113	(b) For unit of equipment (each motor truck, trailer or semi-trailer, exclusive of motor tractors) .....	65	33
			Charges in Cents											
			For First 30 Minutes or Fraction	For Each Additional 15 Minutes or Fraction										
		(a) For driver, helper or other carrier employee, per man .....	0 225	0113										
		(b) For unit of equipment (each motor truck, trailer or semi-trailer, exclusive of motor tractors) .....	65	33										

ADVERTISING ON EQUIPMENT

147- C  
Cancels  
147- B

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

\* Change }  
◇ Increase } Decision No. 60621

EFFECTIVE SEPTEMBER 23, 1960

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 1054

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																												
	SMALL SHIPMENT SERVICE (Not subject to the provisions of Item No. 150)																												
	Rates provided in this item shall apply only when the shipping document is annotated by shipper, certifying that the shipment meets the requirements of this item, and requesting Small Shipment Service. Rates in this item will apply only to prepaid shipments, released to a value of 50 cents per pound or less, weighing under 250 pounds and moving for distances not in excess of 150 constructive miles: Rates in this item will not apply to:																												
	<div><div>1. Shipments including any commodity rated above 1st Class (100); or</div><div>2. Shipments weighing less than 100 pounds which contain more than five pieces, or any shipment which contains more than 10 pieces; or</div><div>3. Shipments which require temperature control service, COD or order notify service, or which have origin or destination on steamship docks or oilwell sites; or</div><div>4. Shipments picked up or delivered at private residences of retail customers; or</div><div>5. Shipments containing personal effects, baggage or used household goods; or</div><div>6. Shipments moving on Government Bill of Lading.</div></div>																												
	Rates provided in this item do not alternate with other rates and charges in this tariff, and rates provided in this item may not be used in combination with any other rates.																												
	The charge per shipment for Small Shipment Service shall be as follows (See Redwood Empire Exception 1):																												
	<table><tr><th colspan="2">Weight of Shipment (In Pounds)</th><th rowspan="2">Charge In Cents</th></tr><tr><th>Over</th><th>But Not Over</th></tr><tr><td>0</td><td>25</td><td>165</td></tr><tr><td>25</td><td>50</td><td>175</td></tr><tr><td>50</td><td>75</td><td>190</td></tr><tr><td>75</td><td>100</td><td>220</td></tr><tr><td>100</td><td>150</td><td>275</td></tr><tr><td>150</td><td>200</td><td>325</td></tr><tr><td>200</td><td>250</td><td>380</td></tr></table>			Weight of Shipment (In Pounds)		Charge In Cents	Over	But Not Over	0	25	165	25	50	175	50	75	190	75	100	220	100	150	275	150	200	325	200	250	380
Weight of Shipment (In Pounds)		Charge In Cents																											
Over	But Not Over																												
0	25	165																											
25	50	175																											
50	75	190																											
75	100	220																											
100	150	275																											
150	200	325																											
200	250	380																											
	EXCEPTION 1: For shipments transported between points in the Redwood Empire Territory, as described in Item No. 271-3, on the one hand, and points within the areas described in paragraphs (b) and (c) of Item No. 512, on the other hand, the charge shall be the applicable charge set forth in this item plus 10 per cent per shipment. Fractions of less than one-half cent shall be dropped and fractions of one-half cent or greater shall be increased to one cent.																												



# Addition  
Δ Change, neither increase nor reduction } Decision No.

60621

EFFECTIVE SEPTEMBER 23, 1960

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

Correction No. 1055

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)		
	MINIMUM CHARGE		
	#(The provisions of this item will not apply to shipments transported under the provisions of Item No. 149.)		
	The minimum charge per shipment shall be as follows:		
	(a) For distances not exceeding 150 constructive miles (See Exceptions 1 and 2):		
	Weight of Shipment (In Pounds)		Minimum Charge (In Cents)
	Over	But Not Over	
	0	25	175
	25	50	185
	50	75	205
	75	100	240
	100	150	295
	150	200	350
	200	250	405
	250	-	470
	(b) For distances exceeding 150 constructive miles, the minimum charge per shipment shall be (See Exceptions 1 and 2):		
	1. If classified first class or lower, for 100 pounds at the class or commodity rate applicable thereto; or		
	2. If classified higher than first class, for 100 pounds at the first class rate; or		
	3. If shipment contains different articles and no article is rated higher than first class, for 100 pounds at the class or commodity rate applicable to the article taking the highest rate; or if any article is rated higher than first class, for 100 pounds at the first class rate; but		
	4. In no event shall the minimum charge be less than:		
	Weight of Shipment (In Pounds)		Minimum Charge (In Cents)
	Over	But Not Over	
	0	100	240
	100	150	295
	150	200	350
	200	250	405
	250	-	470
*150-R Cancels 150-Q	EXCEPTION 1: For shipments (a) having point of origin or point of destination on steamship wharves or docks, or (b) transported beyond public highways to or from oil or gas well sites, the minimum charges shall in no event be less than those set forth in Paragraph (b) 4 plus an additional .035 cents per shipment.		

(1) EXCEPTION 2: For shipments transported between points in the Redwood Empire Territory, as described in Item No. 271-3, on the one hand, and points within the areas described in Paragraphs (b) and (c) of Item No. 512, on the other hand, the minimum charge shall be the applicable charge set forth in this item plus 10 percent per shipment. Fractions of less than one-half cent shall be dropped and fractions of one-half cent or greater shall be increased to one cent.

(1) Expires with May 1, 1961

* Change	)	
# Addition	)	Decision No. 60521
◇ Increase	)	

EFFECTIVE SEPTEMBER 23, 1960

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

Correction No. 1056

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*160-R Cancels 160-Q	<p data-bbox="804 393 1035 432" style="text-align: center;">SPLIT PICKUP</p> <p data-bbox="351 471 1496 575">The rate for the transportation of a split pickup shipment shall be determined and applied as follows, subject to Note 1:</p> <p data-bbox="351 601 1496 770">(a) Subject to the alternative provided in paragraph (g) of this item, distance rates shall be determined by the distance to point of destination from that point of origin which produces the shortest distance via the other point or points of origin.</p> <p data-bbox="351 796 1496 1057">(b) Subject to the alternative provided in paragraph (g) of this item, point-to-point rates shall be applied only when point of destination and all points of origin are within the territories or are within the pickup and delivery limits of the named points between which the point-to-point rates apply, or are located between said territories or named points on a single authorized route.</p> <p data-bbox="351 1083 1496 1382">(c) Subject to the alternative provided in paragraph (g) of this item, point-to-point rates determined under paragraph (b) may be combined with distance rates provided in paragraph (a) where lower charges result. The applicable distance rate factor shall be determined by use of one-half the shortest distance from the territory or authorized route and return thereto via the off-route point or points of origin and destination.</p> <p data-bbox="351 1408 1496 1773">(d) The carrier shall not transport a split pickup shipment unless prior to or at the time of the initial pickup, written information has been received from the consignor showing the name of the consignor, the points of origin and the kind and quantity of property in each component part of such shipment. Preparation by the shipper of the required single split pickup document referred to in paragraph (e) of this item, for execution by the shipper and carrier prior to or at the time of initial pickup, will constitute compliance with this paragraph.</p> <p data-bbox="351 1799 1496 2294">(e) At the time of or prior to the initial pickup, the carrier shall issue to the consignor a single split pickup document. It shall show the name of the consignor, points of origin, date of pickup, name of the consignee, point of destination and the kind and quantity of property of the entire shipment. In addition, a shipping document (see Item No. 255) shall be issued by the carrier to the consignor for each component part of the split pickup shipment (including the initial pickup) which shall give reference to the single split pickup document covering the entire shipment, by showing its date and number (if assigned a number), the name of the consignor, and such other information as may be necessary to clearly identify the single split pickup document.</p> <p data-bbox="351 2320 1496 2450">(f) If split delivery is performed on a split pickup shipment or a component part thereof, or if written information does not conform with the requirements of paragraph (d) hereof, or if all of the component parts</p>

are not received by the carrier during one calendar day, each component part of the split pickup shipment shall be rated as a separate shipment under other provisions of this tariff, except that those component parts which do conform with the requirements of this item shall constitute a separate split pickup shipment or shipments.

- (g) In determining the charge for a split pickup shipment, component parts may be rated as separate shipments from point or points of origin of such component parts to any point on the split pickup route (as provided in paragraph (a), (b) or (c) hereof); provided that the written instructions furnished to the carrier under paragraph (d) hereof show (1) the component parts to be treated as separate shipments and (2) the points between which the separate shipment rates are to be applied. The additional charges provided in Note 1 shall apply to all component parts of the split pickup shipment rated in accordance with the provisions of this paragraph, provided, however, where two or more component parts are rated under rates provided in this tariff as separate shipments to the same point on the split pickup route, the aforesaid two or more components shall be considered as one split pickup and the charge therefor shall be at the combined weight of the aforesaid component parts.

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

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

Weight of Component Part (Pounds)				Weight of Component Part (Pounds)			
But Not Over		Split Pickup Charge for Each Component Part in Cents		But Not Over		Split Pickup Charge for Each Component Part in Cents	
0	100	-----	150	1,000	2,000	-----	260
100	250	-----	170	2,000	4,000	-----	340
250	500	-----	180	4,000	10,000	-----	405
500	1,000	-----	200	10,000		-----	460

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

Weight of Component Part (Pounds)				Weight of Component Part (Pounds)			
But Not Over		Split Pickup Charge for Each Component Part in Cents		But Not Over		Split Pickup Charge for Each Component Part in Cents	
0	100	-----	170	1,000	2,000	-----	455
100	250	-----	210	2,000	4,000	-----	570
250	500	-----	225	4,000	10,000	-----	690
500	1,000	-----	315	10,000		-----	805

\* Change )  
 ° Increase ) Decision No.

60621

EFFECTIVE SEPTEMBER 23, 1960

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 San Francisco, California.  
 Correction No. 1057

Item No.	SECTION NO. 1 -- RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*170-R Cancels 170-Q	<p data-bbox="816 419 1043 450" style="text-align: center;">SPLIT DELIVERY</p> <p data-bbox="360 481 1487 549">The rate for the transportation of a split delivery shipment shall be determined and applied as follows, subject to Note 1:</p> <ol style="list-style-type: none"> <li data-bbox="411 580 1444 742">(a) Subject to the alternative provided in paragraph (g) of this item, distance rates shall be determined by the distance from point of origin to that point of destination which produces the shortest distance via the other point or points of destination.</li> <li data-bbox="411 773 1453 1002">(b) Subject to the alternative provided in paragraph (g) of this item, point-to-point rates shall be applied only when point of origin and all points of destination are within the territories or are within the delivery and pickup limits of the named points between which the point-to-point rates apply, or are located between said territories or named points on a single authorized route.</li> <li data-bbox="411 1096 1462 1341">(c) Subject to the alternative provided in paragraph (g) of this item, point-to-point rates determined under paragraph (b) may be combined with distance rates provided in paragraph (a) where lower charges result. The applicable distance rate factor shall be determined by use of one-half the shortest distance from the territory or authorized route and return thereto via the off-route point or points of origin and destination.</li> <li data-bbox="411 1346 1496 1669">(d) The carrier shall not transport a split delivery shipment unless at the time of or prior to the pickup of the shipment, written information has been received from the consignor showing the name of each consignee, point or points of destination, and the kind and quantity of property in each component part of such shipment. Preparation by the shipper of the required single split delivery bill of lading or comparable document referred to in paragraph (e) of this item, for execution by the shipper and carrier prior to or at the time of the pickup, will constitute compliance with this paragraph.</li> <li data-bbox="411 1674 1496 2007">(e) At the time of or prior to the pickup of the shipment, the carrier shall issue to the consignor a single split delivery bill of lading or comparable shipping order for the entire shipment. It shall show the name of the consignor, point of origin, date of pickup, name of each consignee, point or points of destination, and the kind and quantity of property in each component part of such shipment, or, the single split delivery bill of lading or comparable shipping order shall refer to specifically designated documents attached thereto and forming a part thereof which show the component part delivery information.</li> <li data-bbox="411 2051 1402 2314">(f) If split pickup is performed on a split delivery shipment or if written information does not conform with the requirements of paragraph (d) hereof, or if all of the shipment is not received at the carrier's established depot or picked up by carrier during one calendar day (see exception in multiple lot shipment), each component part of the split delivery shipment shall be rated as a separate shipment under other provisions of this tariff.</li> </ol>

- (g) In determining the charge for a split delivery shipment, component parts may be rated as separate shipments from any point or points on the split delivery route (as provided in paragraph (a), (b) or (c) hereof) to point or points of destination of such component parts; provided that the written instructions furnished to the carrier under paragraph (d) hereof show (1) the component parts to be treated as separate shipments and (2) the points between which the separate shipment rates are to be applied. The additional charges provided in Note 1 shall apply to all component parts of the split delivery shipment rated in accordance with the provisions of this paragraph, provided, however, where two or more component parts are rated under rates provided in this tariff as separate shipments from the same point on the split delivery route, the aforesaid two or more component parts shall be considered as one split delivery and the charge therefor shall be at the combined weight of the aforesaid component parts.

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

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

Weight of Component Part (Pounds)		° Split Delivery Charge for Each Component Part in Cents	Weight of Component Part (Pounds)		° Split Delivery Charge for Each Component Part in Cents
Over	But Not Over		Over	But Not Over	
0	100	----- 150	2,000	4,000	----- 340
100	250	----- 170	4,000	10,000	----- 405
250	500	----- 180	10,000		----- 460
500	1,000	----- 200			
1,000	2,000	----- 260			

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

Weight of Component Part (Pounds)		° Split Delivery Charge for Each Component Part in Cents	Weight of Component Part (Pounds)		° Split Delivery Charge for Each Component Part in Cents
Over	But Not Over		Over	But Not Over	
0	100	----- 170	2,000	4,000	----- 570
100	250	----- 210	4,000	10,000	----- 690
250	500	----- 225	10,000		----- 805
500	1,000	----- 315			
1,000	2,000	----- 455			

\* Change }  
♦ Increase } Decision No.

60621

EFFECTIVE SEPTEMBER 23, 1960

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Correction No. 1058





\* Change )  
◇ Increase ) Decision No. 60621

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

Correction No. 1059

-21-B-

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*179-E Cancels 179-D	POOL SHIPMENTS (Concluded)  Pool Shipments as described in Item No. 176, viz.: Furniture or Furniture Parts as described under those headings in Western Classification.
	Unloading or segregating, or unloading and segregating; including accessorial services described in paragraphs (b), (c) and (e) of Item No. 177, 87 cents per 100 pounds, minimum charge \$1.66 per component part.
* Change        ) o Increase    )    Decision No.    60621	
EFFECTIVE SEPTEMBER 23, 1960	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 1060	

Item No.	SECTION NO. 2					♦ CLASS RATES In Cents Per 100 Pounds									
	MILES		Any Quantity (See Note)				Minimum Weight 2,000 Pounds (See Note)				Minimum Weight 4,000 Pounds (See Note)				
But Not Over	Over	1	2	3	4	1	2	3	4	1	2	3	4		
*500-Q Cancels 500-P	0	3	177	159	142	124	102	92	82	72	75	68	60	53	
	3	5	179	161	143	125	103	93	83	73	76	69	61	54	
	5	10	181	163	145	127	106	96	85	75	77	70	62	55	
	10	15	183	165	146	128	108	98	87	77	78	71	63	56	
	15	20	185	167	148	130	111	100	89	79	81	73	65	57	
	20	25	187	168	150	131	114	102	91	80	83	75	67	59	
	25	30	189	170	151	132	118	106	94	83	86	78	69	61	
	30	35	191	172	153	134	120	108	96	84	88	80	71	62	
	35	40	193	174	154	135	124	111	99	87	91	82	73	64	
	40	45	195	176	156	137	127	114	102	89	94	85	76	66	
	45	50	197	177	158	138	129	116	104	91	97	88	78	68	
	50	60	200	180	160	140	134	120	107	94	101	91	80	70	
	60	70	204	183	163	142	139	125	111	98	103	93	82	72	
	70	80	207	186	166	145	144	130	115	101	107	97	85	75	
	80	90	210	189	168	147	150	135	119	105	109	98	87	76	
	90	100	213	192	170	149	155	139	124	108	113	102	91	79	
	100	110	216	194	173	151	160	144	128	112	116	105	93	82	
	110	120	219	197	175	153	166	149	133	117	118	107	95	84	
	120	130	222	200	178	155	171	154	137	120	121	109	97	86	
	130	140	225	203	180	158	176	159	141	124	124	113	99	87	
	140	150	227	204	182	159	181	163	145	127	127	115	101	89	
	150	160	229	206	183	160	186	168	150	131	129	117	103	91	
	160	170	231	208	185	162	192	172	154	134	132	119	105	93	
	170	180	233	210	186	163	197	177	159	138	134	121	107	94	
	180	190	235	212	188	165	204	183	163	143	137	124	109	96	
	190	200	237	214	190	166	210	189	168	147	139	126	111	98	
	200	220	242	218	194	169	219	197	175	153	143	129	114	100	
	220	240	246	221	197	172	227	204	182	159	145	131	117	102	
	240	260	250	225	200	175	236	212	189	165	149	135	119	105	
	260	280	254	228	203	178	245	220	196	171	153	138	122	107	
	280	300	258	232	206	181	254	229	203	179	157	142	125	110	
	300	325	263	237	210	184	-	-	-	-	162	146	129	114	
	325	350	268	241	214	188	-	-	-	-	168	152	134	118	
	350	375	273	246	218	191	-	-	-	-	173	156	138	121	
	375	400	278	250	222	195	-	-	-	-	178	161	142	125	
	400	425	284	256	227	199	-	-	-	-	184	166	147	129	
	425	450	289	260	231	202	-	-	-	-	188	170	150	132	
	450	475	294	265	235	206	-	-	-	-	193	174	154	136	
	475	500	299	269	239	209	-	-	-	-	198	179	158	139	
	500	525	304	274	243	213	-	-	-	-	203	183	162	143	

525	550	310	279	248	217	-	-	-	-	208	188	166	146
550	575	315	284	252	221	-	-	-	-	211	190	169	148
575	600	320	288	256	224	-	-	-	-	216	195	173	152
600	625	325	293	260	228	-	-	-	-	220	199	176	155
625	650	330	297	264	231	-	-	-	-	225	203	180	159
650	675	336	302	269	235	-	-	-	-	230	207	184	162
675	700	341	307	273	239	-	-	-	-	235	211	188	165
700	725	346	311	277	242	-	-	-	-	240	216	192	169
725	750	351	316	281	246	-	-	-	-	246	221	197	173
750	775	356	320	285	249	-	-	-	-	251	226	201	177
775	800	361	325	289	253	-	-	-	-	257	231	205	180
800	850	369	332	295	258	-	-	-	-	262	236	209	184
850	900	378	340	302	264	-	-	-	-	268	241	214	188
900	950	387	348	310	271	-	-	-	-	276	248	220	193
950	1000	396	356	317	277	-	-	-	-	282	254	225	198
1000	1050	404	364	323	283	-	-	-	-	290	261	232	203
1050	1100	412	371	330	288	-	-	-	-	297	267	238	208
1100	1150	420	378	336	294	-	-	-	-	303	272	243	212
1150	1200	428	385	342	300	-	-	-	-	311	280	249	218

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

\* Change )  
 ◊ Increase )

Decision No.

60621

EFFECTIVE SEPTEMBER 23, 1960

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Correction No. 1061

Item No.	SECTION NO. 2										o CLASS RATES (Continued) In Cents Per 100 Pounds									
											Rates shown below will not apply to transportation for which rates are provided in Item No. 520									
	MILES		Minimum Weight 10,000 Pounds except as provided in Note 1 (See Note 3)				Minimum Weight 20,000 Pounds except as provided in Note 2				Minimum Weight as provided in Western Classification, Exception Sheet or this Tariff, subject to Item No. 290									
			1	2	3	4	1	2	3	4	5	A	B	C	D	E				
	But Not Over																			
	0 3	43	38	34	30	21	19	17	15	12	13	11	10	8 <sup>3</sup> / <sub>4</sub>	7 <sup>3</sup> / <sub>4</sub>					
	3 5	45	40	35	31	24	22	19	17	13	14	12	11	10 <sup>3</sup> / <sub>4</sub>	8 <sup>3</sup> / <sub>4</sub>					
	5 10	46	41	36	32	25	23	20	18	14	15	13	12	11	9					
	10 15	47	42	37	33	26	24	21	19	15	16	14	13	12	10					
	15 20	48	43	38	34	29	26	23	20	16	17	15	14	13	11					
	20 25	50	44	39	35	30	27	24	21	17	18	16	15	14	12					
25 30	51	45	40	36	31	28	25	22	18	19	17	16	15	13						
30 35	52	46	41	37	34	31	27	24	19	20	18	17	16	14						
35 40	53	48	42	38	36	33	29	25	20	21	19	18	17	15						
40 45	55	50	44	39	38	35	30	26	21	23	20	19	18	16						
45 50	57	52	45	40	40	37	32	28	23	25	21	20	19	17						
50 60	61	55	48	42	43	39	34	30	25	27	23	21	20	18						
60 70	63	57	51	44	47	42	37	33	27	29	24	23	21	19						
70 80	66	60	53	46	50	45	39	35	29	31	25	24	23	20						
80 90	68	61	55	48	53	48	43	37	31	33	26	25	24	21						
90 100	71	64	57	50	57	52	46	40	33	36	27	26	25	23						
100 110	73	66	59	52	59	54	48	43	34	38	29	27	26	24						
110 120	76	69	61	54	62	56	50	44	36	40	31	28	27	25						
120 130	79	71	63	55	65	59	52	46	38	42	33	29	28	26						
130 140	82	74	65	57	68	62	55	48	41	44	35	30	29	27						
140 150	84	76	67	59	73	66	58	51	43	46	38	31	30	28						
150 160	87	79	69	61	76	69	60	53	44	48	40	32	31	29						
160 170	89	81	71	62	78	71	62	55	46	50	42	34	32	30						
170 180	92	83	73	64	81	73	64	57	48	52	44	36	33	31						
180 190	94	85	75	65	83	75	66	58	50	54	46	38	34	32						
190 200	97	88	78	68	86	78	68	60	51	55	47	41	36	33						
200 220	101	91	81	71	89	80	70	62	52	57	48	43	38	34						
220 240	104	94	84	73	92	83	73	64	54	59	50	45	40	35						
240 260	108	98	87	76	95	85	75	66	56	61	52	47	42	36						
260 280	113	102	91	79	99	89	78	69	58	63	54	49	44	38						

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

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

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

\* Change }  
o Increase } Decision No. 60621

EFFECTIVE SEPTEMBER 23, 1960

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 1062

Item No.	SECTION NO. 2										o CLASS RATES (Continued)					
	MILES		Minimum Weight 10,000 Pounds except as provided in Note 1 (See Note 3)				Minimum Weight 20,000 Pounds except as provided in Note 2				In Cents Per 100 Pounds					
	But Not Over	Over	1	2	3	4	1	2	3	4	5	A	B	C	D	E
*507-L Can- cols 507-K	280	300	118	107	95	83	103	93	83	73	60	66	56	51	46	41
	300	325	124	111	99	86	108	98	87	77	63	69	58	54	48	43
	325	350	129	116	103	90	112	102	90	80	66	72	61	56	50	45
	350	375	134	121	107	94	117	106	94	83	69	75	64	59	53	47
	375	400	139	126	111	98	122	110	98	86	72	78	66	61	55	49
	400	425	144	130	115	101	128	116	102	90	75	83	69	64	57	51
	425	450	149	135	119	105	133	120	106	93	78	86	72	66	59	53
	450	475	154	139	123	108	138	124	110	97	81	89	75	68	61	55
	475	500	159	144	127	112	143	129	114	100	84	92	78	71	64	57
	500	525	164	148	131	115	148	134	118	104	88	95	82	73	66	59
	525	550	170	153	136	119	153	138	123	107	92	99	85	76	68	61
	550	575	175	157	140	122	158	143	127	111	95	102	88	78	71	63
	575	600	180	162	144	126	163	147	131	114	98	105	90	81	73	65
	600	625	185	166	148	129	168	152	135	118	101	108	92	83	75	67
	625	650	190	171	152	133	173	157	139	122	104	112	95	86	77	69
	650	675	196	176	157	138	179	163	144	127	107	116	98	89	80	71
	675	700	201	181	161	141	185	167	148	130	110	119	101	92	82	73
	700	725	206	186	165	145	190	172	152	134	113	122	104	95	84	75
	725	750	211	190	169	148	196	177	157	138	116	125	107	97	86	77
	750	775	216	193	173	152	201	182	162	141	120	130	110	100	89	79
	775	800	222	200	178	155	209	189	167	146	124	134	113	103	93	82
	800	850	229	206	183	160	215	194	172	150	128	139	117	106	96	85
	850	900	236	212	189	165	222	200	178	155	132	143	121	110	99	87
	900	950	244	219	195	171	229	207	183	160	136	148	124	113	102	90
	950	1000	252	227	202	177	237	213	189	166	140	152	128	117	105	93
	1000	1050	261	235	209	184	245	220	195	172	144	157	132	120	108	96
	1050	1100	270	242	215	189	252	226	200	176	149	161	136	124	111	99
	1100	1150	277	249	221	194	259	232	206	181	153	166	140	127	115	102
	1150	1200	286	257	226	200	267	239	212	186	158	170	144	131	118	105

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

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

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

\* Change }  
o Increase } Decision No.

60621

EFFECTIVE SEPTEMBER 23, 1960

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Correction No. 1063



Item No.	SECTION NO. 2				o CLASS RATES (Continued) In Cents per 100 Pounds											
*509-H Cancels 509-G	Class Rates shown below are intermediate in application subject to Note 1.															
	BETWEEN	AND	Any Quantity				Minimum Weight 2,000 Pounds				Minimum Weight 4,000 Pounds					
	San Francisco (See Item No.260-7)	Oakland (See Item No.260-5.5)	1	2	3	4	1	2	3	4	1	2	3	4		
			197	177	158	138	129	116	104	91	97	88	78	68		
	195	176	156	137	127	114	102	89	94	85	76	66				
	San Jose (See Item No. 260-7.5) Santa Clara Campbell		Minimum Weight 10,000 Pounds except as provided in Note 2				Minimum Weight 20,000 Pounds except as provided in Note 3				Minimum Weight as provided in Western Classification, Exception Sheet or this tariff, sub- ject to Item No. 290					
	San Francisco (See Item No.260-7)	Oakland (See Item No.260-5.5)	1	2	3	4	1	2	3	4	5	A	B	C	D	E
			57	52	45	40	40	37	32	28	21	25	21	20	19	17
	55	50	44	39	38	35	30	26	21	23	20	19	18	16		
	NOTE 1.-If charges accruing under the Class Rates in this item, applied on shipments from, to or between points intermediate between origin and destination points via Routes 8, 9 and 10 shown in Item No. 900-1 are lower than charges accruing under the Distance Class Rates in Items Nos. 500 and 505 on the same shipment via the same route such lower charges will apply.															
NOTE 2.-When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff, subject to Item No. 290.																
NOTE 3.-When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff (subject to Item No. 290) but in no event less than 20,000 pounds.																
* Change                    ) o Increase                )																
Decision No.       60621																
EFFECTIVE   SEPTEMBER 23, 1960																
Issued by the Public Utilities Commission of the State of California, San Francisco, California.																
Correction No.   1064																



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

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

◊ (Arbitraries in Cents per 100 Pounds)

Any Quantity				Minimum Weight 4,000 Pounds				Minimum Weight 10,000 Pounds			
1	2	3	4	1	2	3	4	1	2	3	4
26½	24½	21½	18½	17	15½	13½	12	13½	12	11	9½

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

(1) Expires with May 1, 1961

\* Change )  
# Addition ) Decision No. 60621  
◊ Increase )

EFFECTIVE SEPTEMBER 23, 1960

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Correction No. 1065



Seventh Revised Page ..... 44-B

**Cancel**

Sixth Revised Page ..... 44-B

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 2				CLASS RATES (Continued) In Cents per 100 Pounds					
*520-G Cancels 520-F	Rates in this item apply only to shipments having point of origin in San Francisco or South San Francisco and point of destination in Alameda, Albany, Berkeley, El Cerrito, Emeryville, Oakland, Piedmont, Richmond, San Leandro, San Pablo or Stege and to shipments having point of origin in Alameda, Albany, Berkeley, El Cerrito, Emeryville, Oakland, Piedmont, Richmond, San Leandro, San Pablo or Stege and point of destination in San Francisco or South San Francisco. (Subject to Note 2.)									
	Minimum Weight 20,000 Pounds Except as Provided in Note 1					Minimum Weight as Provided in Western Classification, Exception Sheet or this Tariff, Subject to Item No. 290				
	1	2	3	4	5	A	B	C	D	E
	36	33	29	25	20	21	19	16	17	15
	NOTE 1.-When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff (subject to Item No. 290) but in no event less than 20,000 pounds.  NOTE 2.-When applied in connection with Item No. 160 (split pickup) or Item No. 170 (split delivery), San Francisco and South San Francisco will be considered as one territory and Alameda, Albany, Berkeley, El Cerrito, Emeryville, Oakland, Piedmont, Richmond, San Leandro, San Pablo or Stege will be considered as one territory in connection with the application of paragraphs (b) and (c) of Items Nos. 160 and 170, respectively.									
* Change                    ) ◊ Increase                 )   Decision No.                 60621										
EFFECTIVE   SEPTEMBER 23, 1960										
Issued by the Public Utilities Commission of the State of California, San Francisco, California.										
Correction No. 1067										

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

Eleventh Revised Page ..... 46  
 Cancels  
 (2) Tenth Revised Page ..... 46  
 and  
 Ninth Revised Page ..... 46

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3		COMMODITY RATES In Cents per 100 Pounds	
(E) *600-K Cancels 600-J and 600-I	COMMODITY	FROM		(1) RATES
	BEVERAGES AND TONICS, viz.: Fruit Juice, artificial or natural, sweetened or unsweetened, other than cold pack or frozen.  Minimum Weight 45,000 Pounds	FRESNO	SACRAMENTO (See Item No. 260-7)	037
			SAN FRANCISCO TERRITORY as described in Item No. 270-3	041
	(1) Subject to Items Nos. 900 and 900-1.			
(2) Tenth Revised Page 46 was suspended by Supplement No. 49.				
(E) Expires with December 31, 1960.				
* Change     ) ♦ Increase   )     Decision No.     60621				
EFFECTIVE SEPTEMBER 23, 1960				
Issued by the Public Utilities Commission of the State of California, San Francisco, California.				
Correction No. 1068				

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

Eighth Revised Page ---- 46-A

Cancels

(1) Seventh Revised Page ... 46-A

and

Sixth Revised Page ..... 46-A

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds		
	COMMODITY	BETWEEN	AND	RATES Subject to Note 1	Minimum Weight In Pounds
*605-H Cancels 605-G and 605-F	Butter, dairy, Cheese (including cottage cheese and pot cheese), Margarine.	SAN FRANCISCO TERRITORY as described in Item No. 270-3.	LOS ANGELES TERRITORY as described in Item No. 270-3.	150	Any Quantity
				107	4,000
				83	10,000
				69	20,000
				57	24,000
				54	30,000
				47	40,000
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 Items Nos. 900 #and 900-1. In connection with such split pickup or split delivery shipments the rates named in this item are intermediate in application subject to Items Nos. 900 #and 900-1.					
(c) Rates named in this item subject to a minimum weight of 20,000 pounds or more do not include refrigeration service. Except as provided in paragraph (d), when shipments subject to such rates are furnished refrigeration service at shipper's request the charge therefor shall be 2 cents per 100 pounds. This rate shall be applied to the weight on which transportation charges are assessed to determine the refrigeration charges.					
(d) For transportation of cold pack or frozen butter or margarine, subject to minimum weights of 30,000 pounds or more, an additional charge of 8½ cents per 100 pounds shall be made. The provisions of Item No. 185 shall not apply.					
(1) Seventh Revised Page 46-A was suspended by Supplement No. 49.					
* Change ) # Addition ) Decision No. 60621 o Increase )					
EFFECTIVE SEPTEMBER 23, 1960					
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Correction No. 1069					

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

Eighth Revised Page ..... 51  
Cancels

Seventh Revised Page ..... 51

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds		
*650-H Cancels 650-G	COMMODITY	FROM	TO	o(1) RATES	Minimum Weight In Pounds
	Earths, in- fusorial or diatomaceous	WHITE HILLS LOMPOC	SAN FRANCISCO TERRITORY as described in Item No. 270-3.	84	10,000
				71	20,000
				48	40,000
* (1) Subject to Items Nos. 900 #and 900-1.					

\* Change }  
# Addition }  
o Increase }

Decision No. 60621

EFFECTIVE SEPTEMBER 23, 1960

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San Francisco, California.

Correction No. 1070



Sixth Revised Page ..... 51-EE

Cancels

Fifth Revised Page ..... 51-EE

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds					
	GRAIN, RICE, GRAIN PRODUCTS AND RELATED ARTICLES as described in Lists Nos. 1 through 10 of Items Nos. 652-653. (See Item No. 653½ for Application of Rates in this item.)							
	MILES		♦ RATES (See Note)					
			MINIMUM WEIGHT IN POUNDS					
			10,000	20,000	30,000		40,000	
	Package	Bulk			Package	Bulk		
	Over	But Not Over						
	0	3	11½	9½	8½	7½	7½	5½
	3	5	12½	10½	8½	8	8½	6½
	5	10	13½	11½	9½	8½	9½	7
	10	15	14½	12½	11½	9	10½	7½
15	20	17	13½	12½	10	11½	8	
*654½-F Cancels 654½-E	20	25	19	14½	13½	11	12½	9
	25	30	20	15½	14½	12	13½	10
	30	35	21	17	15½	13	14½	11
	35	40	22	18	17	14	15½	12
	40	45	24	19	18	15	17	13
	45	50	26	20	19	16	18	14
	50	60	29	21	20	18	19	16
	60	70	31	22	21	19	20	17
	70	80	33	23	22	20	21	18
	80	90	35	25	23	21	22	19
	90	100	38	26	24	23	23	20
	100	110	40	28	26	25	24	22
	110	120	42	29	27	26	25	23
	120	130	44	30	28	27	26	24
	130	140	47	32	30	29	28	26
	140	150	50	34	31	30	29	27
	150	160	52	36	32	31	30	28
	160	170	54	37	34	33	32	30
	170	180	56	38	35	34	33	31
	180	190	58	40	36	35	35	33
	190	200	61	42	39	38	36	35
	200	220	64	45	42	41	38	37
	220	240	67	47	44	43	40	39
	240	260	70	49	46	45	42	41
	260	280	73	52	48	46	44	43
	280	300	77	55		51		46
	300	325	80	57		53		48
	325	350	83	59		56		50
	350	375	85	63		58		52
	375	400	89	65		60		54
	400	425	92	68		62		56
	425	450	96	71		65		58
	450	475	99	74		68		60
	475	500	102	76		70		62
	500	-	Over 500 miles, class rates apply					(1)

NOTE.-(a) Except as to Rice, Exception 2 of Item No. 100 will not apply in connection with rates in this item.

(b) For the transportation of whole grain, the distance between Simmler and Paso Robles shall be 60 constructive miles; between Simmler and Santa Margarita shall be 56.5 constructive miles; and between Simmler and Blackwells Corner shall be 39 constructive miles.

(c) On all Field Pickup Shipments, as defined in Item No. 653½, add 2 cents per 100 pounds to the rates otherwise applicable.

(1) Add to rate for 500 miles, 2½ cents per 100 pounds for each 25 miles or fraction thereof.

\* Change )  
◊ Increase ) Decision No. 60621

EFFECTIVE SEPTEMBER 23, 1960

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Correction No. 1071

Thirteenth Revised Page ..... 51-I

Cancels

Twelfth Revised Page ..... 51-I

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In Cents per 100 Pounds		
	HAY, IN MACHINE PRESSED BALES			
	Column A - Rates apply to the Los Angeles-Artesia Territory.			
	Column B - Rates apply to the Los Angeles-Artesia (San Fernando Intra-Territory).			
	Column C - Rates apply to the San Diego Territory.			
	See Items Nos. 271, 271-2 and 271-3 for description of territories.			
	FROM	o RATES (See Note 1)		
		Minimum Weight 40,000 Pounds		
		Column		
		A	B	C
	Barstow Territory	33	-	-
	Coachella Valley Territory	31	-	34
	Fresno Territory	48	-	-
	Imperial Valley Territory	40	-	31
	Lancaster Territory	28	21	-
	Merced Territory	55	-	-
	North Kern Territory	37	-	-
	Palo Verde	41	-	-
	Salton Sea Territory	36	-	34
	South Kern Territory	33	-	-
	Tulare Territory	42	-	-
* 658-I Cancels 658-K	NOTE 1.--(a) Rates include services of driver and one helper to perform loading, unloading or other accessorial services.			
	(c) When baled hay or any other commodity subject to this item is picked up from several points in a single field, the point of origin of the composite shipment shall be deemed to be the point of pickup most distant from point of destination. An additional charge of 3¢ cents per 100 pounds shall be assessed for picking up and loading baled hay from scattered points in the field.			
	(d) Shipments into either the Los Angeles-Artesia or San Diego Territory, for which transportation charges are assessed upon a basis of a minimum weight of 30,000 pounds or more, may, upon order of consignee or consignor, be stopped once within either the Los Angeles-Artesia or San Diego Territory and, under the rates set forth above, be held in transit without being unloaded from carrier's equipment pending subsequent delivery.			
	(e) When upon order of consignee or consignor, a shipment is stopped within either the Los Angeles-Artesia or San Diego Territory and held in transit without being unloaded from carrier's equipment, 48 hours free time (computed from the first 7:00 a.m. after time of arrival at point where shipment is held) will be allowed for furnishing to the carrier instructions to deliver the shipment to the point of destination where it is to be unloaded. The free-time period will be 96 hours, if the point of destination is located outside the territory within which the shipment was initially held in transit. A charge of \$26.00 will be assessed for each 24-hour period, or fraction thereof, that the carrier's equipment is detained subsequent to the free-time period specified herein. In computing time in accordance with these provisions, Sundays and legal holidays will be excluded.			

\* Change  
o Increase

)

Decision No. 60621

EFFECTIVE SEPTEMBER 23, 1960

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Correction No. 1072

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

Fourteenth Revised Page .... 56

Cancels

Thirteenth Revised Page .... 56

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds			
(Rates shown in this item will not apply to transportation between points for which rates are provided in Item No. 710.)						
		LUMBER AND FOREST PRODUCTS, treated or untreated, not finished beyond sanding and priming (See Notes 1 and 2), viz.:				
		Cross Arms, wooden Piling Poles Posts Shakes Shingles Shock, Box or Crate	Boards (See Note 3) Plywood (See Note 4) Sheets (See Note 3) Veneering (See Note 4)	Lumber Railroad Ties Timbers		
<u>MILES</u>		RATES				
But Not Over		Minimum Weight (In Pounds) 40,000 (See Note 5)	Minimum Weight (In Pounds) 34,000    44,000		Minimum Weight (In Pounds) 34,000    44,000	
*690-N Cancels 690-M	0        3	7½	7½	5½	5½	4½
	3        5	8½	8½	6½	6½	5½
	5        10	9½	9½	7½	7½	6½
	10       15	10½	10½	8½	8½	7½
	15       20	11½	12	9½	10	8½
	20       25	12½	13½	11	11½	9½
	25       30	14	14½	11½	12½	10½
	30       35	15	15½	12½	13½	11
	35       40	16	16½	14	14½	12
	40       45	17	17½	15	15½	13
	45       50	18	18½	16	16½	14
	50       60	20	21	17	18½	15½
	60       70	22	22	18	19½	16½
	70       80	23	24	19	22	17½
	80       90	25	26	20	23	18½
	90       100	26	27	22	25	19½
	100      110	27	(1)	24	(1)	21
	110      120	29		25		23
	120      130	30		27		25
	130      140	32		28		27
140      150	33		29		28	
150      160	35		31		29	
160      170	37		33		31	
170      180	39		35		32	
180      190	41		37		34	
190      200	43		39		36	
200      220	45		41		37	
220      240	48		43		39	
240      260	50		45		40	
260      280	52		47		42	

280	300	54	49	44
300	325	57	51	47
325	350	59	53	50
350	375	62	56	53
375	400	64	59	56
400	425	67	62	58
425	450	70	65	62
450	475	73	68	64
475	500	76	70	66
500	525	79	73	69
525	550	82	76	72
550	575	85	79	75
575	600	88	82	78
600	625	(2)	84	81
625	650		87	84
650	675		90	87
675	700		93	90
700	725		96	93
725	750		99	96
750	---		(3)	(3)

- (1) Over 100 miles, class rates apply.
- (2) Over 600 miles, class rates apply.
- (3) Add to the rate for 750 miles, 3 cents per 100 pounds for each 25 miles or fraction thereof in excess of 750 miles.

NOTE 1.-With shipments of the commodities listed above, there may be included, at the rates provided herein, in quantities not to exceed 10 percent of the weight of the entire shipment, articles listed under the headings: "Lumber, Veneer, or Forest Products"; or "Building Woodwork or Ships' Joiner Work, Wooden" in the Western Classification.

NOTE 2.-Length not to exceed 24 feet, except Poles and Piling which shall not exceed 50 feet in length.

NOTE 3.-Applies on Boards or Sheets, flat, sawdust or ground wood, preservatively treated or not treated, but not plasticized, with or without added resin binder not exceeding 10 percent by weight, compressed. Metal Molding or Fasteners may be included in the shipment with Boards or Sheets but shall not exceed 5 percent of the weight of the entire shipment.

NOTE 4.-Applies on Plywood or Veneering, with or without paper or pulpboard facing or backing.

NOTE 5.-In connection with straight shipments of Poles and Piling, the minimum weight shall be 37,000 pounds.

\* Change }  
 o Increase }      Decision No.      60621

EFFECTIVE . SEPTEMBER 23, 1960

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 San Francisco, California.  
 Correction No. 1073

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

Seventh Revised Page ..... 56-A

Cancels

Sixth Revised Page ..... 56-A

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) (In Cents per 100 Pounds)	
*700-E Cancels 700-D	LUMBER AND FOREST PRODUCTS, viz.: Lumber, Timbers and Veneering Minimum Weight 40,000 pounds (See Note 1).		
	FROM Production Zone (See Note 2)	TO Delivery Zone (See Note 3)	
		◊ A(Hornbrook)	◊ B(Yreka)
	1 (Seiad)	13½	14
	2 (Happy Camp)	16½	17
	3 (Indian Creek)	17	17½
	NOTE 1.--(a) Rates are not subject to Item No. 85. The minimum weight applies to each unit of equipment. (b) Rates are intermediate in application from points located on or within one actual highway mile on either side of State Highway No. 96 between Hamburg and Gottville. (c) In the event the charge accruing under the rates provided in Section No. 2 or Item No. 690 of this tariff is lower than the charge accruing under the rates named herein the charge accruing under Section No. 2 or Item No. 690 will apply.		
	NOTE 2.--Production Zones are as follows: (a) Zone 1 (Seiad) includes that area within ten actual highway miles on either side of State Highway 96 extending from Hamburg to Thompson Creek. (b) Zone 2 (Happy Camp) includes that area within three actual highway miles on either side of State Highway 96 between Thompson Creek and the point opposite the confluence of Elk Creek and the Klamath River. (c) Zone 3 (Indian Creek) includes that area within ten actual highway miles on either side of State Highway 96 between Thompson Creek and the point opposite the confluence of Elk Creek and the Klamath River except that area included in Zone 2.		
	NOTE 3.--Delivery Zones are as follows: (a) Zone A (Hornbrook) includes that area within a radius of three air-line miles of the Southern Pacific Co. Depot at Hornbrook. (b) Zone B (Yreka) includes that area within a radius of six air-line miles of the intersection of Main Street and Miner Street, Yreka, and including all team tracks, side tracks, and spur tracks, together with loading areas, platforms and industries directly adjacent thereto, of the Southern Pacific Co. at Montague.		
	* Change ) ◊ Increase ) Decision No. 60621		
EFFECTIVE SEPTEMBER 23, 1960			
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 1074			

Item No.	SECTION NO. 3 - COMMODITY RATES (Continued)	
*720-X Cancels 720-J	HOURLY RATES FOR OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES AND FOR SERVICE OF STRINGING PIPE	
	Rates in this item apply for transportation of property necessary or incidental to the establishment, maintenance or dismantling of oil, gas or water wells, pipe lines, refineries and cracking or casing head plants, and only when the point of origin is at a well site or within an oilfield and the point of destination is also at a well site or within the same or another oilfield (See Note 1).	
	Rates in this item apply also for stringing pipe as provided in Item No. 175.	
	Rates in this item apply only for distances not exceeding 35 miles.	
	Type of Equipment	o Rates in Dollars Per Hour (See Note 2 in Item No. 720-1)
	Trucks, Tractors, Trailers, Semi-Trailers or any combination thereof moving as a single unit:	
	3-Ton or Less Capacity -----	8.25
	Over 3-Ton But Not Over 6-Ton Capacity -----	9.15
	Over 6-Ton But Not Over 10-Ton Capacity -----	10.85
	Over 10-Ton Capacity -----	13.15
	NOTE 1.—When rates are provided in this item on the shipment transported, the rates in this item will apply regardless of class or commodity rates in other items in this tariff except when carrier is notified in advance of shipment that the charges accruing under rates in other items in this tariff are desired to be applied in lieu thereof. When such notification is given, the rates provided in this item shall not be applied.	
	(Continued in Item No. 720-1)	
* Change ) o Increase )     Decision No.     60621		
EFFECTIVE SEPTEMBER 23, 1960		
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Correction No. 1075		



Item No.	SECTION NO. 3 - COMMODITY RATES (Continued)																									
	HOURLY RATES FOR OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES AND FOR SERVICE OF STRINGING PIPE (Concluded)																									
	** NOTE 2.--Rates shall be computed on the following basis: loading time plus double the driving time from point of origin to point of destination, plus unloading time. Minimum Charge, 1 hour. In computing time under the basis outlined herein, the various time factors shall not be less than the actual time involved in minutes. After the total time has been determined it shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the following table:																									
	<table><tr><td colspan="2"><u>Minutes</u></td><td></td></tr><tr><td></td><td><u>But</u></td><td></td></tr><tr><td><u>Over</u></td><td><u>Not Over</u></td><td></td></tr><tr><td>0</td><td>8</td><td>..... Omit</td></tr><tr><td>8</td><td>23</td><td>.....shall be 1/4 hour</td></tr><tr><td>23</td><td>38</td><td>.....shall be 1/2 hour</td></tr><tr><td>38</td><td>53</td><td>.....shall be 3/4 hour</td></tr><tr><td>53</td><td>60</td><td>.....shall be 1 hour</td></tr></table>		<u>Minutes</u>				<u>But</u>		<u>Over</u>	<u>Not Over</u>		0	8	..... Omit	8	23	.....shall be 1/4 hour	23	38	.....shall be 1/2 hour	38	53	.....shall be 3/4 hour	53	60	.....shall be 1 hour
<u>Minutes</u>																										
	<u>But</u>																									
<u>Over</u>	<u>Not Over</u>																									
0	8	..... Omit																								
8	23	.....shall be 1/4 hour																								
23	38	.....shall be 1/2 hour																								
38	53	.....shall be 3/4 hour																								
53	60	.....shall be 1 hour																								
*720-1-D Cancels 720-1-C	Rates include services of vehicle and driver. When necessary for carrier to furnish extra help other than driver, such service shall be charged for at a rate of not less than ♦ \$4.30 per hour per extra man furnished.																									
	<u>Equipment List</u>																									
	A. A list of carrier's equipment, as defined in Item No. 10, used in the transportation of commodities named in this item, shall be compiled by each carrier. Each unit of carrier's equipment shall be identified by number or other means and the list shall show the normal carrying capacity thereof.																									
	B. The normal carrying capacity of each vehicle unit shall be determined by the carrier based upon that amount of property in pounds, which physically can be loaded therein and safely transported under normal conditions.																									
	C. In no event shall the carrying capacity be established in excess of the number of pounds permitted under the provisions of the Vehicle Code, State of California.																									
	D. The equipment list shall be filed in duplicate with the Commission and an exact copy thereof shall be kept open for public inspection by the carrier. When, subsequent to the filing of the list, equipment is placed in or withdrawn from service, or its carrying capacity is changed by alteration of the equipment, the carrier shall amend its equipment list to show the change and the date it is made. An amendment to the equipment list shall be filed with the Commission not later than ten days subsequent to the date of change.																									
	E. Each vehicle shall have stenciled or otherwise permanently displayed on it the carrying capacity thereof.																									
	F. Each shipping document issued in connection with transportation under this item shall, in addition to other requirements, identify the equipment used and show the carrying capacity of each vehicle employed.																									

\*720-1-D  
 Cancels  
 720-1-C

\*\* Formerly designated as Note 3.

\* Change            )  
o Increase         )     Decision No.

60621

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Correction No. 1976

-57-A-

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

Twelfth Revised Page ..... 64  
 Cancels  
 (3) Eleventh Revised Page .... 64  
 and  
 Tenth Revised Page ..... 64

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In Cents per 100 Pounds		
	COMMODITY	BETWEEN	AND	RATE
*730-K Cancels 730-J and 730-I	SOAP, LARD, AND RELATED ARTICLES, viz.: Acid, Boracic, Borax (Sodium Borate), Compounds, Bleaching, Cleaning, Scouring, Washing, Disinfectants, other than medicinal, Drain Pipe Solvent, Lime, Chlorinated (Chloride of Lime Bleach or Bleaching Powder), Lye, concentrated, Soap, Soap Chips, Soap, liquid, Soap Powder, Sodium (Soda), viz.: washing soda (washing crystals), washing powders, Starch, liquid, Lard, solid, not otherwise specified, Lard Substitutes, not otherwise specified, Oil, cooking, Oil, salad, Vegetable Oil Shortening.  Minimum Weight 30,000 pounds	SAN FRAN- CISCO TERRI- TORY as described in Item No. 270-3	LOS AN- GELES BASIN TERRI- TORY as described in Item No. 270.	(1) (2) 047
	*(1) Subject to Items Nos. 900 #and 900-1.  (2) When accessorial services are rendered by carrier in connection with shipments moving under rates in this item the following charges shall be in addition to rate shown: (a) When refrigeration service is furnished, an additional charge shall be made of not less than 2½ cents per 100 pounds. (b) For other accessorial charges, see Items Nos. 140 and 180.			
(3) Eleventh Revised Page 64 was suspended by Supplement No. 49. * Change ) # Addition ) Decision No. 60621 o Increase )				
EFFECTIVE SEPTEMBER 23, 1960				
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 1077				

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

Ninth Revised Page .... 65  
Cancels

Eighth Revised Page ... 65

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds	
	COMMODITY	BETWEEN	AND	RATE
*740-I Cancels 740-H	Sugar, in packages	SPRECKELS		
	Minimum Weight 42,000 Pounds	SAN FRANCISCO (See Item No. 260-7)  CROCKETT	LOS ANGELES BASIN TER- RITORY as described in Item No. 270.	(1) 50
	* (1) Subject to Items Nos. 900 # and 900-1.			
* Change            ) # Addition        } o Increase        )      Decision No.   60621				
EFFECTIVE SEPTEMBER 23, 1960				
Issued by the Public Utilities Commission of the State of California San Francisco, California Correction No. 1078				

Seventh Revised Page ..... 66

## Cancels

Sixth Revised Page ..... 66

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3						COMMODITY RATES (Concluded) In Cents per 100 Pounds									
	SUGAR, Granulated, in bulk (See Item No. 755 for application of rates.)															
	MILES		RATES						MILES		RATES					
	But Not Over		Minimum Weight						But Not Over		Minimum Weight					
23,000 Pounds			33,000 Pounds		43,000 Pounds		23,000 Pounds				33,000 Pounds		43,000 Pounds			
			(1)	(2)	(1)	(2)	(1)	(2)			(1)	(2)	(1)	(2)		
	0	3	9½	8½	8	7½	7	6½	140	150	48	43	41	37	35	29
	3	5	10	9½	9½	8½	8	7½	150	160	50	45	43	39	36	30
	5	10	11½	11	10	9½	9½	8½	160	170	52	47	45	40	38	32
	10	15	13	12	11½	10½	10	9½	170	180	54	49	46	41	39	33
	15	20	15	14½	12½	11½	11½	10½	180	190	56	51	48	43	41	34
	20	25	16	15	15	14	13	11½	190	200	58	53	50	45	43	36
	25	30	18½	17½	16	15	14	12½	200	220	61	55	54	48	46	39
	30	35	20	19	17	16	15	13	220	240	64	58	57	51	50	42
	35	40	22	20	19	18	16	14	240	260	67	60	60	53	53	44
	40	45	24	22	20	19	17	14½	260	280	70	62	63	56	56	47
	45	50	26	24	23	21	18½	15½	280	300	74	66	66	58	59	50
	50	60	28	26	25	23	20	17½	300	325	77	69	70	61	62	53
	60	70	30	27	27	24	21	18	325	350	80	71	73	64	65	55
	70	80	32	29	28	25	23	20	350	375	83	73	76	66	68	58
	80	90	35	32	30	27	25	22	375	400	86	76	79	70	71	61
	90	100	37	34	32	29	26	23	400	425	88	78	81	72	75	64
	100	110	40	36	34	31	28	24	425	450	91	81	84	75	78	67
	110	120	42	38	36	33	29	25	450	475	93	84	88	78	81	70
	120	130	44	40	38	34	32	27	475	500	96	87	91	81	84	73
	130	140	46	42	39	35	33	28	500	—	(3)	(3)	(3)	(3)	(4)	(4)

\*745-A  
Cancels  
745

(1) Rates apply to shipments not subject to Column (2) rates.

(2) Rates apply when trailer equipment furnished by the shipper is used for the transportation of sugar, granulated, in bulk, and such equipment is furnished at no expense to the carrier (other than public liability, property damage, comprehensive and cargo insurance).

(3) Add to the rate for 500 miles, 3 cents per 100 pounds for each 25 miles or fraction thereof in excess of 500 miles.

(4) Add to the rate for 500 miles, 2 cents per 100 pounds for each 25 miles or fraction thereof in excess of 500 miles.

RULES AND REGULATIONS GOVERNING  
THE APPLICATION OF RATES IN ITEM NO. 745

NOTE 1 - The rates do not alternate with the class rates named in Section No. 2 of this tariff.

NOTE 2 - The rates are not subject to Item No. 85 - Shipment Transported in Multiple Lots; \*\* Item 142 - Delays to Equipment; Item No. 160 - Split Pickup; or Paragraphs 1 or 2 of Item No. 240 - Accessorial Services Not Included in Common Carrier Rates.

\*775-A  
Cancels  
755

NOTE 3 - The initial weighing of shipments at point of origin may be performed by the carrier at the carrier's expense. For reweighing of shipments the carrier shall assess a charge of not less than 50 cents.

NOTE 4 - Rates do not include pumping service when rendered with carrier's equipment. When pumping service is performed by the carrier's equipment, a charge of one cent per 100 pounds will be made. Pumping service means the discharge of sugar from the carrier's equipment by the means of blowers.

NOTE 5 - The shipping document issued for each shipment transported shall show the trailer numbers and identification of the ownership of the trailers used to perform the transportation.

\* Change  
o Increase  
\*\* Reference to Item No. 126  
eliminated

Decision No.

60621

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Correction No. 1079

Item No.	SECTION NO. 3-A - MONTHLY VEHICLE UNIT RATES, RULES AND REGULATIONS
760- G Can- cels 760-F	<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), (cc), (d), (e), (ed), (f), (g) and Item No. 11 (i); Item No. 20, Application of Tariff -- Carriers; Items Nos. 40 and 41, Application of Tariff -- Commodities; Item No. 55, References to Items and Other Tariffs; Item No. 124, Charges for Escort Service; Item No. 128, Charges for Permit Shipments; Items Nos. 176, 177 and 179, Pool Shipments; Item No. 180, Collect on Delivery (C.O.D.) Shipments; and Item No. 257, Units of Measurement in Quotation of Rates and Charges.</p> <p>(d) The rates in this Section apply only when, prior to the transportation of the property, the shipper enters into a written agreement with the carrier as provided in Item No. 765, and only when the property is transported by one carrier for one shipper. When such agreement is executed, rates otherwise provided in this tariff will not apply.</p> <p>(e) The rates apply only to transportation within counties specified in the written agreement.</p> <p>(f) The rates apply for a calendar month or for a period of 30 days from the date specified in the written agreement.</p> <p>(g) The rates apply for the exclusive use of the equipment furnished.</p>





Sixth Revised Page .... 66-E

Cancels

(1) Fifth Revised Page .... 66-E

and

Fourth Revised Page ... 66-E

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3-A - MONTHLY VEHICLE UNIT RATES, RULES AND REGULATIONS			
780	RATE BASES			
	Rate Basis "A" includes the Counties of Lake, Marin, Mendocino, San Francisco, San Mateo and Sonoma.			
	Rate Basis "B" includes the Counties of Alameda, Contra Costa, Monterey, Napa, San Benito, Santa Clara, Santa Cruz and Solano.			
	Rate Basis "C" includes all of the other counties in the State not named in Rate Basis "A" or "B".			
*785-E Cancels 785-D and 785-C	MONTHLY VEHICLE UNIT RATES (Exclusive of Saturdays, Sundays and Holidays)			
	Rates per month in dollars per unit of carrier's equipment (Subject to Notes 1 and 2).			
	Capacity of Carrier's Equipment in Pounds		Rate Basis(1)	
			♦ A	♦ B C
	2,500 or less .....		920	- 800
	Over 2,500 but not over 4,500 .....		1000	- 825
	Over 4,500 but not over 8,000 .....		-	- 850
	Over 4,500 but not over 10,500 .....		1000	-
	Over 8,000 but not over 12,000 .....		-	- 875
	Not over 10,500 .....		-	935 -
	Over 10,500 but not over 20,000 .....		1115	1075 -
	Over 12,000 but not over 20,000 .....		-	- 975
	*Over 20,000 but not over 40,000 .....		1425	1425 ♦1275
	*Over 40,000 .....		1500	1500 ♦1350
	(1) See Item No. 780.			
	(2) Maximum mileage is 672 miles per month.			
	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.			
	NOTE 2.-Rates do not include bridge or ferry tolls. Such tolls, when incurred by the carrier, shall be added to the transportation charges.			
(1) Fifth Revised Page 66-E was suspended by Supplement No. 49.				
* Change )		Decision No. 60621		
♦ Increase )				
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Correction No. 1081				

Item No.	SECTION NO. 3-A - MONTHLY VEHICLE UNIT RATES, RULES AND REGULATIONS						
*790-D Cancels 790-C	MONTHLY VEHICLE UNIT RATES (Including Saturdays, Sundays and Holidays)  Rates per month in dollars per unit of carrier's equipment (Subject to Notes 1 and 2).						
	Capacity of Carrier's Equipment in Pounds	Rate Basis (1)					
		0A	0B	C			
	2,500 or less .....	1230	---	1000			
	Over 2,500 but not over 4,500 .....	1330	---	1025			
	Over 4,500 but not over 8,000 .....	---	---	1050			
	Over 4,500 but not over 10,500 .....	1330	---	---			
	Over 8,000 but not over 12,000 .....	---	---	1075			
	Not over 10,500 .....	---	1165	---			
	Over 10,500 but not over 20,000 ...	1455	1335	---			
	Over 12,000 but not over 20,000 ...	---	---	1175			
	*Over 20,000 but not over 40,000 ...	2275(2)	2100(2)	1825(2)			
	*Over 40,000 .....	2500(2)	2325(2)	2050(2)			
(1) See Item No. 780.							
(2) Maximum mileage is 61521 miles per month.							
NOTE 1. Except as otherwise provided, the rates apply for a maximum mileage of 1250 miles and are limited to 8 hours out of each 9 consecutive hours per day. For operations in excess of these limitations add rates provided in Item No. 795.							
NOTE 2. Rates do not include bridge or ferry tolls. Such tolls, when incurred by the carrier, shall be added to the transportation charges.							
*795-D Cancels 795-C	RATES FOR EXCESSIVE MILEAGE AND EXCESSIVE HOURS						
	Capacity of Carrier's Equipment in Pounds	Excessive Mileage (1)			Excessive Hours (2)		
		Rate Basis(3)			Rate Basis (3)		
		0A	B	C	0A	0B	C
	2,500 or less .....	14½	---	9	665	655	536
	Over 2,500 but not over 4,500 .....	15½	---	10	665	655	536
	Over 4,500 but not over 8,000 .....	---	---	11½	665	655	536
	Over 4,500 but not over 10,500 .....	19	---	---	665	655	536
	Over 8,000 but not over 12,000 .....	---	---	12	665	655	536
	Not over 10,500 .....	---	017	---	665	655	536
	Over 10,500 but not over 20,000 ....	24	022	---	695	685	536
	Over 12,000 but not over 20,000 ....	---	---	12½	695	685	536
	Over 20,000 but not over 30,000 ....	---	---	---	695	685	549
*Over 20,000 but not over 40,000 ....	29	029	029	695	685	---	
Over 30,000 .....	---	---	---	695	685	554	
#Over 40,000 .....	26	026	026	695	685	554	

(1) Rates in cents per mile to be added to rates provided in Items Nos. 785 and 790. ( See Note)

(2) Rates in cents per hour to be added to rates provided in Items Nos. 785 and 790. (See Note)

(3) See Item No. 780.

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

\* Change )  
# Addition )  
o Increase )  
o Reduction )

Decision No. 60621

EFFECTIVE SEPTEMBER 23, 1960

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

Correction No. 1082