

ORIGINALDecision No. 61177

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 commodi-
ties between and within all points
and places in the State of California
(including, but not limited to,
transportation for which rates are
provided in Minimum Rate Tariff No. 2).

Case No. 5432
(Order Setting Hearing
dated July 1, 1958)

(Appearances are listed in Appendix "A")

OPINION ON FURTHER HEARING
AND UPON REHEARING

At issue in this phase of Case No. 5432 are certain minimum rates, rules and regulations which have been prescribed by Decision No. 59708, dated February 23, 1960, for services of temperature control (protection against heat by means of ice or mechanical refrigeration) provided by for-hire carriers in the transportation of general commodities between points throughout California. As prescribed by said decision, the rates for the services of temperature control apply in connection with temperature-controlled transportation of all commodities "except fresh or frozen meat and except fresh fish, shell fish, mollusks, ice cream, and commodities described as 'frozen' in the Western Classification, when being transported under less-carload ratings named therein." With respect to the excepted commodities the

decision ordered that further hearings be held, and evidence received, on the question whether the rates for temperature control should likewise be made applicable to said commodities. An associated question which the decision stated should also be considered at the further hearings is whether there should be established a reduced carload rating for meat, based on a¹ higher minimum weight than that which applies at present.

The effective date of the rates, rules and regulations prescribed by Decision No. 59708 was stayed by the timely filing, on March 4, 1960, of a petition for rehearing and reconsideration by the California Trucking Associations, Inc. In its petition the California Trucking Associations, Inc., assails the decision's exemption of less carload shipments of frozen commodities from the rates for temperature control. Assertedly, the exemption results in an unjust, unreasonable and discriminatory rate structure. The petition also alleges that some of the rules which the decision prescribes are indefinite and uncertain, and that, furthermore, the form of the rates is unreasonable. The Associations' petition for rehearing and

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Under present provisions of the Western Classification, meat, fresh, not otherwise indexed by name, is subject to a carload rating of 3d class, minimum weight 21,000 pounds.

reconsideration was granted by order of the Commission dated April 5, 1960.²

The further hearings ordered by Decision No. 59708 and the rehearings granted in response to the petition of the California Trucking Associations, Inc., were held before Examiner C. S. Abernathy at San Francisco on May 16 and on June 14, 1960, and at Los Angeles on June 30, 1960. Evidence was submitted by representatives of the California Trucking Associations, Inc., of various rail carriers, of Swift & Company, of Carnation Company, and of the Commission's staff.

The assailed exemption of less carload shipments of frozen commodities from the rates that Decision No. 59708 prescribes for services of temperature control stems from a question of whether provision for the costs of temperature control is already reflected in the classification ratings for said commodities. This question arises from the fact that the ratings which the classification names for frozen commodities are, in various respects, higher than those for the same commodities non-frozen. Decision No. 59708 notes that the record therein being considered does not contain specific information concerning the extent, if any, that

² Granting of the petition for rehearing was opposed in replies thereto filed by Swift & Company, Carnation Company, and by Kraft Foods. Carnation Company, in its reply, also asked that Decision No. 59708 be modified to hold, without further hearing on the matter, that less carload shipments of commodities designated as "frozen" in the Western Classification should not be subject to the rates which the decision prescribed for the services of temperature control. This request is denied.

the higher ratings are attributable to costs of temperature control. It concludes that in the absence of such information, the prescription of additional charges for temperature control to apply to said frozen commodities would not be justified.

Much of the evidence which the California Trucking Associations, Inc., submitted at these further hearings was directed towards showing that the costs of temperature control are not included in the classification ratings for less carload shipments of frozen commodities. The chairman of the Western Classification Committee and publishing agent of the Western Classification, who was called on behalf of the California Trucking Associations, Inc., to testify concerning the bases on which the classification ratings are determined, declared categorically that the cost of providing refrigeration has never been treated as an element in the determination of classification ratings for frozen commodities. Insofar as less-than-carload shipments of these commodities are concerned, he declared that the transportation of said shipments is performed under such a variety of circumstances it would not be practicable to reflect the costs of refrigeration in the applicable ratings. He said that the fact that various frozen commodities are subject to higher ratings than like commodities unfrozen is attributable to the greater risks of loss and damage which the carriers necessarily incur in the transportation of the frozen commodities.

Evidence bearing on the alleged unreasonableness of the form of the rates prescribed by Decision No. 59708 was presented by the California Trucking Associations, Inc., through its director of research and through a tariff publishing agent.

According to the testimony of these witnesses, tariff filing carriers (for example, highway common carriers, express corporations, and common carriers by rail) would be subjected to costly and burdensome tariff publishing procedures were they to undertake to publish rates for temperature control in the form which the decision prescribes, namely, single factor rates.³ In this connection the director of research pointed out that were the carriers to undertake to meet the tariff filing requirements which the decision entails, they would have to publish and maintain numerous rate scales, involving many pages of tariff publication and much expense. Those carriers that provide temperature controlled transportation infrequently would have to meet the same requirements in this respect as carriers that specialize in temperature-controlled transportation.

To relieve the carriers of what he considered to be unnecessary tariff filing requirements, the director of research urged that Decision No. 59708 be modified to permit the publication of rates for temperature control in the form of accessorial charges. Thus, by general rule rather than by rate tables requiring numerous pages of tariff publication, tariff-filing carriers would be able to designate the charges to be assessed when temperature-controlled transportation is performed. The director of research indicated that in some instances the carriers might find it advantageous to publish single factor rates covering the combined services of transportation and of temperature control. He suggested

³ The single factor rates referred to herein cover the combined services of transportation and temperature control.

that the carriers be allowed the option of publishing their charges either by rule or by single factor rate scales. The proposals of the director of research were supported by the tariff publishing agent not only for the purposes stated but also for a resultant simplification of rate determinations, particularly in instances where combination rates are involved.

A rate expert of the Commission's staff submitted an exhibit in which he recommended the adoption of a rule providing for the publication of rates for temperature control in the form of accessorial services. His recommendations were advanced on the basis that in such form the charges would be easier to compute and to apply than single factor rates, and that they would permit economies in tariff publication both for the carriers and for the Commission. The rate witness also recommended that common carriers who do not wish to provide temperature-controlled transportation be permitted so to limit their services by the publication of appropriate rules in their tariffs.

A witness who appeared on behalf of the four major California railroads and their subsidiary rail lines requested that such carriers be exempted from the provisions of Decision No. 59708. The witness said that the rail carriers are called upon to transport so little less-carload traffic of frozen commodities that the cost of publication of rates in accordance with the provisions of Decision No. 59708 would outweigh any monetary gain that might be realized from the rates.

⁴ The carload traffic of the rail carriers is not subject to the minimum rates which are involved herein.

The evidence which Swift & Company submitted at these further hearings was directed principally toward showing that present transportation circumstances justify a lower carload rating for fresh meat than the present rating of 3d class, minimum weight, 21,000 pounds. The company's transportation manager for the northern California area testified to the effect that the capacities of present carrier equipment permit the transportation of shipments of about 35,000 pounds of carcass beef or of about 42,000 pounds of packaged meat at one time. He submitted a summary of meat shipments from two of Swift & Company's northern California plants for the month of April, 1960, showing, amongst other things, that capacity loads were shipped in various instances. He recommended the establishment of a carload rating of 4th class, minimum weight 30,000 pounds. Such a rating, he said, would provide an inducement for the transportation of meat in larger quantities per shipment; it would promote the greater utilization of the carrying capacities of the carriers' equipment, and it would increase the carriers' revenues per minimum load. As part of this recommendation, he proposed that the 4th class rating include the services of temperature control without further charge therefor. Regarding this aspect of his recommendations, he submitted comparisons to show that under the 4th class rating (inclusive of refrigeration) the carriers would realize greater revenues from the transportation of 30,000-pound shipments of meat than they realize from the transportation of various other refrigerated commodities.

The Carnation Company, through its presentation in this matter, assailed the provisions of Decision No. 59708 insofar as they would result in the application of charges for temperature control to the transportation of frozen pies. According to rate comparisons which the company submitted through a member of its traffic department, the rates which apply to frozen pies under present classification ratings are about 25 to 30 percent greater than the rates which apply to pies, not frozen. On this basis the company contends that the present rate differentials are sufficient to compensate the carriers for the costs of temperature control incurred in the transportation of frozen pies and that the application to said transportation of the further charges prescribed by Decision No. 59708 is unjustified.

Discussion, Findings and Conclusions

The principal issue which is presented for disposition in these further hearings is whether the costs of temperature control are reflected in the less-carload classification ratings for frozen commodities (and for fresh or frozen meat, fresh fish, shellfish, mollusks and ice cream). As has been hitherto pointed out in Decision No. 59708, the present class rates in Minimum Rate Tariff No. 2 do not include provision for the costs of temperature control. Since allowance for said costs is not in the rates, and if no allowance therefor is in the ratings, it is evident that if the carriers that provide temperature control are to recover the costs thereof they must do so through the medium of charges such as are prescribed by Decision No. 59708.

It is clear from the record that has now been developed that the costs of temperature control are not an element to which weight has been given in the classification ratings for the aforesaid commodities. In the circumstances as thus shown, a continuation of the exemption of these commodities from the rates for temperature control that otherwise apply under the provisions of Decision No. 59708 is not warranted. The exemption should be canceled.

This conclusion is reached notwithstanding a contention of Swift & Company that irrespective of whether allowance for temperature control is reflected in the classification ratings for the frozen and the other commodities specified above, Minimum Rate Tariff No. 2, by certain rules therein, implies that the services of temperature control are included in the rates which the tariff sets forth. This contention ignores the fact that the costs of temperature control have not been included in the cost factors which have been considered in the development of said rates.

The arguments and contentions of Carnation Company for exemption of frozen pies from charges for temperature control rest primarily on the difference between the classification rating for frozen pies and that for pies, not frozen. However, in view of our conclusions herein that the costs of temperature control have not been considered in the determination of the classification ratings for frozen commodities, it appears that the relationship of the ratings for pies is a matter which is not in issue in this phase of Case No. 5432, and has no bearing on the applicability of charges for temperature control. The requested exemption for frozen pies should be denied.

With reference to the form in which the rates for the services of temperature control should be prescribed, it now appears that the publication should be by general rule, rather than by single factor rates. The prescription of single factor rates by Decision No. 59708 was in response to representations by Kraft Foods and by Swift & Company that such rates would be desirable in the interests of minimizing the burden of rate determinations in connection with the transportation involved. However, on the more complete record which has now been developed in this respect, it appears that the asserted advantages would be more than offset by other considerations. The rule by which the rates will be prescribed will be substantially that which was recommended by the Commission rate witness and by the director of research for the California Trucking Associations, Inc. Although the rates that the rule prescribes are in the form of additional charges, the carriers will be given the option of incorporating them in their rates and publishing single factor rates if they so desire. The rule which the rate witness proposed be applied in disposing of fractional rates produced in the calculation of the charges will be modified slightly to provide a more reasonably graduated scale of charges in connection with temperature-controlled transportation for relatively short distances. A rate conversion table will be included for the carriers' and shippers' convenience in making the applicable rate determinations.

The proposal of the rate witness that common carriers be permitted by rule to limit the scope of their services to exclude temperature controlled transportation clearly involves matters and

issues which are not within the scope of this phase of Case No. 5432. It was opposed by the California Trucking Association, Inc. It should not be adopted.

The request of the rail carriers that they not be required to establish and apply the additional charges for temperature control in connection with their less-carload transportation services should be denied. This request was primarily based upon the costs of publishing the single factor rates which were prescribed by Decision No. 59708. However, under the form of publication which would be permitted under the order that follows, it appears that the carriers' costs of publication would be substantially reduced, and that they would not be of such materiality that they should otherwise control our conclusions herein. It should be pointed out, furthermore, that granting of the request would have the effect of nullifying in part the application of the rates or charges for temperature control that the order herein, together with Decision No. 59708, prescribes. Under so-called alternative provisions of Minimum Rate Tariff No. 2 the rates of the rail carriers, which would not include the charges for temperature control, would constitute, in various instances, the effective minimum rates for temperature-controlled transportation by highway carriers between the points served by the rail carriers. Inasmuch

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Minimum Rate Tariff No. 2 (Item No. 200 series) provides that rates of common carriers by rail may be applied by for-hire highway carriers when the rates of the rail carriers produce lower charges for the same transportation than the rates in Minimum Rate Tariff No. 2.

as it has been determined that minimum rates should be established for the services of temperature control, an exemption should not be established which would result in the partial nullification of said rates.

There remains to be considered the proposal of Swift & Company that a 4th class carload rating, based on a minimum weight of 30,000 pounds should be established for meat, namely,

Meat(s), fresh, not otherwise indexed
by name in the Western Classification,
in carcasses or part carcasses, loose
or in packages.

The evidence is clear that the minimum weight of 21,000 pounds which governs the currently-applicable carload rating for the meats described is substantially less than the present carrying capacities of the vehicles used by motor carriers in the transportation of this commodity. It appears, furthermore, that the establishment of a higher carload minimum weight, with an appropriate rating therefor, would result in greater and more efficient utilization of the carriers' vehicles. The proposed rating of 4th class is consistent with that which has been accorded various commodities other than meat in connection with a carload minimum weight of 30,000 pounds. It is the same rating, moreover, as that which is named in the classification for fresh meat in packages, subject to a minimum weight of 30,000 pounds. In the light of these considerations the establishment of a 4th class carload rating for fresh meats in carcasses or part carcasses, based upon a minimum weight of 30,000 pounds, appears reasonable and justified. To this extent the proposed rating should be adopted.

However, the concomitant proposal of Swift & Company that the rating be designated as inclusive of the services of temperature control should not be adopted. As previously stated above, Swift submitted certain revenue data as basis for this proposal. By these data Swift alleges, in effect, that the 4th class rating for meat is so high in comparison with the classification ratings that apply to the compared items that the services of temperature control can reasonably be included in said 4th class rating. However, the revenue comparisons of themselves are not sufficient to support such a finding and conclusion. Evaluation of the 4th class rating for meat in the respects indicated would involve consideration and evaluation of the classification factors underlying the ratings for the compared items. The record herein does not contain the information needed for evaluations of this kind.

Upon consideration of the record adduced at the further hearings and rehearings on the above phase of Case No. 5432, the Commission is of the opinion and finds that the rates, rules and regulations prescribed by Decision No. 59708 for services of temperature control should be revised or modified as follows:

- a. To cancel the exemption from rates for temperature control that Decision No. 59708 provides in connection with fresh or frozen meat, fresh fish, shellfish, mollusks, ice cream and commodities described as frozen in the Western Classification when being transported under less-carload ratings named therein.
- b. To cancel the single factor rates prescribed by said decision for the combined services of temperature control and transportation.
- c. To prescribe by appropriate rules the rates to be assessed for the services of temperature control.

- d. To establish a carload rating of 4th class subject to a minimum weight 30,000 pounds for

Meats, fresh, not otherwise indexed by name in the Western Classification, in carcasses or part carcasses, loose or in packages,

said rating to apply as exception to the provisions of the Western Classification and to the Exception Sheet as designated in Minimum Rate Tariff No. 2.

The Commission is of the opinion and finds that as so modified, said rates, rules and regulations are, and will be just, reasonable and non-discriminatory minimum rates, rules and regulations for services of temperature control furnished in connection with transportation subject to the provisions of Minimum Rate Tariff No. 2.

The Commission is of the further opinion and finds that with the exceptions as above specified the various revisions and modifications of Decision No. 59708 which were proposed or sought by the parties to the further hearings and rehearings in the above phase of Case No. 5432 have not been justified, and that said revisions and modifications should be denied. Except where different findings and conclusions are expressed above in connection with the modifications or revisions of Decision No. 59708 which are prescribed herein, the findings, conclusions and related provisions of Decision No. 59708 should be reaffirmed.

Common carriers (as defined in the Public Utilities Act) that have heretofore been required to publish and maintain rates, rules and regulations no lower in volume or effect than those provided by Minimum Rate Tariff No. 2 will be also required to

publish and maintain rates, rules and regulations no lower in volume or effect than those hereinafter prescribed for the service of temperature control. To the extent that the existing rates, rules and regulations of said common carriers are less in volume or effect than the rates, rules and regulations prescribed by Minimum Rate Tariff No. 2 (as amended in conformity with the order below), said rates, rules and regulations of said common carriers are hereby found to be, now and for the future, unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the cost of other means of transportation.

The order which follows will provide for the issuance of revised tariff pages to Minimum Rate Tariff No. 2 in consonance with the conclusions and findings hereinabove expressed. Said tariff pages will supersede those attached to Decision No. 59708.

O R D E R

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

IT IS HEREBY ORDERED:

1. That Minimum Rate Tariff No. 2 (Appendix "D" to Decision No. 31606, as amended) be and it is further amended by incorporating therein, to become effective January 28, 1961, the revised pages attached hereto and listed in Appendix "B" also attached hereto, which pages and appendix by this reference are made a part hereof. Said revised tariff pages shall supersede those attached to Decision No. 59708 as part of Appendix "C" of that decision.

2. That tariff publications required to be made by common carriers as a result of the order herein may be made effective not earlier than the effective date hereof on not less than five days' notice to the Commission and to the public, and that such tariff publications shall be made effective not later than January 28, 1961; and that tariff publications which are authorized but not required to be made by common carriers as a result of the order herein may be made effective on not less than five days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the tariff changes herein involved.
3. That common carriers, in publishing the rates and charges hereinabove required or authorized, may establish them in the form of the conversion tables as set forth on the revised tariff pages attached hereto, or may establish them by incorporating the additional charges into their rates as single factor rates, or may establish them in the form of a rule which will have the effect of increasing the rate or rates otherwise applicable as follows:

- (1) For CHILLED TEMPERATURE CONTROL SERVICE, 5 percent. (See Note)
- (2) For FROZEN TEMPERATURE CONTROL SERVICE, 10 percent. (See Note)



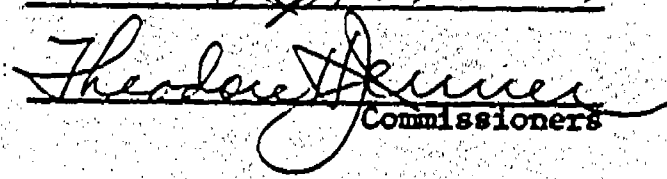
NOTE:- When fractional rates are produced in the computation of the increased rate or rates in accordance with the provisions of this paragraph, the following will govern the disposition of fractions:

- A. Rates (inclusive of the service of temperature control) based upon rates of 30 cents or less (exclusive of the service of temperature control):
Fractions of less than $\frac{1}{2}$ or .25 of a cent, omit;
Fractions of $\frac{1}{2}$ or .25 of a cent or greater, but less than $\frac{3}{4}$ or .75 of a cent will be stated as $\frac{1}{2}$ or .50 of a cent;
Fractions of $\frac{3}{4}$ or .75 of a cent or greater, increase to the next whole figure.
- B. Rates (inclusive of the service of temperature control) based upon rates of more than 30 cents (exclusive of the service of temperature control):
Fractions of less than $\frac{1}{2}$ or .50 of a cent, omit;
Fractions of $\frac{1}{2}$ or .50 of a cent or greater, increase to the next whole figure.

4. That common carriers, in establishing and maintaining the rates and charges authorized hereinabove, be and they are authorized to depart from the provisions of Article XII, Section 21, of the Constitution of the State of California, and Section 460 of the Public Utilities Code, to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; that such outstanding authorizations be and they are hereby modified only to the extent necessary to comply with this order; and that common carriers, in publishing rates under the authority conferred in this ordering paragraph shall make reference in their schedules to the prior orders authorizing the long- and short-haul departures and to this order.
5. That except as otherwise provided herein the requests of various parties to the further hearings and rehearing on this phase of Case No. 5432 for revisions in and modifications of the provisions of Decision No. 59708 be, and they hereby are, denied.
6. That except as otherwise provided herein, the provisions of Decision No. 59708 be, and they hereby are, affirmed.

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

Dated at San Francisco, California, this 13th day of December, 1960.


President


Commissioners

APPENDIX A

Appearances

Respondents

Armand Karp, for Callison Truck Lines, Inc.;
J. Baxter Christenson and Willard S. Johnson, for
J. Christenson Co.;
R. W. Johnston and H. B. Johnston, Jr., for Citizens
Warehouse;
Jack Pacific, for Kings County Truck Lines;
A. W. Merrifield and Walter N. Dennison, for
Merrifield Trucking Co.;
R. E. Rowland, for Willig Truck Lines;
F. S. Kohles, for Valley Motor Lines, Inc., and
Valley Express Co.;
W. N. Greenham, for Pacific Motor Trucking Co.;
Charles Wallen, Jr., for Savage Transportation Co.;
Charles W. Burkett, Jr., for The Atchison, Topeka and
Santa Fe Railway Company, Southern Pacific Company,
Union Pacific Railroad Company, The Western Pacific
Railroad Company, and the respective railway sub-
sidiaries thereof;
Willard S. Johnson, for Ted Peters Trucking Company, Inc.

Protestants

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

Interested Parties

Ralph Hubbard, for California Farm Bureau Federation;
Arlo D. Poe, J. C. Kaspar, and J. Quintrall, for
California Trucking Associations, Inc.;
Joseph Q. Joynt, C. S. Connolly, and A. P. Davis, for
Carnation Company;
E. R. Chapman, for Foremost Dairies, Inc.;
Scott D. Flegal, for Safeway Stores, Inc.;
C. E. Edin, for Johns Inglis Frozen Foods Co. and
Western Frozen Food Processors Association;
Harry E. Rockwood, for Sperry Division of General
Mills, Inc.;
William D. Wagstaffe, for California Packing Corporation;
W. J. Knoell, for Western Motor Tariff Bureau.

Representatives of the Commission's Staff

Grant L. Malquist, Marcel J. Gagnon, J. W. Mallory,
Thomas W. Morley, and Leonard R. Diamond.

APPENDIX "B" TO DECISION NO. 61177

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

Supplement No. 55

Twenty-fourth Revised Page 2

Twenty-third Revised Page 3

Twenty-first Revised Page 7

Fourth Revised Page 22-A

Original Page 22-B

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Fifteenth Revised Page 23

Sixteenth Revised Page 39

Ninth Revised Page 46-A

Ninth Revised Page 48

Seventh Revised Page 49

Thirteenth Revised Page 64

Seventh Revised Page 66-E

END OF APPENDIX "B"

SUPPLEMENT NO. 55
(Cancels Supplements Nos. 43 and 49)
(Supplements Nos. 52, 53, 54 and 55 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

CANCELLATION NOTICE

The following tariff pages are hereby canceled:

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Original Page 44-D
Original Page 44-E
Original Page 44-F

Original Page 44-G
Original Page 44-H
Original Page 44-I
Original Page 44-J
Original Page 66-G

Decision No. 61177

EFFECTIVE JANUARY 28, 1961

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

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Cancels

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** Eliminated)
Addition) Decision No. 61177

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San Francisco, California.
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Malt	652-654½	Molasses, Blackstrap	652-654½
Malt, milk and cocoa compound	360, 375	Molasses, Beet Sugar Final	652-654½
Malt Sprouts	652-654½	Molasses, Corn Sugar Final, (Hydrol)	652-654½
Malted milk	360, 375		
		Mud Mixer Parts	365
Margarine	(M) 315, 605	Mustard	360
Mash	652-654½	Mustard (prepared)	(1)
Meal, Alfalfa	652-654½		
Meal, Babassu Nut	652-654½	Noodles	360
Meal, Bean Straw	652-654½	Noodles (M)	652-654½
Meal, Bone	652-654½	Nuts, edible, shelled	360
Meal, Blood	652-654½		
Meal, Clover	652-654½	Oats	652-654½
Meal, Clover, ground	652-654½	Oats, rolled	652-654½
Meal, Coconut	652-654½	Offal	652-654½
Meal, Copra	652-654½	Offal, Wheat Cereal	(1), 730
Meal, Corn Germ	652-654½	Oil, cooking	652-654½
Meal, Corn Oil (M)	652-654½	Oil, Fish (M)	(1)
Meal, Cottonseed	652-654½	Oil, Olive	377.5, 723-726
Meal, Dried Fruit Seed	652-654½	Oil, (other than medicinal) (M)	377.5, 723-726
Meal, Fish	652-654½	Oil, petroleum medicinal (M)	(1), 730
Meal, Flaxseed	652-654½	Oil, Salad	(1)
Meal, Fruit pomace	652-654½	Olives	(1)
Meal, Grass dehydrated	652-654½	Onion Chips	(1)
Meal, Gluten	652-654½	Onion Powder	(1)
Meal, (Grain)	652-654½		
Meal, Hemp Seed	652-654½	Outfits, insect destroying (M)	377.5, 723-726
Meal, Hull or Shell, Nut	652-654½	Outfits, Oil, Water or Gas Well	365
Meal, Kapok Seed	652-654½	Outfits, Wire Line Pumping	365
Meal, Linseed	652-654½		
Meal, Meat	652-654½		
Meal, Mesquite (M)	652-654½		
Meal, Molasses	652-654½		
Meal, Oil Cake	652-654½		
Meal, Palm	652-654½		
Meal, Palm Kernel	652-654½		
Meal, Peanut	652-654½		

Meal, Perilla	652-654 ¹ / ₂	Packers	365
Meal, Perilla Seed	652-654 ¹ / ₂	Paint, asphaltic (M)	377.5,-723-726
Meal, Rape Seed	652-654 ¹ / ₂	Paint, liquid (M)	377.5,-723-726
Meal, Rice	652-654 ¹ / ₂	Paint, liquid or paste	377
Meal, Safflower Seed	652-654 ¹ / ₂		
Meal, Sesame Seed	652-654 ¹ / ₂	Parts, Boiler (M)	365
Meal, Soya Bean	652-654 ¹ / ₂	Parts, Mud Mixer	360
Meal, Sunflower Seed	652-654 ¹ / ₂	Paste, Alimentary	360
Meal, Tomato Pomace	652-654 ¹ / ₂	Paste, Confectioners'	360
Meal, Tucum Nut	652-654 ¹ / ₂	Paste, Tomato	(1)
Meal, Vegetable	652-654 ¹ / ₂	Peanut Butter	(1)

Addition, Decision No. 61177

(1) See "Canned Goods and Other Articles as described in Item No. 610."

(M) Denotes articles on which application of rates is limited to mixed shipments.

EFFECTIVE JANUARY 28, 1961

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San Francisco, California.

Correction No. 2086

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p>TEMPERATURE CONTROL SERVICE</p> <p>APPLICATION OF RATES</p> <p>(Applies to the transportation of all shipments accorded Temperature Control Service as defined below.)</p> <p>(Items Nos. 185 and 185-1)</p> <p>1. Definitions.</p> <p>(a) CHILLED TEMPERATURE CONTROL SERVICE means the service of providing protection against heat and maintaining the commodity at a temperature higher than 32 degrees Fahrenheit.</p> <p>(b) FROZEN TEMPERATURE CONTROL SERVICE means the service of providing protection against heat and maintaining the commodity at a temperature of 32 degrees Fahrenheit or lower.</p> <p>2. Rates provided for temperature control service shall be subject to all provisions of this tariff except as otherwise provided herein or in the items making specific reference hereto.</p> <p>3. (a) Transportation of commodities described as frozen in the Western Classification or in the Exception Sheet for which temperature control service is provided, shall be subject to the rates and charges for frozen temperature control service.</p> <p>(b) The rates and charges for chilled temperature control service shall apply to the transportation of fresh fish.</p> <p>4. Mixed Shipments.</p> <p>(a) When temperature control service is provided for a portion of a shipment, or when chilled temperature control service is provided for a portion of a shipment and frozen temperature control service is provided for another portion of the shipment, and when separate weights for each portion receiving temperature control service are furnished or obtained according to the type of temperature control service provided, charges for the transportation under temperature control shall be computed at the rate applicable to the type of temperature control service provided based on the total weight of the shipment, or on a greater weight if lower charges result under application of Item No. 80. Charges upon any portion of the shipment which is not accorded temperature control service shall be computed in accordance with the provisions of Item No. 90.</p> <p>(b) When separate weights of the portion of a shipment moving in mixed temperature control service are not furnished or obtained, charges shall be computed as though the entire shipment were transported at the lowest temperature maintained for any portion thereof.</p>

*o
185-D
Cancels
185-C
and
185-B

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

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

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

(Continued in Item No. 185-1)

(1) Third Revised Page 22-A was suspended by Supplement No. 49.

* Change }
 ♦ Increase } Decision No. 61177

EFFECTIVE JANUARY 28, 1961

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

Correction No. 1087

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">TEMPERATURE CONTROL SERVICE</p> <p style="text-align: center;">APPLICATION OF RATES (Concluded)</p> <p>(Applies to the transportation of all shipments accorded Temperature Control Service as defined in Item No. 185)</p> <p style="text-align: center;">(Items Nos. 185 and 185-1)</p>
8.	<p>Rates for temperature control service shall be determined as follows:</p> <p>(a) Determine the applicable class or commodity rate or rates named in Sections Nos. 2, 3 or 3-A of this tariff for the shipment in question, and</p> <p>(b) Increase the rate or rates so determined as follows:</p> <p>(1) For CHILLED TEMPERATURE CONTROL SERVICE, find, under Column A of the conversion table in Items Nos. 186 and 186-1, the applicable class or commodity rate named in the tariff for the transportation involved (exclusive of the service of temperature control). The rate to be applied (inclusive of the service of temperature control) will be found opposite thereto under Column B.</p> <p>(2) For FROZEN TEMPERATURE CONTROL SERVICE, find, under Column A of the conversion table in Items Nos. 186 and 186-1, the applicable class or commodity rate named in the tariff for the transportation involved (exclusive of the service of temperature control). The rate to be applied (inclusive of the service of temperature control) will be found opposite thereto under Column C.</p> <p>(c) Except as provided herein or in items making reference hereto, the provisions of paragraph (b) shall not apply to rates or charges provided in Section No. 1 of the tariff, to accessorial charges named in Sections Nos. 2, 3 and 3-A of the tariff, nor to rates for excessive mileage and excessive hours in Section No. 3-A.</p> <p>(d) On continuous through movements on which charges are obtained by the use of combinations of separately stated rates in this tariff, the rates shall be combined before increasing as provided in paragraph (b) hereof.</p>
# ♦ 185-1	
# Addition o Increase	} Decision No. 61177
EFFECTIVE JANUARY 28, 1961	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 1088	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)														
	TEMPERATURE CONTROL SERVICE CONVERSION TABLE (See Note) (Applies only when specific reference is made hereof) (Items Nos. 186 and 186-1) (Rates in Cents)														
	Col. A	Col. B	Col. C	Col. A	Col. B	Col. C	Col. A	Col. B	Col. C	Col. A	Col. B	Col. C	Col. A	Col. B	Col. C
	1	1	1	20	21	22	70	74	77	130	137	143	190	200	209
				20½	21½	22½	71	75	78	131	138	144	191	201	210
				21	22	23	72	76	79	132	139	145	192	202	211
				21½	22½	23½	73	77	80	133	140	146	193	203	212
				22	23	24	74	78	81	134	141	147	194	204	213
				22½	23½	25	75	79	83	135	142	149	195	205	215
				23	24	25½	76	80	84	136	143	150	196	206	216
				23½	24½	26	77	81	85	137	144	151	197	207	217
				24	25	26½	78	82	86	138	145	152	198	208	218
				24½	25½	27	79	83	87	139	146	153	199	209	219
				25	26½	27½	80	84	88	140	147	154	200	210	220
				25½	27	28	81	85	89	141	148	155	201	211	221
				26	27½	28½	82	86	90	142	149	156	202	212	222
				26½	28	29	83	87	91	143	150	157	203	213	223
				27	28½	29½	84	88	92	144	151	158	204	214	224
				27½	29	30½	85	89	94	145	152	160	205	215	226
				28	29½	31	86	90	95	146	153	161	206	216	227
				28½	30	31½	87	91	96	147	154	162	207	217	228
				29	30½	32	88	92	97	148	155	163	208	218	229
				29½	31	32½	89	93	98	149	156	164	209	219	230
				30	31½	33	90	95	99	150	158	165	210	221	231
				31	33	34	91	96	100	151	159	166	211	222	232
				32	34	35	92	97	101	152	160	167	212	223	233
				33	35	36	93	98	102	153	161	168	213	224	234
				34	36	37	94	99	103	154	162	169	214	225	235
				35	37	39	95	100	105	155	163	171	215	226	237
				36	38	40	96	101	106	156	164	172	216	227	238
				37	39	41	97	102	107	157	165	173	217	228	239
				38	40	42	98	103	108	158	166	174	218	229	240
				39	41	43	99	104	109	159	167	175	219	230	241
				40	42	44	100	105	110	160	168	176	220	231	242
				41	43	45	101	106	111	161	169	177	221	232	243
				42	44	46	102	107	112	162	170	178	222	233	244
				43	45	47	103	108	113	163	171	179	223	234	245
				44	46	48	104	109	114	164	172	180	224	235	246
				45	47	50	105	110	116	165	173	182	225	236	248
				46	48	51	106	111	117	166	174	183	226	237	249
				47	49	52	107	112	118	167	175	184	227	238	250
				48	50	53	108	113	119	168	176	185	228	239	251
				49	51	54	109	114	120	169	177	186	229	240	252

10	10½	11	50	53	55	110	116	121	170	179	187	230	242	253
10½	11	11½	51	54	56	111	117	122	171	180	188	231	243	254
11	11½	12	52	55	57	112	118	123	172	181	189	232	244	255
11½	12	12½	53	56	58	113	119	124	173	182	190	233	245	256
12	12½	13	54	57	59	114	120	125	174	183	191	234	246	257
12½	13	14	55	58	61	115	121	127	175	184	193	235	247	259
13	13½	14½	56	59	62	116	122	128	176	185	194	236	248	260
13½	14	15	57	60	63	117	123	129	177	186	195	237	249	261
14	14½	15½	58	61	64	118	124	130	178	187	196	238	250	262
14½	15	16	59	62	65	119	125	131	179	188	197	239	251	263
15	16	16½	60	63	66	120	126	132	180	189	198	240	252	264
15½	16½	17	61	64	67	121	127	133	181	190	199	241	253	265
16	17	17½	62	65	68	122	128	134	182	191	200	242	254	266
16½	17½	18	63	66	69	123	129	135	183	192	201	243	255	267
17	18	18½	64	67	70	124	130	136	184	193	202	244	256	268
17½	18½	19½	65	68	72	125	131	138	185	194	204			
18	19	20	66	69	73	126	132	139	186	195	205			
18½	19½	20½	67	70	74	127	133	140	187	196	206			
19	20	21	68	71	75	128	134	141	188	197	207			
19½	20½	21½	69	72	76	129	135	142	189	198	208			

(Continued in Item No. 186-1)

NOTE.-The rates named herein apply to temperature control service only.
For application of conversion table and rates, see Items Nos.
185 and 185-1.

Addition, Decision No. 61177

EFFECTIVE JANUARY 28, 1961

Issued by the Public Utilities Commission of the State of California,
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Correction No. 1089

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)														
	TEMPERATURE CONTROL SERVICE CONVERSION TABLE (See Note 1) (Concluded) (Applies only when specific reference is made hereto) (Items Nos. 186 and 186-1) (Rates in Cents)														
	Col. A	Col. B	Col. C	Col. A	Col. B	Col. C	Col. A	Col. B	Col. C	Col. A	Col. B	Col. C	Col. A	Col. B	Col. C
	245	257	270	300	315	330	350	368	385	400	420	440	450	473	495
	246	258	271	301	316	331	351	369	386	401	421	441	451	474	496
	247	259	272	302	317	332	352	370	387	402	422	442	452	475	497
	248	260	273	303	318	333	353	371	388	403	423	443	453	476	498
	249	261	274	304	319	334	354	372	389	404	424	444	454	477	499
	250	263	275	305	320	336	355	373	391	405	425	446	455	478	501
	251	264	276	306	321	337	356	374	392	406	426	447	456	479	502
	252	265	277	307	322	338	357	375	393	407	427	448	457	480	503
	253	266	278	308	323	339	358	376	394	408	428	449	458	481	504
	254	267	279	309	324	340	359	377	395	409	429	450	459	482	505
	255	268	281	310	326	341	360	378	396	410	431	451	460	483	506
	256	269	282	311	327	342	361	379	397	411	432	452	461	484	507
	257	270	283	312	328	343	362	380	398	412	433	453	462	485	508
	258	271	284	313	329	344	363	381	399	413	434	454	463	486	509
#186-1	259	272	285	314	330	345	364	382	400	414	435	455	464	487	510
	260	273	286	315	331	347	365	383	402	415	436	457	465	488	512
	261	274	287	316	332	348	366	384	403	416	437	458	466	489	513
	262	275	288	317	333	349	367	385	404	417	438	459	467	490	514
	263	276	289	318	334	350	368	386	405	418	439	460	468	491	515
	264	277	290	319	335	351	369	387	406	419	440	461	469	492	516
	265	278	292	320	336	352	370	389	407	420	441	462	470	494	517
	266	279	293	321	337	353	371	390	408	421	442	463	471	495	518
	267	280	294	322	338	354	372	391	409	422	443	464	472	496	519
	268	281	295	323	339	355	373	392	410	423	444	465	473	497	520
	269	282	296	324	340	356	374	393	411	424	445	466	474	498	521
	270	284	297	325	341	358	375	394	413	425	446	468	475	499	523
	271	285	298	326	342	359	376	395	414	426	447	469	476	500	524
	272	286	299	327	343	360	377	396	415	427	448	470	477	501	525
	273	287	300	328	344	361	378	397	416	428	449	471	478	502	526
	274	288	301	329	345	362	379	398	417	429	450	472	479	503	527
	275	289	303	330	347	363	380	399	418	430	452	473	480	504	528
	276	290	304	331	348	364	381	400	419	431	453	474	481	505	529
	277	291	305	332	349	365	382	401	420	432	454	475	482	506	530
	278	292	306	333	350	366	383	402	421	433	455	476	483	507	531
	279	293	307	334	351	367	384	403	422	434	456	477	484	508	532
	280	294	308	335	352	369	385	404	424	435	457	479	485	509	534
	281	295	309	336	353	370	386	405	425	436	458	480	486	510	535
	282	296	310	337	354	371	387	406	426	437	459	481	487	511	536
	283	297	311	338	355	372	388	407	427	438	460	482	488	512	537
	284	298	312	339	356	373	389	408	428	439	461	483	489	513	538

285	299	314	340	357	374	390	410	429	440	462	484	490	515	539
286	300	315	341	358	375	391	411	430	441	463	485	491	516	540
287	301	316	342	359	376	392	412	431	442	464	486	492	517	541
288	302	317	343	360	377	393	413	432	443	465	487	493	518	542
289	303	318	344	361	378	394	414	433	444	466	488	494	519	543
290	305	319	345	362	380	395	415	435	445	467	490	495	520	545
291	306	320	346	363	381	396	416	436	446	468	491	496	521	546
292	307	321	347	364	382	397	417	437	447	469	492	497	522	547
293	308	322	348	365	383	398	418	438	448	470	493	498	523	548
294	309	323	349	366	384	399	419	439	449	471	494	499	524	549
295	310	325										500	525	550
296	311	326											(1)	(2)
297	312	327												
298	313	328												
299	314	329												

(Concluded)

(1) For rates over 500 cents and other rates (exclusive of the service of temperature control) not provided for herein, increase such rates by 5 percent for Chilled Temperature Control Service. (See Note 2.)

(2) For rates of over 500 cents and other rates (exclusive of the service of temperature control) not provided for herein, increase such rates by 10 percent for Frozen Temperature Control Service. (See Note 2.)

NOTE 1.-The rates named herein apply to temperature control service only. For application of conversion table and rates, see Items Nos. 185 and 185-1.

NOTE 2.-When fractional rates are produced in the computation of the increased rate or rates, the following will govern the disposition of fractions:

- (a) Fractions of less than $\frac{1}{2}$ or .50 of a cent, omit;
- (b) Fractions of $\frac{1}{2}$ or .50 of a cent or greater, increase to the next whole figure.

Addition, Decision No.

61177

EFFECTIVE JANUARY 28, 1961

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Correction No. 1090

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
190-D Cancels 190-C and 190-B	<p style="text-align: center;">ALTERNATIVE APPLICATION OF RATES NAMED IN THIS TARIFF</p> <p>In the event two or more rates are named in this tariff for the same transportation, the lower rate shall apply. In the event a combination of rates makes a lower aggregate through rate or charge than a single rate, such lower combination of rates shall apply.</p>
*200-M Cancels 200-L	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>(a) Common carrier rates, except rates of coastwise common carriers by vessel, may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation than results from the application of the rates herein provided. (See Notes 1, 2, 3, 4 and 5.)</p> <p>(b) Team track-to-team track rates of common carriers by railroad or of common carriers by vessel operating over inland waters may be applied in lieu of the rates provided in this tariff, in connection with transportation between established depots in the same cities or unincorporated communities in which such team tracks are located, when such team track-to-team track rates produce a lower aggregate charge than results from the application of the rates provided in this tariff for depot-to-depot movements. (See Notes 1, 2, 3, 4 and 5.)</p> <p>NOTE 1.-When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p> <p>NOTE 2.-In determining the aggregate charge by railroad of transporting shipments of hay and related articles, as described in Item No. 355, there shall be added to the rail rate 37 cents per ton for shrinkage.</p> <p>*NOTE 3.-In determining the aggregate charge by railroad for the transportation of commodities accorded temperature control service, the charge for temperature control service shall be the charge for Mechanical Refrigeration Service named in the applicable rail tariff or tariffs.</p> <p>NOTE 4.-In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p> <p>NOTE 5.-For the purpose of applying the provisions of this item, the definitions of Point of Destination and Point of Origin set forth in Item No. 10 will be applicable.</p>

* Change, Decision No.

61177

EFFECTIVE JANUARY 28, 1961

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Correction No. 1091

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
	EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Continued)	Class Rating
370	Ice cream, less carload	2
375-A Cancels 375	Malt, milk and cocoa compound) Milk and cocoa compound) Milk, malted) less carload Milk Food, other than liquid,) other than malted milk)	4
#6376	Meats, fresh, not otherwise indexed by name in the Western Classification, in carcasses or part carcasses, loose or in packages. Minimum Weight 30,000 pounds	4
377-A Cancels 377	Paints or Varnishes, not otherwise indexed by name in the Western Classification, Bronzing Liquids, Lacquers or Shellacs, liquid or paste, less carload Paint, Lacquer or Varnish Reducing, Removing or Thinning Compounds, not otherwise indexed by name in the Western Classification, less carload	4
377.5-B Cancels 377.5-A	Petroleum and Petroleum Products, in packages, as described in and subject to the provisions of Item No. 723. Minimum weight, 20,000 pounds Minimum weight, 30,000 pounds Minimum weight, 40,000 pounds Minimum weight, 40,000 pounds (1) Not applicable on asphalt (asphaltum), natural, by-product or petroleum, liquid (other than paint, stain or varnish) or solid: (2) Applicable only on asphalt (asphaltum), natural, by-product or petroleum, liquid (other than paint, stain or varnish) or solid.	90% of 4 B (1)C (2)D
377.6	Pies, not otherwise indexed by name in the Western Classification, not baked, frozen. Less carload Minimum Weight 20,000 pounds Minimum Weight 36,000 pounds	2 4 5
378-A Cancels 378	Pipe, cast iron pressure, not less than 12 feet and not more than 18½ feet in length, in straight shipments or in mixed shipments with cast iron pressure pipe fittings. Pipe, cast iron soil, not less than 5 feet and not more than 5½ feet in length, in straight shipments, or in mixed shipments with cast iron soil pipe fittings. Minimum Weight, 36,000 pounds	5

379	Plastics, synthetic, liquid or other than liquid, not otherwise indexed by name in the Western Classification, weighing 30 pounds or more per cubic foot, in rubber bags, each bag containing not less than 9,000 pounds of plastics; consignor to load and consignee to unload by mechanical means. Minimum weight, 40,000 pounds	B
380	Salt, common, less carload	90% of 4
390-B Cancels 390-A	Sugar, in packages Less carload Carload: Minimum weight, 30,000 pounds Minimum weight, 40,000 pounds	90% of 4 B C
# Addition) b Reduction) Decision No. 61177		
EFFECTIVE JANUARY 28, 1961		
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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-I Cancels 605-H	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		
<p>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.</p> <p>(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. 270-3 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.</p> <p>(c) **</p> <p>(d) **</p>							
<p>* Change) ** Eliminated) Decision No. 61177</p>							
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Correction No. 1093							

Ninth Revised Page 48
 Cancels
 (1) Eighth Revised Page 48
 and
 Seventh Revised Page ... 48

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds					
	COMMODITY	BETWEEN	AND		RATES			
	Canned Goods and Other Articles as described in Item No. 610 **	SAN FRANCISCO TERRITORY as described in Item No. 270-3 SACRAMENTO (See Item No. 260-7) STOCKTON (See Item No. 260-9)	SAN JOAQUIN VALLEY TERRITORY and SACRAMENTO VALLEY TERRITORY as described in Item No. 270-2.		Apply Distance Rates shown below subject to Item No. 100			
	MILES	RATES	MILES		RATES			
	But not Over	Minimum Weight	But Not Over		Minimum Weight			
	Over	20,000 Pounds	Over	Over	20,000 Pounds	30,000 Pounds		
*620-I Cancels 620-H and 620-G	0	5	9	8½	110	120	30	26
	5	10	10	8½	120	130	31	26
	10	15	11½	9½	130	140	32	28
	15	20	12½	10	140	150	37	30
	20	25	12½	11	150	160	38	31
	25	30	13½	11½	160	170	41	32
	30	35	15	12½	170	180	43	37
	35	40	15	12½	180	190	44	38
	40	45	16½	14	190	200	46	41
	45	50	17½	16½	200	220	52	43
	50	60	17½	16½	220	240	55	46
	60	70	20	16½	240	260	58	52
	70	80	23	18½	260	280	59	54
	80	90	24	20	280	300	63	57
	90	100	26	23	300	325	66	61
	100	110	28	24	325	350	69	62
					350	375	72	68
	**							

(1) Eighth Revised Page 48 was suspended by Supplement No. 49.

* Change)
 ** Note 1 Eliminated)
 o Surcharge increase in) Decision No. 61177
 Supplement No. 43 incorporated)
 into rates.)

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Seventh Revised Page 49
 Cancels
 (3) Sixth Revised Page 49
 and
 Fifth Revised Page 49

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds	
	COMMODITY	BETWEEN	AND	RATE
*630-G Cancels 630-F and 630-E	Canned Goods and Other Articles as described in Item No. 610, Minimum Weight 30,000 Pounds	SAN FRANCISCO TERRITORY as describ- ed in Item No. 270-3	LOS ANGELES BASIN TERRITORY as described in Item No. 270	(1)
		SACRAMENTO (See Item No. 260-7)		(2)
		STOCKTON (See Item No. 260-9)		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)**				
(b)**				
(c) For loading or unloading other than tailgate loading or tailgate unloading- 04 cents per 100 pounds.				
(d) For other accessorial charges, see Items Nos. 140 and 180.				
(3) Sixth Revised Page 49 was suspended by Supplement No. 49.				
* Change)				
o Surcharge increase)				
in Supplement No.)				
43 incorporated) Decision No. 61177				
into rate.)				
# Addition)				
** Eliminated)				
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Seventh Revised Page ... 66-E

Cancels

(3) Sixth Revised Page 66-E

and

(4) 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 Bases "A" or "B."			
*785-F Cancels 785-E and 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	884.80	-----	800.00
	Over 2,500 but not over 4,500	974.40	-----	825.00
	Over 4,500 but not over 8,000	-----	-----	850.00
	Over 4,500 but not over 10,500	974.40	-----	-----
	Over 8,000 but not over 12,000	-----	-----	875.00
	Not Over 10,500	-----	874.50	-----
	Over 10,500 but not over 20,000	1097.60	1007.00	-----
	Over 12,000 but not over 20,000	-----	-----	975.00
	Over 20,000 but not over 30,000	-----	-----	1050.00
	Over 20,000	1148.00(2)	1139.50	-----
	Over 30,000	-----	-----	1200.00
(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.				

(3) Sixth Revised Page 66-E was suspended by Supplement No. 52.

(4) Fifth Revised Page 66-E was suspended by Supplement No. 49.

*No change, suspended
matter removed from item, Decision No. 61177

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