

Decision No. 62782

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation into	)	
the rates, rules, regulations, charges,	)	
allowances and practices of all common	)	
carriers, highway carriers and city car-	)	Case No. 5432
riers relating to the transportation of	)	Petition for Modification
any and all commodities between and within	)	Nos. 233 and 235
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).	)	

(Appearances are listed in Appendix A)

INTERIM OPINION

By Petition No. 233, filed September 7, 1961, as amended September 13, 1961, the California Trucking Associations, Inc., seeks upward adjustments in Minimum Rate Tariff No. 2.

By Petition No. 235, filed September 8, 1961, as amended October 3, 1961, 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.

Public hearings in the two petitions were held before Commissioner C. Lyn Fox and Examiner William E. Turpen at San Francisco on September 28 and 29, 1961, and at Los Angeles on October 4 and 5, 1961.

The last general adjustment in the rates and charges named in Minimum Rate Tariff No. 2 became effective in September 1960. Petitioner, California Trucking Associations, Inc., states that it is now engaged in studies looking towards a general revision of the

provisions of the tariff. However, these studies will not be completed for several months. In the meantime, according to petitioner, the for-hire highway carriers operating in California have experienced substantial increases in operating costs since the 1960 rate adjustment. The principal increase in costs involves wages, fringe benefits and related payroll costs as a result of a new labor contract entered into with the Teamsters' Union in August 1961, certain provisions of which are retroactive to July 1, 1961.

Petitioner's director of research testified as to the details of the new wage agreements and explained how the increased labor expenses affected the highway carriers. The director presented revised cost studies incorporating therein the increased labor costs along with certain increased taxes and other higher expenses, and compared the present costs with the 1960 costs. These were used as a basis for the proposed increases in the minimum rates. He also gave effect, in the class rates, to the influence of breakback. Petitioner proposes increases of approximately 10 percent in the accessorial rates and charges named in Section 1 of the tariff. The proposed increases in the class rates range from approximately 10 percent for the short-haul any-quantity rates to about 2 percent for the long-haul carload rates. Petitioner proposes that the commodity rates be increased proportionately to the increases in the class rates.

In January 1960, due to higher wage scales in the Central Coastal Territory, surcharges on shipments in that territory were established to offset the higher labor costs. In the September 1960 rate adjustment these surcharges were increased. The cost exhibit introduced in this proceeding shows that the wage differential is not as great now. Accordingly, petitioner proposes reductions in the surcharges. Petitioner's director of research testified that the new

labor contracts provide for an annual reduction of this differential over the next few years. He stated, however, that the difference still is too great to warrant discontinuance of the surcharge at this time.

Engineers from the Commission's Transportation Division introduced exhibits which were designed to revise earlier cost studies to give effect to the recent labor cost increases. A rate expert presented exhibits containing suggested revisions of the rates based on the staff cost studies. In general, the rates proposed by the staff witness are slightly lower than those proposed by petitioner.

In support of their request for rate increases, the railroads offered evidence that most of the less-than-carload shipments moving under rail billings are transported in substituted service by truck and therefore are subject to the same cost increases as the highway carriers. The evidence also shows that the carload rates here involved for shipments transported in rail cars were first established in 1939 to equalize the minimum rates for highway carriers for competitive reasons. The present rates, according to the witnesses, are at a lower level than would be the case if they had been increased in the same manner as other rail rates.

A considerable number of representatives of shippers and organizations participated in the hearings. None of them opposed an increase in the minimum rates. Several of them contended that increases in the rail carload rates were not justified.

From the record it is clear that the carriers are now experiencing increased operating costs and that an increase in the minimum rates is necessary at this time and before the revised studies can be completed by petitioner. It is also clear that a sufficient difference in wage scales still exists to require

continuance of the Central Coastal surcharge. Insofar as the class rates are concerned, it appears that petitioner's proposed rates reflect more nearly the impact of the increased costs. For the same reason, petitioner's proposed changes in the Central Coastal surcharges will be adopted. As for the commodity rates, petitioner made no independent studies, while the staff brought up to date specific studies dealing with the various commodities. It is thus clear that the staff's proposed commodity rates reflect actual conditions more accurately than petitioner's. Therefore, except for the rates on canned goods, the staff's proposed commodity rates will be adopted. In respect to canned goods, the rates now named in the tariff are related directly to the class rates. The same relationship will be preserved.

Likewise, petitioner's proposed increases in accessorial charges named in Section 1 of the tariff are not based on special studies, while the staff made a special analysis of each item and based its recommendations accordingly. Here, also, the staff's proposals will be adopted.

One item requires special attention. In 1958, the Commission established certain rates and charges applicable from and to Del Norte and Humboldt Counties on a basis differentially higher than the general state-wide rates. These rates carried an expiration date which has been extended from time to time, the most recent of which was October 31, 1961. In Petition No. 233, it is requested that the special basis be extended until the date of the final decision herein. The Arcata Chamber of Commerce filed a protest requesting that the so-called Redwood Empire differential be separately considered.

In the last extension of the expiration date (Decision No. 61736, dated March 28, 1961), petitioner again was admonished that any request for further extension should be supported by

evidence which would warrant continuation of the rate differentials under consideration. Petitioner has failed to present convincing evidence on this issue. The final expiration date has passed and the differentials no longer are in effect. Petitioner is placed on notice that before such differentials will be restored, it will be expected to present specific evidence to justify the restoration of said differentials.

Upon consideration of all of the facts and circumstances of record, the Commission 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.

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. 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.

Both of these petitions will be kept open for the receipt of further evidence when petitioner's studies are completed.

INTERIM ORDER

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 hereby further amended by incorporating therein, to become effective December 16, 1961, the supplements and revised pages attached hereto and listed in Appendix "B", also attached hereto, which supplements, 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 hereby 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, and accessorial service charges directed to be established by

ordering paragraph 2 hereof be and they are authorized to be made applicable also for the transportation of traffic:

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

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

<u>Weight of Shipment (In Pounds)</u>		<u>Amount of Increases (In Cents)</u>
<u>Over</u>	<u>But Not Over</u>	
0	100	15
100	150	15
150	200	20
200	250	25
250	-	25

6. 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 150; 360; 476; 478; 840; 1100 and 1130.
  - (b) Section 2 - Class Rates
  - (c) Items 10040; 10180; 13580; 10070; 10250; 10260 to 10560, inclusive; 10590; 10610 to 10670, inclusive; 10720 to 11490, inclusive; 12400 to 12980, inclusive; 13150; 13600 to 14000, inclusive; 14050.

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

(a) Items 2;305; 400; 425; 545 and 546.

(b) Section 1 - Class Rates

7. 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 6 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 6 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.

8. 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.

9. That, except for tariff publications required to be made by ordering paragraph 7 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 December 16, 1961; 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.



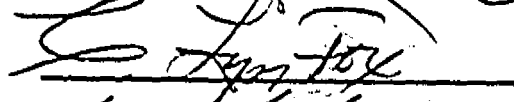
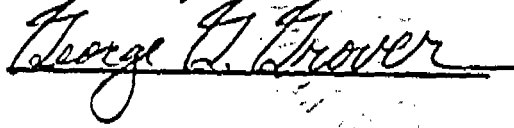
10. That common carriers be and they are authorized to depart from the provisions of Tariff Circular No. 2 and General Order No.80 of the Commission to the extent necessary to publish in supplement form the tariff changes hereinafter provided by Supplement No. 58 to Minimum Rate Tariff No. 2.

11. That in all other respects said Decision No. 31606, as amended, shall remain in full force and effect.

12. That proceedings in Petitions for Modifications Nos. 233 and 235 are kept open and are continued to a time and place to be determined.

This order shall become effective twenty days after the date hereof.

Dated at San Francisco, California, this 7<sup>th</sup> day of November, 1961.

  
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President  
  
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\_\_\_\_\_  
Commissioners

APPENDIX A

LIST OF APPEARANCES

Arlo D. Poe, J. C. Kaspar and James Quintrall, for California Trucking Associations, Inc., Petitioner in Petition No. 233; Eugene Garfinkle, Marshall W. Vorkink and Robert A. Thompson, for the railroad petitioners in Petition No. 235.

Richard D. Stokes, F. S. Kohles, E. J. McSweeney, Armand Karp, J. B. Christenson, Robert C. Ellis, J. L. Searles, C. J. Boddington, Thomas R. Dwyer, E. A. Gritsch, B. E. Rowland, J. L. Roney, Edward J. Willig, F. A. Paras, Marion L. Frost, Jr., Russ Di Salvo, William T. Moreland, E. J. Muzio, C. A. Millen, C. N. Bailey, W. H. Schaeffer, Nat H. Williams, K. H. Halverson, Joe Araiza, J. O. Perry, G. L. Chappell, for various highway carriers, respondents.

Ralph Hubbard, Morton S. Colgrove, W. M. Cheatham, Eugene A. Read, Earl S. Williams, Lyman L. Carlock, C. G. Rickenbaugh, Charles C. Miller and James M. Cooper, J. P. Hellman, R. W. Ross, James Jensen, C. W. Johnson, Jack Wilson, Meyer L. Kapler, Frank Spencer, Frank E. Lawless, Eugene R. Warren, W. G. Stone, Earl M. Matson, Omar E. Pullen, Frank E. Ashton, D. H. Sheers, W. P. Tarter, William F. McCann, Philip J. Ryan, Russell Bevans, James H. Mullen, Mario Cutrufelli, Turnie Grinstead, James H. McJunkin, Peter N. Kujachich, Donald M. Enos, William G. Lankford, Loyd W. Gregg, L. D. Olsen, C. R. Nickerson, Jefferson H. Myers, R. A. Morin, Hugh Cook, Milton A. Walker, R. E. Campbell, B. R. Garcia, Clifford F. Campbell, T. W. Curley, W. D. Wall, Jr., Theron Carrothers, Alan Silvius, Thomas B. Kircher, Keith M. Brown, Eugene R. Rhodes and Waldo A. Gillette, Joseph T. Enright, R. C. Fels, A. E. Norrbom, H. M. Long, W. Y. Bell, V. A. Bordelon, David M. Becker, Glen R. Baker, B. F. Bolling, Gordon G. Gale, J. R. McNicoll, Harry W. Timmerman, for various shippers, associations, and organizations, interested parties.

Grant L. Malquist, John W. Mallory, R. A. Lubich, for the Commission staff.

APPENDIX "B" TO DECISION NO. 62782

List of Supplements and Revised Pages to Minimum  
Rate Tariff No. 2 Authorized by Said Decision

Supplement No. 58  
Supplement No. 59  
Sixteenth Revised Page 19  
Tenth Revised Page 19-B  
First Revised Page 19-C  
Twenty-second Revised Page 20  
Fifteenth Revised Page 20-A  
Twenty-second Revised Page 21  
Twentieth Revised Page 26  
Second Revised Page 37-B  
Eighteenth Revised Page 41  
Seventeenth Revised Page 42  
Fourteenth Revised Page 43  
Twelfth Revised Page 43-A  
Twenty-first Revised Page 44  
Ninth Revised Page 44-A  
Eighth Revised Page 44-B  
Fourteenth Revised Page 46  
Tenth Revised Page 46-A  
Seventeenth Revised Page 47  
Eleventh Revised Page 48  
Ninth Revised Page 49  
Third Revised Page 49-A  
Fifth Revised Page 49-B  
Eighth Revised Page 50  
Ninth Revised Page 51  
Fourth Revised Page 51-A  
Fourth Revised Page 51-B  
Fourth Revised Page 51-C  
First Revised Page 51-CC  
Eighth Revised Page 51-D  
Second Revised Page 51-DD  
Eighth Revised Page 51-E  
Seventh Revised Page 51-EE  
Fourth Revised Page 51-F  
Seventh Revised Page 51-G  
Eighth Revised Page 51-H  
Fourteenth Revised Page 51-I  
Fifth Revised Page 51-J  
Second Revised Page 52  
Second Revised Page 53

END OF APPENDIX "B" LIST

SPECIAL INCREASE SUPPLEMENT

SUPPLEMENT NO. 58  
(Cancels Supplements Nos. 53 and 57)  
(Supplement No. 58 Contains 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)

\* Change, Decision No. 62782

EFFECTIVE DECEMBER 16, 1961

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, 652 $\frac{1}{2}$ , 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. 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)		o Surcharge in Cents per Shipment	
Over	But Not Over	Column 1	Column 2
0	100	18	36
100	500	24	48
500	1,000	43	86
1,000	2,000	65	130
2,000	4,000	90	180
4,000	10,000	130	260
10,000	20,000	170	340
20,000	30,000	205	410
30,000	50,000	290	580
For each additional 10,000 pounds, or fraction thereof, add an additional charge of		65	130

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.

(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	18
100	500	24
500	1,000	43
1,000	2,000	65
2,000	4,000	90
4,000	10,000	130
10,000	20,000	170
20,000	30,000	205
30,000	50,000	290
For each additional 10,000 pounds, or frac- tion thereof, add an additional charge of		65

(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

o Reduction, Decision No.

62782

SUPPLEMENT NO. 59

(Supplements Nos. 58 and 59 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 pages are canceled and should be removed from the active tariff

First Revised Page 54  
Second Revised Page 55  
Fourteenth Revised Page 56  
Seventh Revised Page 56-A  
Fourth Revised Page 56-B  
First Revised Page 56-C  
First Revised Page 56-D  
Twelfth Revised Page 57  
Fourth Revised Page 57-A

Third Revised Page 58  
Second Revised Page 59  
Seventh Revised Page 60  
Sixth Revised Page 61  
Fifth Revised Page 62  
Sixth Revised Page 63  
Fourteenth Revised Page 64  
Ninth Revised Page 65  
Seventh Revised Page 66

Decision No.

62782

EFFECTIVE DECEMBER 16, 1961

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

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 10 cents per 100 pounds, minimum additional charge of 71 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>																								
	<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 \$5.40 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 \$6.50 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 colspan="2"><u>But</u></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>			<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																							



# 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:

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- (a) A charge of \$6.50 shall be made for the service of securing each permit, and
- (b) A charge shall be made equal to the fee, if any, assessed by the governmental agency for issuing each permit.

## ACCESSORIAL SERVICES

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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.

62782

EFFECTIVE DECEMBER 16, 1961

Issued by the Public Utilities Commission of the State of California,  
Correction No. 1172 San Francisco, California.

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)												
	<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 \$2.25 per 100 pounds will be made by the carrier on all shipments on all equipment unloaded or loaded after the free time has elapsed.</p> <p>4. Provisions of Item No. 145 of this tariff will not apply.</p> <p>NOTE:-Applies only on shipments of Whole Grain in bulk or in bags, subject to minimum weights of 10,000 pounds or more.</p>												
	<p 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;">245</td><td style="text-align: center;">123</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 .....	245	123	(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 .....	245	123											
(b) For unit of equipment (each motor truck, trailer or semi-trailer, exclusive of motor tractors) .....	65	33											
*143													
*145													

ADVERTISING ON EQUIPMENT

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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 )  
o Increase ) Decision No.

62782

EFFECTIVE DECEMBER 16, 1961

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Correction No. 1173



\* Change )  
o Increase )  
o Reduction )  
\*\* Reference to Exception 1 eliminated )  
\*\*\* Exception 1 eliminated )

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Correction No. 1174

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 Exception 1 **):		
	Weight of Shipment (In Pounds)		Minimum Charge
	Over	But Not Over	(In Cents)
	0	25	135
	25	50	195
	50	75	215
	75	100	255
	100	150	310
	150	200	370
	200	250	430
	250	-	495
	(b) For distances exceeding 150 constructive miles, the minimum charge per shipment shall be (See Exception 1 **):		
	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		
*150	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
	Over	But Not Over	(In Cents)
	0	100	255
	100	150	310
	150	200	370
	200	250	430
	250	-	495
	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 37 cents per shipment.		

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* Change	}	Decision No.	62782
o Increase	}		
** Reference to exception 2 eliminated	}		
*** Exception 2 expired with	}		
October 31, 1961	}		

EFFECTIVE DECEMBER 16, 1961

Issued by the Public Utilities Commission of the State of California,  
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Correction No. 1175

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p data-bbox="807 414 1030 447" style="text-align: center;">SPLIT PICKUP</p> <p data-bbox="371 492 1470 588">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="371 619 1470 783">(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="371 815 1470 1067">(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="371 1098 1470 1390">(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="371 1421 1470 1786">(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="371 1817 1470 2307">(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="371 2338 1470 2481">(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>

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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	-----	160	1,000	2,000	-----	275
100	250	-----	180	2,000	4,000	-----	360
250	500	-----	190	4,000	10,000	-----	430
500	1,000	-----	210	10,000		-----	485

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	-----	180	1,000	2,000	-----	480
100	250	-----	220	2,000	4,000	-----	600
250	500	-----	240	4,000	10,000	-----	730
500	1,000	-----	330	10,000		-----	850

\* Change )

o Increase )

Decision No.

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Correction No. 1176

Item No.	SECTION NO. 1 -- RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p data-bbox="806 435 1020 466" style="text-align: center;">SPLIT DELIVERY</p> <p data-bbox="360 499 1445 568">The rate for the transportation of a split delivery shipment shall be determined and applied as follows, subject to Note 1:</p> <ul style="list-style-type: none"> <li data-bbox="409 593 1400 746">(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="409 779 1409 1009">(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="409 1098 1392 1340">(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="409 1340 1442 1658">(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="409 1671 1442 1989">(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="409 2028 1343 2283">(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> </ul>

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- (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	-----	160	2,000	4,000	-----	360
100	250	-----	180	4,000	10,000	-----	430
250	500	-----	190	10,000		-----	485
500	1,000	-----	210				
1,000	2,000	-----	275				

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	-----	180	2,000	4,000	-----	600
100	250	-----	220	4,000	10,000	-----	730
250	500	-----	240	10,000		-----	850
500	1,000	-----	330				
1,000	2,000	-----	480				

\* Change       )  
◊ Increase    ) Decision No.

62782

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Correction No. 1177

Item No.	SECTION NO 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p data-bbox="502 388 1281 453" style="text-align: center;">ACCESSORIAL SERVICES NOT INCLUDED IN COMMON CARRIER RATES</p> <p data-bbox="350 486 1433 692">In the event under the provisions of Items Nos. 200 to 230, inclusive, a rate of a common carrier is used in constructing a rate for highway transportation, and such rate does not include accessorial services performed by the highway carrier the following charges for such accessorial services shall be added (except as otherwise provided in connection with individual rates):</p> <ol style="list-style-type: none"> <li data-bbox="431 726 1422 829">(1) For loading of carrier's equipment <math>02\frac{1}{2}</math> cents per 100 pounds assessed on the weight on which transportation charges are computed (See Notes 1, 2, 4, 5 and 6);</li> <li data-bbox="431 855 1348 958">(2) For unloading of carrier's equipment, <math>02\frac{1}{2}</math> cents per 100 pounds assessed on the weight on which transportation charges are computed (See Notes 1, 2, 4, 5 and 6);</li> <li data-bbox="431 984 1328 1022">(4) For C.O.D. service - charges provided in Item No. 180;</li> <li data-bbox="431 1048 1301 1112">(5) For other accessorial services - charges provided in Item No. 145;</li> <li data-bbox="431 1138 1422 1370">(6) Split pickup or split delivery shall not be accorded unless included in the common carrier rate (See Items Nos. 220 and 230 for exceptions) except that, on shipments of dried fruit, split delivery may be accorded, subject to the additional charges named in Note 1 of Item No. 170, when all component parts of the shipment are destined to one or more docks, piers or wharves at: <ol style="list-style-type: none"> <li data-bbox="579 1403 992 1437">(a) San Francisco only, or</li> <li data-bbox="579 1437 1207 1470">(b) Alameda, Oakland and/or Richmond, or</li> <li data-bbox="579 1470 865 1504">(c) Stockton only.</li> </ol> </li> </ol> <p data-bbox="350 1532 1394 1597">NOTE 1.-The charges for loading and/or unloading shall apply in all circumstances except:</p> <ol style="list-style-type: none"> <li data-bbox="350 1628 1389 1692">(a) When rates provided in this tariff are applied in combination with common carrier rates under the provisions of: <ol style="list-style-type: none"> <li data-bbox="426 1723 1361 1787">(1) Paragraph (a) of Item No. 210, only the accessorial charge for unloading shall be assessed,</li> <li data-bbox="426 1818 1361 1883">(2) Paragraph (b) of Item No. 210, only the accessorial charge for loading shall be assessed, and</li> <li data-bbox="426 1913 1361 1978">(3) Paragraph (c) of Item No. 210, no charge for either loading or unloading shall be assessed.</li> </ol> </li> <li data-bbox="350 2009 1372 2073">(b) When the shipment is loaded into and/or unloaded from the carrier's equipment as follows: <ol style="list-style-type: none"> <li data-bbox="350 2104 1422 2207">(1) On shipments of grain, rice, grain products and related articles as described in Items Nos. 652 through 652<math>\frac{3}{4}</math>, in bulk, when loaded and/or unloaded by gravity.</li> <li data-bbox="502 2233 1433 2413">(2) By the consignor and/or consignee as follows: <ol style="list-style-type: none"> <li data-bbox="579 2284 1433 2318">(a) With power equipment as described in Item No. 10, or</li> <li data-bbox="579 2318 1433 2413">(b) When the carrier's equipment is a trailer or semi-trailer left for loading and/or unloading without the presence of carrier's employees.</li> </ol> </li> </ol> </li> </ol>

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(3) Provided that on shipments described under subparagraphs (1) and (2) above the Shipping Document (Freight Bill) issued pursuant to Item No. 255 indicates that the shipment was loaded and/or unloaded under one of the circumstances described in subparagraphs (1) and (2) above.

NOTE 2.-When shipments consisting in whole or in part of Oil, Water or Gas Well Outfits and supplies, and other Articles, as described in Item No. 365, moving between points located in Los Angeles and Orange Counties on the one hand and points located in California, Salinas, Fresno and south thereof, on the other hand, are transported:

(a) Under the provisions of Item No. 200, a charge of  $\phi 3\frac{3}{4}$  cents per 100 pounds shall be added for loading, and a charge of  $\phi 3\frac{3}{4}$  cents per 100 pounds shall be added for unloading;

(b) Under the provisions of Paragraph (a) of Item No. 210, a charge of  $\phi 3\frac{3}{4}$  cents per 100 pounds shall be added for unloading;

(c) Under the provisions of Paragraph (b) of Item No. 210, a charge of  $\phi 3\frac{3}{4}$  cents per 100 pounds shall be added for loading; or

(d) Under the provisions of Paragraph (c) of Item No. 210, no additional charge shall be added for loading or unloading.

NOTE 4.-When shipments consisting in whole or in part of Liquors, alcoholic, N.O.I.B.N., as described under that heading in the Western Classification, moving between San Francisco Territory and Los Angeles Territory are transported:

(a) Under the provisions of Item No. 200 a charge of  $\phi 3\frac{1}{4}$  cents per 100 pounds shall be added for loading, and a charge of  $\phi 2\frac{3}{4}$  cents per 100 pounds for unloading.

(b) Under the provisions of Paragraph (a) of Item No. 210, a charge of  $\phi 2\frac{3}{4}$  cents per 100 pounds shall be added for unloading;

(c) Under the provisions of Paragraph (b) of Item No. 210, a charge of  $\phi 3\frac{1}{4}$  cents per 100 pounds shall be added for loading; or

(d) Under the provisions of Paragraph (c) of Item No. 210, no additional charge shall be added for loading or unloading.

NOTE 5.-For loading or unloading of Cement, Portland (building), a charge of  $\phi 2\frac{3}{4}$  cents per 100 pounds shall be added.

NOTE 6.-For pickup or delivery service at a point not at street level and where the minimum weight is less than 10,000 pounds, the loading or unloading provisions of this item will not apply and the additional charge provided in Item No. 120 will apply.

\* Change     )  
◇ Increase } Decision No. 62782

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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																	
	EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Continued)	Class Rating																
*330	<p>Carriers (used packages), second hand, empty, as described in and subject to the provisions of Item No. 300 of the Exception Sheet, and</p> <p>Containers, aluminum bulk commodity shipping, nested, subject to Note 1 of Item No. 300 of the Exception Sheet.</p> <p>Less carload -----</p> <p>Carload:</p> <p>Minimum Weight 12,000 pounds -----</p> <p>Minimum Weight 30,000 pounds -----</p> <p>Carriers, malt beverage, viz.: Barrels, half barrels, casks, drums, hogsheads, kegs, puncheons, tierces, bottles, bottle carriers, pallets, subject to the provisions of Item No. 300 of the Exception Sheet.</p> <p>Less carload -----</p> <p>Carload:</p> <p>Minimum Weight 20,000 pounds -----</p> <p>(1) Does not apply to Carriers, malt beverage.</p> <p>(2) Subject to minimum rate of <sup>0</sup>/<sub>29</sub> cents per hundred pounds or actual 4th class rate whichever is lower. On continuous through movements on which charges are obtained by use of combinations of separately established rates, the minimum rate stated above shall apply, not in connection with the separately established factors, but to the total of the combined rate applicable to the through continuous movement.</p> <p>(3) Not to exceed less carload rate.</p>	<p>(1)(2)<math>\frac{1}{2}</math> of 4</p> <p>(1)(3)B</p> <p>(1)(3)E</p> <p>Western Classification Ratings apply</p> <p>D</p>																
332	<p>Cellulose film, not printed (transparent sheets of not nitrated cellulose film such as commonly used for wrapping purposes) or cellulose film combined or coated with plastic other than cellulose, in rolls exceeding 8<math>\frac{1}{2}</math> inches in diameter, or in sheets not further processed than cut to size, in boxes or crates, or in wrapped bundles or rolls.</p> <p>Less carload -----</p>	<p>4</p>																
333	<p>Clothing, staple work viz.: Dungarees, coveralls, overalls, breeches, pants, shirts or jackets (see Note 1) made of any one or any combination of the following fabrics made wholly of cotton:</p> <table><tr><td>Denim</td><td>Drills</td><td>Flannels</td><td>Corduroys</td></tr><tr><td>Jeans</td><td>Chambrays</td><td>Coverts</td><td>Duck</td></tr><tr><td>Twills</td><td>Cottonades</td><td>Poplins</td><td>Moleskins</td></tr><tr><td></td><td></td><td></td><td>Whipcords</td></tr></table> <p>Note 1.--Includes work jackets with blanket lining made of cotton and not to exceed 50% of wool shoddy.</p>	Denim	Drills	Flannels	Corduroys	Jeans	Chambrays	Coverts	Duck	Twills	Cottonades	Poplins	Moleskins				Whipcords	<p>3</p>
Denim	Drills	Flannels	Corduroys															
Jeans	Chambrays	Coverts	Duck															
Twills	Cottonades	Poplins	Moleskins															
			Whipcords															

\*Change  
o Increase

} Decision No.

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Correction No. 1179

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Eighteenth Revised Page .... 41

Cancels

Seventeenth Revised Page .... 41

## MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 2													o CLASS RATES In Cents Per 100 Pounds																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
	MILES		Any Quantity ***				Minimum Weight 2,000 Pounds ***				Minimum Weight 4,000 Pounds ***																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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525	550	332	298	265	232	-	-	-	-	218	197	174	153
550	575	337	303	269	236	-	-	-	-	221	199	177	155
575	600	342	307	273	239	-	-	-	-	226	204	181	159
600	625	347	312	277	243	-	-	-	-	230	208	184	162
625	650	352	316	281	246	-	-	-	-	235	212	188	166
650	675	358	321	286	250	-	-	-	-	240	216	192	169
675	700	363	326	290	254	-	-	-	-	245	221	196	172
700	725	368	330	294	257	-	-	-	-	250	226	200	176
725	750	373	335	298	261	-	-	-	-	256	230	205	180
750	775	378	339	302	264	-	-	-	-	261	235	209	184
775	800	383	344	306	268	-	-	-	-	267	240	213	187
800	850	391	351	312	273	-	-	-	-	272	245	217	191
850	900	400	359	319	279	-	-	-	-	278	250	222	195
900	950	409	368	327	286	-	-	-	-	286	257	228	200
950	1000	418	376	334	292	-	-	-	-	292	263	233	205
1000	1050	426	384	340	298	-	-	-	-	300	270	240	210
1050	1100	434	391	347	303	-	-	-	-	307	277	246	215
1100	1150	442	398	353	309	-	-	-	-	313	282	251	219
1150	1200	450	405	359	315	-	-	-	-	321	290	257	225

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\* Chango  
 ◇ Increase  
 & Reduction  
 \*\* Reference to Note eliminated  
 \*\*\* Note eliminated

Decision No. 62782

EFFECTIVE DECEMBER 16, 1961

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

Correction No. 1180



\*Change  
o Increase  
o Reduction  
\*\*Reference to Note 3 eliminated  
\*\*\*Note 3 eliminated

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62782

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San Francisco, California.  
Correction No. 1181

Item No.	SECTION NO. 2										♦ CLASS RATES (Continued) In Cents Per 100 Pounds					
	MILES	Minimum Weight 10,000 Pounds except as provided in Note 1 b**				Minimum Weight 20,000 Pounds except as provided in Note 2				Minimum Weight as provided in Western Classification, Exception Sheet or this Tariff, subject to Item No. 290						
		But Not Over	1	2	3	4	1	2	3	4	5	A	B	C	D	E
*507	280	300	124	112	99	87	109	97	87	76	63	69	59	54	49	44
	300	325	129	116	103	90	114	102	91	80	66	72	62	57	51	46
	325	350	134	121	107	94	118	106	94	83	69	75	64	59	53	48
	350	375	139	126	111	98	123	110	98	86	72	78	67	62	56	50
	375	400	144	131	115	102	128	115	102	89	75	81	69	64	58	52
	400	425	150	135	120	106	133	120	106	93	78	86	72	67	60	53
	425	450	155	140	124	110	138	124	110	96	81	89	75	69	62	55
	450	475	160	144	128	113	143	128	114	100	84	92	78	71	64	57
	475	500	165	149	132	117	148	133	118	103	87	95	81	74	67	59
	500	525	170	153	136	120	153	138	122	107	91	98	85	76	69	61
	525	550	176	158	141	124	159	143	127	110	95	102	88	79	71	63
	550	575	181	163	145	127	164	148	131	114	98	105	91	81	74	65
	575	600	186	167	149	131	169	152	135	117	101	108	93	84	76	67
	600	625	191	172	153	134	174	157	139	121	104	111	95	86	78	69
	625	650	196	176	157	138	179	161	143	125	107	115	98	89	80	71
	650	675	203	182	162	143	185	167	148	130	110	119	101	92	83	74
	675	700	208	187	166	146	190	171	152	133	113	122	104	95	85	76
	700	725	213	192	170	150	195	176	156	137	116	125	107	98	87	78
	725	750	218	197	174	153	201	181	161	141	119	128	110	100	89	80
	750	775	223	202	178	157	207	186	166	144	123	133	113	103	92	82
	775	800	229	207	183	160	214	193	171	149	127	137	116	106	96	85
	800	850	236	213	188	165	220	198	176	153	131	142	120	109	99	88
	850	900	243	219	194	170	228	205	182	158	135	145	124	113	102	90
	900	950	250	226	200	176	234	211	187	163	139	151	127	116	105	93
	950	1000	259	234	207	182	241	217	193	169	143	155	131	120	108	96
	1000	1050	268	242	214	189	249	224	199	175	147	163	135	123	111	99
	1050	1100	276	249	220	194	256	230	204	179	152	164	139	127	114	102
	1100	1150	283	256	226	199	263	236	210	184	156	169	143	130	118	105
	1150	1200	290	261	231	204	271	243	216	189	161	173	147	134	121	108
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.																
b***																
* Change ) ♦ Increase ) b Reduction ) ** Reference to Note 3 eliminated ) *** Note 3 eliminated )																
											Decision No. 62782					
EFFECTIVE DECEMBER 16, 1961																
Issued by the Public Utilities Commission of the State of California, San Francisco, California.																
Correction No. 1182																

Item No.	SECTION NO. 2										* CLASS RATES (Continued) In Cents per 100 Pounds									
#509	Class Rates shown below are intermediate in application subject to Note 1.																			
	BETWEEN		AND		Any Quantity				Minimum Weight 2,000 Pounds				Minimum Weight 4,000 Pounds							
			San Francisco (See Item No.260-7)		1	2	3	4	1	2	3	4	1	2	3	4				
					219	197	175	153	142	128	114	100	105	95	84	73				
			Oakland (See Item No.260-5.5)		217	196	173	152	139	126	111	98	102	92	82	71				
	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)		1	2	3	4	1	2	3	4	5	A	B	C	D	E		
					61	56	49	43	44	40	35	31	23	27	23	22	21	18		
			Oakland (See Item No.260-5.5)		59	54	47	42	41	38	33	29	23	24½	21½	20½	19½	17		
	<p>NOTE 1.-If charges accruing under the Class Rates in this item, applied on shipments from, to or between points intermediate between origin and destination points via Routes 8, 9 and 10 shown in Item No. 900-1 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.</p> <p>NOTE 2.-When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff, subject to Item No. 290.</p> <p>NOTE 3.-When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff (subject to Item No. 290) but in no event less than 20,000 pounds.</p>																			
<div>* Change      ) o Increase     )</div> <div>Decision No.      62782</div>																				
EFFECTIVE DECEMBER 16, 1961																				
Issued by the Public Utilities Commission of the State of California, San Francisco, California.																				
Correction No. 1183																				



\*512

Item canceled; expired with October 31, 1961.

\* Change  
o Increase

)

Decision No.

62782

EFFECTIVE DECEMBER 16, 1961

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 1184



Item No.	SECTION NO. 2												° CLASS RATES (Continued) In Cents per 100 Pounds											
*515	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							
	LOS ANGELES ZONE 1 AS DESCRIBED IN THE DISTANCE TABLE				SANTA ANA				1   2   3   4				1   2   3   4				1   2   3   4							
									213 192 170 149				131 119 105 93				96 87 77 67							
									Minimum Weight 10,000 Pounds except as pro- vided in Note 2				Minimum Weight 20,000 Pounds except as provided in Note 3				Minimum Weight as provided in Western Classi- fication, Exception Sheet or this tariff, subject to Item No. 290							
									1   2   3   4				1   2   3   4				5   A   B   C   D   E							
									56   50   44   40				37 34 29 26				20½ 21½ 19½ 18 17 15							
	<p>NOTE 1.--If charges accruing under the Class Rates in this item, applied on shipments from, to or between points intermediate between origin and destination points via Route 11 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.</p> <p>NOTE 2.--When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff, subject to Item No. 290.</p> <p>NOTE 3.--When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff (subject to Item No. 290) but in no event less than 20,000 pounds.</p>																							
	* Change     ) ° Increase    )												Decision No.     62782											
	EFFECTIVE DECEMBER 16, 1961																							
Issued by the Public Utilities Commission of the State of California, San Francisco, California.																								
Correction No. 1185																								

Seventh Revised Page ..... 44-3

Item No.	SECTION NO. 2				CLASS RATES (Concluded) In Cents per 100 Pounds					
*520	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
	39	36	31	27	21½	22½	20½	19	18	16
	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                    ) o Increase                )      Decision No.      62782										
EFFECTIVE DECEMBER 16, 1961										
Issued by the Public Utilities Commission of the State of California, San Francisco, California.										
Correction No. 1186										

Item No.	SECTION NO. 3			COMMODITY RATES In Cents per 100 Pounds	
	COMMODITY	BETWEEN	AND	◊ RATES Subject to Note 1	Minimum Weight In Pounds
*605	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.	158	Any Quantity
				113	4,000
				86	10,000
				72	20,000
				60	24,000
				56	30,000
				49	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>					
* Change, item transferred from ) Ninth Revised Page 46-A ) ◊ Increase )				Decision No. 62782	
EFFECTIVE DECEMBER 16, 1961					
Issued by the Public Utilities Commission of the State of California, San Francisco, California.					
Correction No. 1187					

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds			
*620	COMMODITIES					
	Canned Goods, as described in and subject to the provisions of Item No. 320. Feed, animal, as described in and subject to the provisions of Item No. 338. Foodstuffs for Human Consumption, as described in and subject to the provisions of Item No. 345.					
	BETWEEN			AND		
	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.		
	MILES (See Item No. 100)			* RATES (See Note)		
	But Not		Minimum Weight (in pounds)			
	Over	Over	30,000	36,000	42,000	(1)45,000
	0	5	13½	12	11	9½
	5	10	14½	13	12	10
	10	15	15½	14	13	11
15	20	16½	15	14	12	
20	25	17½	16	15	13	
25	30	18½	17	16	14	
30	35	19½	18	17	15	
35	40	20½	19	18	16	
40	45	21½	20½	19½	17	
45	50	23	22	21	18	
50	60	25	23	22	19	
60	70	26	25	23	20	
70	80	27	26	25	21	
80	90	28	27	26	23	
90	100	29	28	27	25	
100	110	31	29	28	26	
110	120	33	30	29	27	
120	130	36	32	30	28	
130	140	40	35	31	29	
140	150	44	39	33	31	
150			Class rates apply for distances over 150 miles			

NOTE: Rates in this item are subject to the provisions of  
Item No. 900 only via Routes Nos. 14, 15, 16 and 17  
of Item No. 900-1.

(1) Rates subject to a minimum weight of 45,000 pounds do not  
apply to shipments which are subject to charges for  
temperature control service.

* Change, item transferred from	)	
Tenth Revised Page 48.	)	
◇ Increase	)	
(2) Item formerly shown on this	)	Decision No. 62782
page transferred to Fourteenth	)	
Revised Page 46.	)	

EFFECTIVE DECEMBER 16, 1961

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 1188

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds	
630	COMMODITIES			
	Canned Goods, as described in and subject to the provisions of Item No. 320. Feed, animal, as described in and subject to the provisions of Item No. 338. Foodstuffs for Human Consumption, as described in and subject to the provisions of Item No. 345.			
	BETWEEN		AND	
	SAN FRANCISCO TERRITORY, as described in Item No. 270-3 SACRAMENTO (See Item No. 260-7) STOCKTON (See Item No. 260-9)		LOS ANGELES BASIN TERRITORY, as described in Item No. 270	
	RATES (See Notes 1 and 2)			
	Minimum Weight 42,000 Pounds		Minimum Weight 45,000 Pounds	
	(1) 59		(2) 53	
	Note 1 (a): The rates named in this item do not include the transportation involved in picking up, within the Los Angeles Basin Territory, components of a split pickup shipment, or in delivering, within the Los Angeles Basin Territory, components of a split delivery shipment. For such transportation an additional charge shall be assessed at the rate of 1 cent per 100 pounds (based on the combined weight of the components picked up or delivered within said Basin Territory) for each 5 miles, or fraction thereof, of a distance computed as follows:			
	Split pickup shipments: One half of the shortest round trip distance from first point of pickup within said Los Angeles Basin Territory and return thereto via the other points of pickup.			
	Split delivery shipments: One half of the shortest round trip distance from first point of delivery within said Los Angeles Basin Territory and return thereto via the other points of delivery			

(b) In addition to the foregoing transportation charges, the charges which are provided for split pickup service in Note 1, sub-paragraph 2, of Item No. 160 and for split delivery service in Note 1, sub-paragraph 2, of Item No. 170, shall also be assessed, depending upon the type of service provided.

NOTE 2: The rates named in this item are subject to the provisions of Items Nos. 900 and 900-1.

- (1) Applies only to shipments which are transported under temperature control service.
- (2) Not applicable to shipments which are subject to temperature control service.

* Change, item transferred from	)	
Eighth Revised Page 49	)	Decision No. 62782
o Increase	)	

EFFECTIVE DECEMBER 16, 1961

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San Francisco, California.  
Correction No. 1189

Eleventh Revised Page ..... 48  
Cancels  
(2) Tenth Revised Page ..... 48

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds		
*650	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.	88.	10,000
				74	20,000
				50	40,000
(1) Subject to Items Nos. 900 and 900-1.					
<div><div><div>* Change, item transferred from ) Eighth Revised Page 51. ) o Increase ) (2) Item formerly shown on this ) page transferred to Tenth ) Revised Page 46-A )</div><div>Decision No. 62782</div></div></div>					
EFFECTIVE DECEMBER 16, 1961					
Issued by the Public Utilities Commission of the State of California, San Francisco, California.					
Correction No. 1190					



Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
	(Applies in connection with rates making specific reference hereto.)	
	GRAIN, RICE, GRAIN PRODUCTS AND RELATED ARTICLES, viz.:	
	<u>LIST NO. 1:</u>	
	Grain, viz.:	
	Grain, dried, threshed, viz.:	
	Barley, Buckwheat, Emmer, Oats, Rye, Spelt, Wheat;	
	Corn or Maize (except Pop Corn);	
	Pop Corn, not popped, in bulk in bags;	
	Sorghum Grains, threshed, or in heads unthreshed, viz.:	
	Darese, Durra, Egyptian Wheat, Feterita, Hegari (Higera),	
	Kaffir Corn, Koaliang, Milo Maize, Shallu and Shrock	
	Kaffir;	
	Screenings from grains specified above, unground, not containing more than 5% Flaxseed.	
	<u>LIST NO. 2:</u>	
	Grain Products, dry and uncooked (See Note), manufactured, milled, mixed or packed directly from articles shown in List No. 1, and consisting entirely of material thereof, except as otherwise provided, viz.:	
(2) 652	Bran,	Grits,
	Brewers' Flakes,	Groats,
	Brewers' Grains,	Hominy,
	Cake or Meal (except Corn Oil Cake and Corn Germ Meal),	Hominy Flakes,
	Chaff,	Hulls, whole or ground,
	Chops,	Malt,
	Clippings,	Malt Sprouts,
	Corn Cobs, whole or ground,	Mash, spent grain,
	Corn Steep Water, solid, dried,	Meal, gluten,
	Distillers' Grains,	Meal, manufactured from one or more commodities specified in Lists Nos. 1 and 2 and not more than 3% linseed oil cake meal with or without (not to exceed 2% of) other ingredient or ingredients,
	Elevator Dust,	Middlings;
	Farina,	Mill Feed, (Wheat Mixed Food consisting of Bran, Shorts or Middlings),
	Farina, containing not to exceed 3% other ingredients,	Oats, rolled,
	Farina and Wheat Germ, containing not to exceed 2½% of other ingredients,	Offal, including offal from manufacture of cooked cereals,
	Feed, Animal or Poultry, consisting entirely of whole grain as shown in List No. 1 or the products thereof as named in List No. 2,	Pearled Barley,
	Feed, gluten,	Pummes, chopped or ground,
	Flaked Bran,	Red Dog,
	Flour,	Scourings,
	Flour (dry paste flour) not to exceed 4% of chemical ingredients,	Screenings, ground (from grains specified in List No. 1, and not containing more than 5% Flaxseed),
	Flour, grain, with not to exceed 6% chemical constituents,	Semolina,
	Germ,	Semolina and Grain Flour, (manufactured from grains specified in List No. 1),
	Grain, broken, chopped, cracked, crimped, crushed, cut, flaked, ground, hulled, pulverized, rolled; skinned or split,	Shorts,
		Skimmings.

NOTE.- Steaming as a preliminary to further process of manufacture to produce articles in this list shall not be considered cooking.

- |   |   |                    |
|---|---|--------------------|
| (1) Item formerly shown on this page transferred to Seventeenth Revised Page 47 | } | Decision No. 62782 |
| (2) Item transferred from Third Revised Page 51-B                               |   |                    |

EFFECTIVE DECEMBER 16, 1961

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

Correction No. 1191

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
	(Applies in connection with rates making specific reference hereto.)	
	GRAIN, RICE, GRAIN PRODUCTS AND RELATED ARTICLES, viz.: Feed, Animal or Poultry, and other articles not prepared for human consumption, viz.:	
	<u>LIST NO. 3</u>	
	Feed, Animal or Poultry (except cooked or baked cakes, biscuits or bread - see Note 1), consisting of mixtures or blended products of which 70% or more in weight is composed of two or more of the commodities in Paragraphs (a) and (b) below:	
	(a) Commodities shown in Lists Nos. 1 and 2 of Item No. 652, Commodities shown in List No. 4 below and List No. 5 of Item No. 652 $\frac{1}{2}$ , Barley Hay Feed, cut or ground,	Bean Straw Feed, cut or ground, Clover or Sorghum, cut or ground, Cotton Gin Waste, Wheat Cereal Offal.
(3) 652 $\frac{1}{2}$	(b) The following articles not to exceed 70% of the total weight of the prepared animal or poultry feed:	
	Bran, Cottonseed Fish Oil Residum (Fish Presswater), Hulls, cottonseed, ground (Cottonseed Hull Bran), Milk or Buttermilk, dried, Milk, sour skim,	Molasses, viz.: Blackstrap, Beet Sugar Final, Corn Sugar Final (Hydrol), Oil Cake or Oil Cake Meal, Rice Bran, Hulls or Polish.
	NOTE 1.-Steaming as a process preliminary to further process of manufacture to produce animal or poultry feed as described in this list will not be considered cooking.	
	<u>LIST NO. 4:</u>	
	Feed, Animal or Poultry, viz.:	
	Alfalfa, chopped, with or without sweetening ingredients, Alfalfa, ground and pressed into cubes or pellets, air-dry or otherwise dried, (1) Bean or Pea Refuse or screenings, Blood Flour, (2) Buttermilk, condensed, dried or in paste form, Cake, dried fruit seed (unfit for human consumption), Dicalcium Phosphate (feed grade), Distillery Molasses Residum (residum from molasses distillation), dry, (2) Flavin Concentrate, Flax Schives, cut or ground with sweetening ingredients,	Meal, viz.: (Continued) Fish, Fruit Pomace (unfit for human consumption), Hull or Shell, Nut, Meat, Molasses, Tomato Pomace, Vegetable, other than Oil Cake Meal, (2) Milk, dried, Mineral Mixtures (see Note 2), (1) Peas, dried, unfit for human consumption and not suitable for seed, Potato Pulp Refuse (residue from alcohol distillation or manufacture of starch), with or without not to exceed 10% barley malt,

(1) Fruit, dried, refuse or substandard (unfit for human consumption),  
 Fruit Peel or Pulp, citrus, dried, and flaked or granulated,  
 Kelp, dried or ground,  
 Meal, viz.:  
 Alfalfa (Ground Alfalfa), with or without sweetening ingredients,  
 Bean Straw, with or without sweetening ingredients,  
 Bone,  
 Bone, ground, and molasses, mixed,  
 Blood,  
 Clover, dehydrated grass and/or ground clover,  
 Dried Fruit Seed (unfit for human consumption),  
 Dried Fruit Stem (unfit for human consumption),

Pulp, fruit dried, flaked or granulated (unfit for human consumption),  
 (1) Refuse, fruit dried (unfit for human consumption),  
 Residum, fruit or vegetable, dried,  
 Scrap, fish, ground or pulverized, dry,  
 Scraps, dried meat,  
 Seeds, refuse or screening,  
 Seeds, dried, fruit (unfit for human consumption),  
 (2) Skim Milk, condensed, dried or in paste form,  
 Soybean Mill Feed (screening from manufacture of soybean flour),  
 (2) Whey, condensed, dried or in paste form,  
 (2) Yeast, residual, dried,

NOTE 2. - Includes Mineral Mixtures containing Calcium Carbonate, Copperas, Epsom Salts, Sulphate of Soda, Glauber's Salts, Sulphur of Potassium Iodide, with or without not in excess of 10% by weight of other unnamed ingredients.

- (1) Where commodity actually shipped is named in Items Nos. 640 or 641, applies only when in physical mixture with other articles in Items Nos. 652, 652½ or 653.  
 (2) When in packages, containers must be so branded, labeled or marked as plainly to indicate that they contain animal or poultry feed as described.

(3) Item transferred from Third Revised Page 51-C. } Decision No. 62782

EFFECTIVE DECEMBER 16, 1961

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

Correction No. 1192

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
	(Applies in connection with rates making specific reference hereto.)	
	GRAIN, RICE, GRAIN PRODUCTS AND RELATED ARTICLES, viz.:	
	Feed, Animal or Poultry, and other articles not prepared for human consumption, viz.:	
	<u>LIST NO. 5</u>	
	Feed, Animal or Poultry, viz.:	
(2) 652.4	Beans, mesquite, Bran, rice, Cotton Seed Bran, Cow Peas, Grape Pomace, dry (with or without sweetening ingredients), viz.: Grape Waste or Grape Pulp Meal, Grit (ground or crushed rock), Hulls, almond (the outer jacket of almonds as harvested) whole or ground, Hulls, cottonseed, Hulls, rice, whole or ground, Hulls, safflower seed, Hulls, sunflower seed, Meal, rice (mixture of rice bran and rice polish), Pulp, beet (with or without sweetening ingredients), dry,	Pellets, beet pulp, dry (with or without sweetening ingredients), Rice Polish, Screenings, viz.: Alfalfa Seed, Bean, Flaxseed, ground or unground, and containing not more than 5% of flaxseed or other seeds, Millet, Paddy Rice, Pea, Seeds, viz.: Clover, sweet, Sorghum, (1) Soy Beans, (1) Sudan Grass, Sunflower, Vetch, Water Grass, Tailings, rice mill.
	<u>LIST NO. 6</u>	
	Oil Cake, Oil Cake Meal, or Oil Cake Pellets or Cubes, vegetable sweetened or unsweetened.	
	(1) Where commodity actually shipped is named in Item No. 40 or 41, applies only when in physical mixture with other articles in Item No. 652.	
(2) Item transferred from Original Page 51-CC, Decision No.		62782
EFFECTIVE DECEMBER 16, 1961		
Issued by the Public Utilities Commission of the State of California, Correction No. 1193		

EFFECTIVE DECEMBER 16, 1961

Issued by the Public Utilities Commission of the State of California,  
 San Francisco, California.  
 Correction No. 1193

Item No.	SECTION NO. 3		COMMODITY RATES (Continued)	
	(Applies in connection with rates making specific reference hereto.)			
	GRAIN, RICE, GRAIN PRODUCTS AND RELATED ARTICLES, viz.:			
	<u>LIST NO. 7:</u>			
	Flour, viz.: Bean, Potato, Rice, Flour, prepared, edible, manufactured from one or more articles shown in List No. 1 of Item No. 652, or Rice Flour, Bean Flour or Potato Flour, with not to exceed 40% of other ingredients, (including powdered yeast not in excess of 5% in an inner container).			
	Split Peas,	)	Provided weight does not exceed 15% of total weight of shipment.	
	Whole Peas,	)		
	Lentils,	)		
	Tapioca,	)		
	Sago,	)		
	Macaroni,	) Not fully cooked		
	Noodles,	) nor ready for		
	Spaghetti,	) human consumption		
	Vermicelli,	)		
	<u>LIST NO. 8:</u>			
(1) 653	Any article named in this list when included in a mixed shipment with any article named in Lists Nos. 1 through 6 of Items Nos. 652-654 shall take the rates applicable to the articles they accompany, subject to the percentage restriction on the weights thereof as provided below:			
	Charcoal, crushed or ground,	)	Not to exceed 33-1/3% of the total weight of the shipment.	
	Fish Oil,	)	Not to exceed 10% of the total weight of the shipment.	
	Molasses, viz.:	)		
	Blackstrap,	)		
	Beet Sugar Final,	)		
	Corn Sugar Final (Hydrol),	)		
	Poultry Litter, viz.:	)	Not to exceed 20% of the total weight of the shipment.	
	Peat Moss, in packages,	)		
	Pine Shavings, in packages,	)		
	ground,	)		
	Redwood Bark, in packages,	)		
	Sugar Cane Pith, in packages,	)	Not to exceed 33-1/3% of the total weight of the shipment.	
	Shells, crushed,	)		
	Shells, oyster, clam or mussel, whole or broken.	)		
	<u>LIST NO. 9:</u>			
	Beans, castor,	Seeds, viz.: (cont.)		
	Seeds, viz.:	Millet		
	Broom Corn	Rape		
	Flaxseed	Wild Mustard		
	Hemp			

LIST NO. 10

Rice, viz.: Brewers,  
Cleaned, whole or broken (including  
rice screenings),  
Paddy (rough)

(1) Item transferred from	}	Decision No.	62782
Seventh Revised			
Page 51-D			

EFFECTIVE DECEMBER 16, 1961

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 1194

Item No.	SECTION NO. 3 COMMODITY RATES (Continued)
(2) 653 1/2	APPLICATION OF RATES IN ITEMS MAKING SPECIFIC REFERENCE HERETO
	<p>1. Demurrage:</p> <p>(a) (Applies only in connection with shipments of grain as set forth in List No. 1 of Item No. 652.) Shall be computed in accordance with the provisions of Item No. 143.</p> <p>(b) (Applies only in connection with shipments of grain, rice, grain products and related articles as described in Lists 2 through 10, Items Nos. 652-653.) Shall be computed in accordance with the provisions of Item No. 142.</p>
	<p>2. Field pickup shipments:</p> <p>(a) Field pickup shipment means a quantity of property transported by one carrier for one shipper from more than one point in a single field or farm site. If in loading, truck equipment is not moved more than its own length, it shall not be considered as loaded at more than one point.</p> <p>(b) A single field or farm site is that area devoted exclusively to the production of grain or rice as described in Lists 1 and 10 of Items Nos. 652-653. In no event shall such field or farm site exceed 1 section (640 acres).</p> <p>(c) The point of origin of a field pickup shipment shall be the point in a single field or farm site nearest the point of destination.</p> <p>(d) A single shipping document for the entire field pickup shipment shall be issued prior to or at the time of the first pickup. Such shipping document shall show the name of the shipper, the name of the carrier, point of origin, point or points of destination, date, kind and estimated quantity of property to be transported.</p> <p>(e) A single freight bill for each field pickup shipment transported stating the rate and charge shall be issued no later than seven days from the date of the first pickup. Such freight bill shall show the point of origin, point of destination, the name of the shipper, the name of the carrier, date, description and weight of the property in each component part separately transported. A separate document may be issued for each component part, showing the point of origin, point of destination, date, description and weight of each component part so transported, and shall give reference to the single freight bill covering the entire field pickup shipment and shall be attached thereto and become a part thereof.</p>



3. Two stops in transit for inspection and receipt of delivery instructions or other purposes will be permitted in connection with each shipment of grain described in List No. 1, Item No. 652. Distances shall be computed via the transit points. A charge of \$2.00 shall be assessed for the second stop.

4. Premiums and Advertising Matter:

(a) The rates on articles in package containing premiums shall be 110 percent of the rates applicable to the same article without premiums.

(b) Advertising matter, not to exceed 5 percent of the gross weight of the shipment, may be included at the rate applicable to the lowest rated article in the shipment.

(1) Item formerly shown on this page transferred to Eleventh Revised Page 48

(2) Item transferred from First Revised Page 51-DD

} Decision No. 62782  
}

EFFECTIVE DECEMBER 16, 1961

Issued by the Public Utilities Commission of the State of California,  
Correction No. 1195 San Francisco, California.

Cancels

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  But Not Over Over		RATES (See Note)					
			MINIMUM WEIGHT IN POUNDS					
			10,000	20,000	30,000		40,000	
					Package	Bulk	Package	Bulk
*654½	0	3	12	9½	8½	7½	8	6
	3	5	13	11	9	8½	8½	6½
	5	10	14	12	10	8½	9½	7½
	10	15	15	13	12	9½	11	7½
	15	20	17½	14	13	10½	12	8½
	20	25	19½	15	14	11½	13	9½
	25	30	20½	16	15	12½	14	10½
	30	35	22	17½	16	13½	15	11½
	35	40	23	18½	17½	14½	16	12½
	40	45	25	19½	18½	15½	17½	13½
	45	50	27	21	20	16½	18½	14½
	50	60	30	22	21	18½	20	16½
	60	70	32	23	22	19½	21	17½
	70	80	34	24	23	20½	22	18½
	80	90	36	26	24	21½	23	19½
	90	100	39	27	25	24	24	20½
	100	110	41	29	27	26	25	23
	110	120	43	30	28	27	26	24
	120	130	45	31	29	28	27	25
	130	140	48	33	31	30	29	27
	140	150	51	35	32	31	30	28
	150	160	53	37	33	32	31	29
	160	170	55	38	35	34	33	31
	170	180	57	39	36	35	34	32
	180	190	59	41	37	36	36	34
	190	200	63	43	40	39	37	36
	200	220	66	46	43	42	39	38
	220	240	69	48	45	44	41	40
	240	260	72	50	48	46	43	42
	260	280	75	53	50	47	45	44
	280	300	79	56	53		48	
	300	325	82	58	55		50	
	325	350	85	60	58		52	
	350	375	88	65	60		54	
	375	400	92	67	62		56	
	400	425	95	70	64		58	
	425	450	99	73	67		60	
	450	475	102	76	70		62	
	475	500	105	78	72		64	
	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. 653 $\frac{1}{2}$ , add 2 cents per 100 pounds to the rates otherwise applicable.

(1) Add to rate for 500 miles, 2 $\frac{1}{2}$  cents per 100 pounds for each 25 miles or fraction thereof.

\* Change, item transferred from Sixth)  
Revised Page 51-EE.

} Decision No. 62782

o Increase

EFFECTIVE DECEMBER 16, 1961

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

Correction No. 1196

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		34	-	-
Coachella Valley Territory		32	-	35
Fresno Territory		49	-	-
Imperial Valley Territory		41	-	32
Lancaster Territory		29	22	-
Merced Territory		56	-	-
North Kern Territory		38	-	-
Palo Verde		42	-	-
Salton Sea Territory		37	-	35
South Kern Territory		34	-	-
Tulare Territory		43	-	-

\*658

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 o 3½ 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, item transferred from  
Thirteenth Revised Page 51-I  
o Increase  
(1) Item formerly shown on this page  
transferred to Ninth Revised  
Page 49

Decision No.

62782

EFFECTIVE DECEMBER 16, 1961

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 1197

- 51-B -

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
	CHARGES FOR WEIGHING SHIPMENTS	
(2) *670	The initial weighing of shipments of commodities described in Items Nos. 690 and 710 may be performed by the carrier and at carrier's expense. For reweighing such shipments, the carrier shall assess a charge of not less than 83 cents.	
	PROVIDED WEIGHTS	
	Provided weights contained in this item shall be used in lieu of actual gross weights in connection with the following transportation of Lumber and Forest Products:	
	<ol style="list-style-type: none"> <li>Shipments rated under the provisions of Items Nos. 690 and 700, when the distance from point of origin to point of destination, computed in accordance with the method provided in the Distance Table, does not exceed 50 constructive miles (See Note); and</li> <li>Shipments rated under the provisions of Item No. 710.</li> </ol>	
(2) 680	<p>Lumber, seasoned, viz.: cedar, cottonwood, fir, hemlock, pine, redwood and spruce, per 1,000 feet board measure -----</p> <p>Lumber, dry, machine finished, viz.: flooring, rustic, siding, ceiling, shiplap, per 1,000 feet board measure --</p> <p>Shakes, sawed or split, 2,500 will be considered the equivalent of 1,000 feet board measure -----</p> <p>Shingles (cedar) dry, per 1,000 -----</p> <p>Shingles (cedar) green, per 1,000 -----</p> <p>Shingles (pine or redwood), 8,000 will be considered the equivalent of 1,000 feet board measure -----</p> <p>NOTE: -- For other transportation, the provisions of Item No. 70 will apply.</p>	<p><u>Pounds</u></p> <p>2500</p> <p>2200</p> <p>Apply the provided weight applicable to the type of lumber used.</p> <p>150</p> <p>210</p> <p>Apply the provided weight applicable to the type of lumber used.</p>

\* Change )  
 ◊ Increase )  
(1) Item formerly shown on this )  
 page transferred to Third )  
 Revised Page 49-A )  
(2) Item transferred from Second )  
 Revised Page 55 )

62782  
Decision No.

EFFECTIVE DECEMBER 16, 1961

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 1196

- 51-C -

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 Shook, Box or Crate	Boards (See Note 3) Plywood (See Note 4) Sheets (See Note 3) Veneering (See Note 4)		Lumber Railroad Ties Timbers	
			o R A T E S				
			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	
			But Not Over	Over			
*690	0	3	7 <sup>3</sup> / <sub>4</sub>	7 <sup>1</sup> / <sub>2</sub>	6	5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>
	3	5	8 <sup>1</sup> / <sub>4</sub>	8 <sup>3</sup> / <sub>4</sub>	7	6 <sup>1</sup> / <sub>4</sub>	5 <sup>3</sup> / <sub>4</sub>
	5	10	9 <sup>1</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	8	7 <sup>1</sup> / <sub>4</sub>	6 <sup>3</sup> / <sub>4</sub>
	10	15	11	11	9	8 <sup>1</sup> / <sub>4</sub>	7 <sup>3</sup> / <sub>4</sub>
	15	20	12	12 <sup>1</sup> / <sub>2</sub>	10	10 <sup>1</sup> / <sub>2</sub>	8 <sup>3</sup> / <sub>4</sub>
	20	25	13	14	11 <sup>1</sup> / <sub>2</sub>	12	9 <sup>3</sup> / <sub>4</sub>
	25	30	14 <sup>1</sup> / <sub>2</sub>	15	12 <sup>1</sup> / <sub>2</sub>	13	11
	30	35	15 <sup>1</sup> / <sub>2</sub>	16	13 <sup>1</sup> / <sub>2</sub>	14	11 <sup>1</sup> / <sub>2</sub>
	35	40	16 <sup>1</sup> / <sub>2</sub>	17	14 <sup>1</sup> / <sub>2</sub>	15	12 <sup>1</sup> / <sub>2</sub>
	40	45	17 <sup>1</sup> / <sub>2</sub>	18	15 <sup>1</sup> / <sub>2</sub>	16	13 <sup>1</sup> / <sub>2</sub>
	45	50	18 <sup>1</sup> / <sub>2</sub>	19	16 <sup>1</sup> / <sub>2</sub>	17	14 <sup>1</sup> / <sub>2</sub>
	50	60	21	22	17 <sup>1</sup> / <sub>2</sub>	19	16
	60	70	23	23	18 <sup>1</sup> / <sub>2</sub>	20	17
	70	80	24	25	19 <sup>1</sup> / <sub>2</sub>	23	18
	80	90	26	27	21	24	19
	90	100	27	28	23	26	20
	100	110	28	(1)	25	(1)	22
	110	120	30		26		24
	120	130	31		28		26
	130	140	33		29		28
	140	150	34		30		29
	150	160	36		32		30
	160	170	38		34		32
	170	180	40		36		33
	180	190	42		38		35
	190	200	44		40		37
	200	220	46		42		38
	220	240	49		44		40
	240	260	51		46		41
	260	280	54		48		43



280	300	56	50	45
300	325	59	52	48
325	350	61	54	52
350	375	64	58	55
375	400	66	61	58
400	425	69	64	60
425	450	72	67	64
450	475	75	70	66
475	500	78	72	68
500	525	82	75	71
525	550	85	78	74
550	575	88	82	77
575	600	91	85	80
600	625	(2)	87	84
625	650		90	87
650	675		93	90
675	700		96	93
700	725		99	96
725	750		102	99
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, item transferred from )  
Fourteenth Revised Page 56. )

◇ Increase )

(4) Item formerly shown on this page )  
transferred to Fifth Revised )  
Page 49-B )

Decision No. 62782

EFFECTIVE DECEMBER 16, 1961

Issued by the Public Utilities Commission of the State of California,  
Correction No. 1199 San Francisco, California.

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) (In Cents per 100 Pounds)	
	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)	
		o A(Hornbrook)	o B(Yreka)
	1 (Seiad)	14	14½
	2 (Happy Camp)	17	17½
	3 (Indian Creek)	17½	18
	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.		
*700	* Change, item transferred from Seventh Revised Page 56-A o Increase (1) Item formerly shown on this page transferred to Eighth Revised Page 50 Decision No. 62782		
EFFECTIVE DECEMBER 16, 1961			
Issued by the Public Utilities Commission of the State of California, San Francisco, California.			
Correction No. 1200			

Second Revised Page ..... 51-DD

Cancels

(3) First Revised Page .... 51-DD

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents Per 100 Pounds	
	LUMBER AND FOREST PRODUCTS, treated or untreated, not finished beyond sanding and priming (See Notes 1 and 2), Viz.:			
	Boards (See Note 3)		Railroad Ties	
	Cross Arms, wooden		Shakes	
	Lumber		Sheets (See Note 3)	
	Piling		Shingles	
	Plywood (See Note 4)		Shook, Box or Crate	
	Poles		Timbers	
	Posts		Veneering (See Note 4)	
	<u>Territorial Application:</u> Rates named in this item apply between points of origin and destination, all of which are located within 150 constructive miles of Los Angeles Zone 1 computed in accordance with the method provided in the Distance Table.			
	*710	MILES		♦ R A T E S
		Minimum Weight		
Over		But Not Over	20,000 Pounds	40,000 Pounds
0		3	8½	6½
3		5	9½	7½
5		10	10½	8½
10		15	12½	9½
15		20	14½	10½
20		25	16½	11½
25		30	18½	12½
30		35	21	13½
35		40	23	14½
40		45	25	15½
45		50	27	16½
50		60	(1)	18½
60		70		21
70		80		23
80		90		25
90		100		26
100		110		27
110	120		28	
120	130		29	
130	140		30	
140	150		31	
150	---		(2)	

(1) Over 50 miles, class rates apply.

(2) Over 150 miles, rates in this item do not apply.  
Apply rates in Item No. 690 or class rates,  
whichever are lower.

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.

\* Change, item transferred from Fourth)  
Revised Page 56-B )  
o Increase )  
(3) Item formerly shown on this page )  
transferred to Ninth Revised )  
Page 51 )

Decision No. 62782

EFFECTIVE DECEMBER 16, 1961

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 1201

Item No.	SECTION NO. 3 - COMMODITY RATES (Continued)	
*720	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	◊ 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 -----	8.65
	Over 3-Ton But Not Over 6-Ton Capacity -----	9.55
	Over 6-Ton But Not Over 10-Ton Capacity -----	11.25
	Over 10-Ton Capacity -----	13.55
	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, item transferred ) from Twelfth Revised Page 57 ) Decision No. 62782 ◊ Increase )	
	EFFECTIVE DECEMBER 16, 1961	
	Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
	Correction No. 1202	

Item No.	SECTION NO. 3 - COMMODITY RATES (Continued)																					
	<p>HOURLY RATES FOR OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES AND FOR SERVICE OF STRINGING PIPE (Concluded)</p> <p>NOTE 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:</p> <table><tr><th colspan="2"><u>Minutes</u></th><th></th></tr><tr><th><u>Over</u></th><th><u>But 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> <p>Rates include services of vehicle and driver. When necessary for carrier to furnish extra help other than driver, such service shall be charged for at a rate of not less than \$4.65 per hour per extra man furnished.</p> <p><u>Equipment List</u></p> <p>A. A list of carrier's equipment, as defined in Item No. 10, used in the transportation of commodities named in this item, shall be compiled by each carrier. Each unit of carrier's equipment shall be identified by number or other means and the list shall show the normal carrying capacity thereof.</p> <p>B. The normal carrying capacity of each vehicle unit shall be determined by the carrier based upon that amount of property in pounds, which physically can be loaded therein and safely transported under normal conditions.</p> <p>C. In no event shall the carrying capacity be established in excess of the number of pounds permitted under the provisions of the Vehicle Code, State of California.</p> <p>D. The equipment list shall be filed in duplicate with the Commission and an exact copy thereof shall be kept open for public inspection by the carrier. When, subsequent to the filing of the list, equipment is placed in or withdrawn from service, or its carrying capacity is changed by alteration of the equipment, the carrier shall amend its equipment list to show the change and the date it is made. An amendment to the equipment list shall be filed with the Commission not later than ten days subsequent to the date of change.</p> <p>E. Each vehicle shall have stenciled or otherwise permanently displayed on it the carrying capacity thereof.</p> <p>F. Each shipping document issued in connection with transportation under this item shall, in addition to other requirements, identify the equipment used and show the carrying capacity of each vehicle employed.</p>	<u>Minutes</u>			<u>Over</u>	<u>But Not Over</u>		0	8	..... Omit	8	23	.....shall be 1/4 hour	23	38	.....shall be 1/2 hour	38	53	.....shall be 3/4 hour	53	60	.....shall be 1 hour
<u>Minutes</u>																						
<u>Over</u>	<u>But Not Over</u>																					
0	8	..... 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.

\* Change, item transferred from Fourth  
Revised Page 57-A

♦ Increase

- (1) Item formerly shown on this page  
transferred to Fourth Revised  
Page 51-A

Decision No.

62782

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Correction No. 1203

-51-EE-

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
	(Applies in connection with rates making specific reference hereto)	
	Petroleum or Petroleum Products, in Packages, viz.:	
	Petroleum or Petroleum Products, including compounded oils or greases having a petroleum base, as described under that heading in Western Classification.	
	Asphalt (Asphaltum), natural, by-product or petroleum; liquid (other than paint, stain or varnish) or solid.	
	Gas, Petroleum Liquefied, compressed.	
	Lubricant, Grease Binder (lubricating grease having a petroleum base, combined with cotton, jute or wool or other binder, not oiled waste).	
	In straight or mixed shipments or in mixed shipments containing not to exceed 50 percent by weight of articles named in Note 1.	
	Note 1.-	
(1) 723	<p>Candles,</p> <p>Cement (mineral), pipe fitting,</p> <p>Compound, anti-freeze, liquid,</p> <p>Compound, cement, concrete, stucco or masonry water-proofing, liquid,</p> <p>Compound, electrical insulating,</p> <p>Compound, cleaning, liquid (shipping container may also contain one hand sprayer for each inner container packed therein),</p> <p>Compound, mounting, pneumatic tire,</p> <p>Compound, paint thinning,</p> <p>Compound, radiator cleaning, dry,</p> <p>Compound, rust preventing or removing,</p> <p>Compounds, carbon, gum or sludge removing, in barrels or boxes,</p> <p>Compounds, floor hardening, liquids,</p> <p>Compounds, type cleaning, liquid,</p> <p>Dressing, automobile top, liquid,</p> <p>Dressing, belt, liquid,</p> <p>Dressing, rubber,</p> <p>Dressing, shoe,</p>	<p>Ether (Petroleum), not butyric,</p> <p>Exterminators, vermin,</p> <p>Insecticides,</p> <p>Liquid, cigar or cigarette lighter,</p> <p>Metal cutting, drawing or drilling lubricant or compound, other than petroleum, liquid or paste, noibn,</p> <p>Oil (other than medicinal),</p> <p>Oil, petroleum, medicinal,</p> <p>Outfits, insect destroying (liquid insecticides with tin hand sprayers in same packages),</p> <p>Paint, asphaltum,</p> <p>Paint, liquid,</p> <p>Polish, floor,</p> <p>Polish, furniture,</p> <p>Polish, metal, liquid,</p> <p>Polish, vehicle,</p> <p>Repellents, insect,</p> <p>Soap, liquid,</p> <p>Solvent,</p> <p>Stain, wood, liquid,</p> <p>Wax, automobile, boat, floor or furniture (shipping container may also contain one cleaning or polishing cloth for each inner container packed therein),</p> <p>Wood Preservatives, noibn.</p>
(1) Item transferred from Third Revised Page 58, Decision No. 62782		
EFFECTIVE DECEMBER 16, 1961		
<p>Issued by the Public Utilities Commission of the State of California,          San Francisco, California.</p> <p>Correction No. 1204</p>		



Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
	(Applies in connection with rates making specific reference hereto)	
	DESCRIPTION OF ORIGIN GROUPS	
	GROUP "A" - MILEAGE BASING POINT - PINOLE	
	Beginning at the San Francisco Bay and the prolongation of 98th Avenue (in Oakland), thence easterly and northerly along said prolongation and 98th Avenue to MacArthur Boulevard, northerly and westerly along MacArthur Boulevard and West MacArthur Boulevard to San Pablo Avenue; northerly, westerly and easterly along San Pablo Avenue and U. S. Highway No. 40 to its intersection with State Route No. 4; easterly along State Route No. 4 to Willow Pass Road; thence due north along an imaginary line to the shoreline of Suisun Bay; westerly, southerly and easterly along the shoreline of Suisun Bay, San Pablo Bay and San Francisco Bay to the point of beginning.	
	GROUP "B" - MILEAGE BASING POINT - COMPTON	
(1) 724	Beginning at the Pacific Ocean and the projected line of Sunset Boulevard, easterly along said projected line and Sunset Boulevard to the western city limits of Beverly Hills, northerly, easterly and southerly along the city limits of Beverly Hills to Doheny Road, easterly along Doheny Road to Sunset Boulevard, easterly along Sunset Boulevard to Fairfax Avenue, northerly along Fairfax Avenue to Hollywood Boulevard, easterly along Hollywood Boulevard to Sierra Bonita Avenue, northerly along Sierra Bonita Avenue to Franklin Avenue, easterly along Franklin Avenue to Vermont Avenue, southerly on Vermont Avenue to Sunset Boulevard, southeasterly on Sunset Boulevard to Fountain Avenue, easterly along Fountain Avenue to Hyperion Avenue, northeasterly along Hyperion Avenue to Glendale Boulevard, southerly along Glendale Boulevard to Riverside Drive, southeasterly along Riverside Drive to Fletcher Drive, northeasterly along Fletcher Drive to Casitas Avenue, northerly along Casitas Avenue to Tyburn Avenue, easterly along Tyburn Avenue to San Fernando Road, northerly along San Fernando Road to Rosslyn Street, easterly along Rosslyn Street to the Union Pacific Railroad Company's right of way, southeasterly on the northeasterly line of the Union Pacific Railroad Company's right of way to Marguerite Street, northeasterly on Marguerite Street to West Avenue 32, southeasterly on West Avenue 32 to Edward Avenue, southwesterly on Edward Avenue to San Fernando Road, southeasterly on San Fernando Road to Macon Street, easterly along Macon Street to Isabel Street, southeasterly along Isabel Street to Anabel Street, southeasterly along Anabel Street to North Figueroa Street, northeasterly along North Figueroa Street to Pasadena Avenue, southerly along Pasadena Avenue to Avenue 35, easterly along Avenue 35 to Griffin Avenue, southerly along Griffin Avenue to North Broadway, easterly along North Broadway to Mission Road, southwesterly along Mission Road to Valley Boulevard, easterly along Valley Boulevard to Marianna Avenue, southerly along Marianna Avenue to the Los Angeles city limits, easterly in a direct line to the intersection of Peck Road and the San Gabriel River, thence due southeast to the intersection of Scott Avenue and Whittier	

Boulevard, southerly on Scott Avenue to Leffingwell Road, southwesterly on Leffingwell Road to Luitweiler Avenue, southerly along Luitweiler Avenue to Rosocrans Avenue, westerly along Rosocrans Avenue to Escalona Road, southerly along Escalona Road to Stage Road, southeasterly along Stage Road to La Habra Road and Grand Avenue, southerly along Grand Avenue to U. S. Highway 101 (Santa Ana Freeway), southeasterly along U. S. Highway 101 (Santa Ana Freeway), to West Anaheim Junction (Southern Pacific Company), southerly along Los Alamitos Branch of the Southern Pacific Company to Euclid Avenue, southerly along Euclid Avenue to Katella Avenue, westerly along Katella Avenue to Stanton Avenue (State Route 39), southerly along Stanton Avenue (State Route 39), Huntington Beach Boulevard (State Route 39) and its prolongation to the Pacific Ocean, westerly and northerly along the shoreline of the Pacific Ocean to the point of beginning.

(1) Item transferred from Second  
Revised Page 59, Decision No.

62782

EFFECTIVE DECEMBER 16, 1961

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San Francisco, California.

Correction No. 1205

Eighth Revised Page .... 51-H  
Cancels

Seventh Revised Page .... 51-H

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3				COMMODITY RATES (Continued)
	COMMODITY	BETWEEN	AND	RATES	
* 726	Petroleum and Petroleum Pro- ducts in Pack- ages as described in Item No. 723.	GROUP "A" POINTS as described in Item No. 724.	GROUP "B" POINTS as described in Item No. 724.	Apply class rates: shown in	Item No. 510 (See Note 1).
		SAN FRANCISCO TERRITORY as described in Item No. 270.	LOS ANGELES TERRITORY as described in Item No. 270-3.		
		SACRAMENTO (See Item No. 260)			
Note 1 - Subject to Items Nos. 377.5, 900 # and 900-1.					

\* Change, item transferred from Sixth  
Revised Page 61  
# Addition

Decision No. 62782

EFFECTIVE DECEMBER 16, 1961

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San Francisco, California.  
Correction No. 1206

Cancels

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In Cents per 100 Pounds		
	COMMODITY	BETWEEN	AND	RATE
*730	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, Monoglycerides, diglycerides or triglycerides of fat-forming fatty acids, or mixtures thereof, edible, other than shortening, with or without other edible acids, Oil, cooking, Oil, salad, Vegetable Oil Shortening.  Minimum Weight 30,000 pounds	SAN FRAN- CISCO TERRI- TORY as described in Item No.270-3.  SACRA- MENTO (See Item No.260-7)	LOS AN- GELES BASIN TERRI- TORY as described in Item No. 270.	49
(1) Subject to Items Nos. 900 and 900-1.				
*Change, item transferred from Fourth Revised) Page 64 0 Increase (2)Item formerly shown on this page transferred) to Fourth Revised Page 51-B				
Decision No. 62782				
EFFECTIVE DECEMBER 16, 1961				
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Fifth Revised Page .... 51-J

Cancels

Fourth Revised Page ... 51-J

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents per 100 Pounds	
*740	COMMODITY	BETWEEN	AND	RATE
	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) 52
(1) Subject to Items Nos. 900 and 900-1.				
* Change, item transferred ) from Ninth Revised ) Decision No. Page 65 ) o Increase ) 62782				
EFFECTIVE DECEMBER 16, 1961				
Issued by the Public Utilities Commission of the State of California San Francisco, California Correction No. 1208				



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

- \*755 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 - Shipments Transported in Multiple Lots; Item No. 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.
- 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 55 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, item transferred )  
from Seventh Revised Page 66 ) Decision No. 62782  
o Increase )

EFFECTIVE DECEMBER 16, 1961

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San Francisco, California.  
Correction No. 1209

Second Revised Page .... 53

Cancels

First Revised Page ..... 53

MINIMUM RATE TARIFF NO. 2

SECTION NO. 3	COMMODITY RATES (Concluded)
<p>Pages 54 through 66, inclusive, have been canceled and are intentionally omitted from this tariff.</p>	
Decision No. 62782	
EFFECTIVE DECEMBER 16, 1961	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>	
Correction No. 1210	