

ORIGINAL

Decision No. 63805

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

Case No. 5432
(Second Amendments to
Petitions for Modification
Nos. 233 and 235)

In the Matter of rail carriers' appli-) cation for increases in certain rail) rates by the same amount and to the) same extent as requested by First) Supplemental Petition to Petition No.) 233.

Application No. 44337

(Appearances are listed in Appendix A)

SECOND INTERIM OPINION

In Petition No. 233, the California Trucking Associations, Inc., stated that it was engaged in studies looking towards a general revision of the provisions of Minimum Rate Tariff No. 2. As these studies would not be completed for some time, petitioner asked for interim increases in the minimum rates to offset increased labor costs incurred as a result of new labor contracts which became effective July 1, 1961. By Petition No. 235, the California rail lines sought authority to make similar increases.

Decision No. 62782, dated November 7, 1961, increased the rates in Minimum Rate Tariff No. 2 on an interim basis pending completion of the studies, and authorized the rail lines to make similar increases in their rates.

By Second Amendment to Petition No. 233, filed March 26, 1962, the California Trucking Associations, Inc., asks for a further interim increase in the minimum rates to offset labor increases which will become effective July 1, 1962. Petitioner states that various circumstances have made it impossible to complete the studies as was contemplated. By Second Amendment to Petition No. 235 and Application No. 44337, filed April 10, 1962, the rail lines seek authority to make similar increases.

Public hearings were held before Commissioner C. Lyn Fox and Examiner William E. Turpen at San Francisco on May 2 and 3, 1962, and at Los Angeles on May 16, 1962.

Petitioner's director of research presented revised cost studies incorporating therein the increased labor costs and compared the present costs with the 1961 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 5 percent in the accessorial rates and charges named in Section 1 of the tariff. The proposed increases in the class rates range from approximately 5 percent for the short-haul any-quantity rates to about 2 percent for the long-haul 20,000-pound rates. Petitioner proposes corresponding increases in the commodity rates. No increase is proposed

in the Class 5 through E truckload rates, nor in commodity rates subject to minimum weights greater than 20,000 pounds.

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 1961 rate adjustment these surcharges were reduced. The cost exhibit introduced in this proceeding shows that the wage differential has again decreased. Accordingly, petitioner proposes further reductions in the surcharges. Petitioner's director of research stated that the differential is still too great to warrant elimination of the surcharge.

Engineers from the Commission's Transportation Division introduced exhibits revising previous cost studies to give effect to the July 1, 1962, wage levels. A rate expert presented exhibits containing suggested revisions of the rates based on the staff cost studies. The staff rate exhibits were developed on two bases. The first basis reflects the continuation of the Central Coastal Counties surcharges. The second basis contemplates the elimination of such surcharges. The rate witness explained that the later exhibit would provide a basis for the rate adjustment if the Commission concludes that the differential in costs now is such "that a single rate structure would once again be reasonable."¹ With minor exceptions the rates contained in the first staff rate exhibit are identical to those proposed by the petitioner.

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The quotation is from Decision No. 60621, dated August 23, 1960, in Case No. 5432 (58 Cal. PUC 87). The witness pointed out that in that decision and in a prior one the Commission had indicated that the per-shipment surcharges had certain objectionable features and should be considered temporary in nature.

The railroads reaffirmed the evidence they offered in the previous hearing 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 showed that such carload rates as are here involved for shipments transported in rail cars were first established to equalize the minimum rates for highway carriers for competitive reasons, and 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.

From the record it is clear that the carriers will experience further increased operating costs on July 1, 1962, 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. It also appears that petitioner's proposed rates fairly reflect the impact of the increased costs. Accordingly, petitioner's proposed changes in the minimum rates will be adopted.

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 minimum rates for the transportation governed thereby, and 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 the finding. We find that the increases in carload rates sought herein by the rail lines are justified.

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

SECOND INTERIM ORDER

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

IT IS ORDERED that:

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

therein, to become effective July 28, 1962, the supplement and revised pages attached hereto and listed in Appendix B, also attached hereto, which supplement, pages and appendix by this reference are made a part hereof.

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

3. Any provisions concurrently 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. 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 now subject to class rates in common carrier tariffs:

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

5. Common carriers which are subject to the Public Utilities Act and which maintain rates subject to Decision No. 31606, as amended, are hereby authorized to increase their commodity rates on commodities for which minimum rates have not been

established by the Commission as follows:

<u>Rates Subject to Minimum Weight of</u>	<u>Increase (percent)</u>
Any quantity or less than 2,000 pounds	4½
2,000 pounds but less than 4,000 pounds	4
4,000 pounds but less than 10,000 pounds	3½
10,000 pounds but less than 30,000 pounds	3
30,000 pounds and over	no increase

6. 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	15
200	250	20
250	-	20

7. 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; 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; 345; 400; 425.

(b) Section 1 - Class Rates.

8. Common carriers maintaining, under outstanding authorizations permitting the alternative use of rail rates, rates below the specific minimum rate levels otherwise applicable on the commodities and between the points for which increases are authorized in Ordering Paragraph 7 hereof, are hereby authorized and directed to increase such rates, on not less than ten days' notice to the Commission and to the public, to the level of the rail rates established pursuant to Ordering Paragraph 7 hereof, or to the level of the specific minimum rates, whichever is lower; and that such adjustments shall be made effective not later than thirty days after effectiveness of the increased rail rates.

9. Common carriers, in establishing and maintaining the rates and charges authorized or directed hereinabove, be and they are authorized to depart from the provisions of Article XII,

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

10. Except for tariff publications required to be made by Ordering Paragraph 8 hereof, tariff publications required or authorized to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order on not less than ten days' notice to the Commission and to the public; and that such tariff publications as are required shall be made effective not later than July 28, 1962; and that as to tariff publications which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date hereof.

11. 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. 60 to Minimum Rate Tariff No. 2.

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

13. Proceedings in Petitions for Modification 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 12th day of June, 1962.

Charles W. Leary
President
John E. Marshall
George H. Thayer
Frederick B. Hallock
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, Frederick G. Pfrommer and W. Earney Wilson, for the railroad petitioners in Petition No. 235 and applicants in Application No. 44337.
- F. S. Kohles, Armand Karp, C. J. Boddington, R. C. Ellis, Thomas R. Dwyer, Edward J. Willig, Marion L. Frost, Jr., J. B. Christenson, Glenn Spear, J. L. Searles, E. J. McSweeney, Richard G. Lynd and A. J. Konicki, Louis A. Dore', Jr., for various highway carriers, respondents.
- Ralph Hubbard, Jefferson H. Myers, C. H. Costello, Charles C. Miller and James M. Cooper, Leo V. Cox, James H. McJunkin, Earl S. Williams, Allen K. Penttila, V. A. Bordelon, Russell Bevans, Philip J. Ryan, Eugene A. Read, W. P. Tarter, W. M. Cheatham, Matt Clark, M. E. Schibler, H. J. Fisher, Robert W. Candler, W. F. McCann, E. R. Chapman, Morton S. Colgrove, Frederick R. Morgan, Robert H. Bava, S. F. White, John P. Hellmann, Frank E. Lawless, Meyer L. Kapler, Keith M. Brown, Zane R. Sodergren, William G. Lankford, Pete J. Antonino, Larry Binsacca, D. H. Sheers, B. R. Garcia, Donald M. Enos, A. L. Russell, Clifford J. Van Duker and William H. Van Duker, Stuart F. Ogle, A. E. Norrbom, Richard B. Varon, W. Y. Bell, H. M. Long, R. C. Fels, D. H. Marken, E. J. Langhofer, S. M. Key, Louis L. Fox, George M. McPheeters, William Davidson, C. R. Bartels, Royston E. Campbell, Clifford F. Campbell, for various shippers, associations, and organizations, interested parties.
- A. R. Day and M. J. Gagnon, for the Commission staff.

C. 5432 (Pets. 233 & 235) - se

APPENDIX B TO DECISION NO. 63805

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

Supplement No. 60
Fifth Revised Page 1
Seventeenth Revised Page 19
Eleventh Revised Page 19-B
Second Revised Page 19-C
Twenty-third Revised Page 20
Sixteenth Revised Page 20-A
Twenty-third Revised Page 21
Nineteenth Revised Page 41
Eighteenth Revised Page 42
Fifteenth Revised Page 43
Thirteenth Revised Page 43-A
Twenty-second Revised Page 44
Tenth Revised Page 44-A
Ninth Revised Page 44-B
Fifteenth Revised Page 46
Twelfth Revised Page 48
Sixth Revised Page 51-A
Third Revised Page 51-DD
Ninth Revised Page 51-E
Eighth Revised Page 51-EE
Third Revised Page 52

(End of Appendix B List)

SUPPLEMENT NO. 60
(Cancels Supplements Nos. 58 and 59)
(Supplement No. 60 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)

Decision No. 63805

EFFECTIVE JULY 28, 1962

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 of split delivery shipments.)

Weight of Shipment (Pounds)		Surcharge in Cents per Shipment	
Over	But Not Over	Column 1	Column 2
0	100	15	30
100	500	20	40
500	1,000	35	70
1,000	2,000	50	100
2,000	4,000	70	140
4,000	10,000	100	200
10,000	20,000	130	260
20,000	30,000	160	320
30,000	50,000	225	450
For each additional 10,000 pounds, or fraction thereof, add an additional charge of		50	100

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	15
100	500	20
500	1,000	35
1,000	2,000	50
2,000	4,000	70
4,000	10,000	100
10,000	20,000	130
20,000	30,000	160
30,000	50,000	225

For each additional 10,000 pounds, or fraction thereof, add an additional charge of 50

(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

¢ Reduction, Decision No.

63805

CORRECTION NUMBER CHECKING SHEET

This tariff is issued in loose-leaf form. All added and revised pages will be numbered consecutively in the lower left-hand corner. These correction numbers should be checked below on this checking sheet before pages are filed in tariff.

CORRECTION NUMBERS

1241	1281	1321	1361	1401	1441
1242	1282	1322	1362	1402	1442
1243	1283	1323	1363	1403	1443
1244	1284	1324	1364	1404	1444
1245	1285	1325	1365	1405	1445
1246	1286	1326	1366	1406	1446
1247	1287	1327	1367	1407	1447
1248	1288	1328	1368	1408	1448
1249	1289	1329	1369	1409	1449
1250	1290	1330	1370	1410	1450
1251	1291	1331	1371	1411	1451
1252	1292	1332	1372	1412	1452
1253	1293	1333	1373	1413	1453
1254	1294	1334	1374	1414	1454
1255	1295	1335	1375	1415	1455
1256	1296	1336	1376	1416	1456
1257	1297	1337	1377	1417	1457
1258	1298	1338	1378	1418	1458
1259	1299	1339	1379	1419	1459
1260	1300	1340	1380	1420	1460
1261	1301	1341	1381	1421	1461
1262	1302	1342	1382	1422	1462
1263	1303	1343	1383	1423	1463
1264	1304	1344	1384	1424	1464
1265	1305	1345	1385	1425	1465
1266	1306	1346	1386	1426	1466
1267	1307	1347	1387	1427	1467
1268	1308	1348	1388	1428	1468
1269	1309	1349	1389	1429	1469
1270	1310	1350	1390	1430	1470
1271	1311	1351	1391	1431	1471
1272	1312	1352	1392	1432	1472
1273	1313	1353	1393	1433	1473
1274	1314	1354	1394	1434	1474
1275	1315	1355	1395	1435	1475
1276	1316	1356	1396	1436	1476
1277	1317	1357	1397	1437	1477
1278	1318	1358	1398	1438	1478
1279	1319	1359	1399	1439	1479
1280	1320	1360	1400	1440	1480

EFFECTIVE JULY 28, 1962

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1237

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																					
6120	<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 75 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>																					
6124	<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> <ul style="list-style-type: none"> (a) A charge of \$5.65 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). (b) A charge shall be made equal to the actual cost of any bridge or ferry tolls incurred for each escort car. (c) A charge of \$6.35 per twenty-four (24) hour period shall be assessed for subsistence for each escort driver if service requires over-night delay. <p>NOTE—Charges for fractions of an hour shall be determined in accordance with the following table:</p> <table border="0" style="margin-left: 40px;"> <thead> <tr> <th colspan="2" style="text-align: center;"><u>MINUTES</u></th> <th></th> </tr> <tr> <th style="text-align: center;"><u>Over</u></th> <th style="text-align: center;"><u>But Not Over</u></th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">8</td> <td>..... omit</td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">23</td> <td>..... shall be 1/4 hour</td> </tr> <tr> <td style="text-align: center;">23</td> <td style="text-align: center;">38</td> <td>..... shall be 1/2 hour</td> </tr> <tr> <td style="text-align: center;">38</td> <td style="text-align: center;">53</td> <td>..... shall be 3/4 hour</td> </tr> <tr> <td style="text-align: center;">53</td> <td style="text-align: center;">60</td> <td>..... shall be 1 hour</td> </tr> </tbody> </table>	<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																				

CHARGES FOR PERMIT SHIPMENTS

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

- §128
- (a) A charge of \$6.85 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)
Increase) Decision No. 63805

EFFECTIVE JULY 28, 1962

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

Correction No. 1238

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)												
143	<p style="text-align: center;">DELAYS TO EQUIPMENT ON WHOLE GRAIN (See Note)</p> <p>1. Definitions (a) Actual placement. By actual placement is meant the placing of carriers' equipment at place designated by consignee or consignor for loading or unloading. (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. (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 (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. (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 A charge of 22¢ per 100 pounds will be made by the carrier on all shipments on all equipment unloaded or loaded after the free time has elapsed.</p> <p>4. Provisions of Item No. 145 of this tariff will not apply.</p> <p>NOTE:-Applies only on shipments of Whole Grain in bulk or in bags, subject to minimum weights of 10,000 pounds or more.</p>												
145	<p style="text-align: center;">CHARGES FOR ACCESSORIAL SERVICES OR DELAYS</p> <p>For accessorial services or delays under conditions specified in Items Nos. 140 and 142, charges based upon the actual elapsed time shall be assessed for each period or fraction thereof, as follows:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="3" style="text-align: center;">Charges in Cents</th> </tr> <tr> <th></th> <th style="text-align: center;">For First 30 Minutes or Fraction</th> <th style="text-align: center;">For Each Additional 15 Minutes or Fraction</th> </tr> </thead> <tbody> <tr> <td>(a) For driver, helper or other carrier employee, per man</td> <td style="text-align: center;">0 260</td> <td style="text-align: center;">0 130</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> </tbody> </table>	Charges in Cents				For First 30 Minutes or Fraction	For Each Additional 15 Minutes or Fraction	(a) For driver, helper or other carrier employee, per man	0 260	0 130	(b) For unit of equipment (each motor truck, trailer or semi-trailer, exclusive of motor tractors)	65	33
Charges in Cents													
	For First 30 Minutes or Fraction	For Each Additional 15 Minutes or Fraction											
(a) For driver, helper or other carrier employee, per man	0 260	0 130											
(b) For unit of equipment (each motor truck, trailer or semi-trailer, exclusive of motor tractors)	65	33											

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.

o Change)
o Increase) Decision No. 63805

EFFECTIVE JULY 26, 1962

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

Correction No. 1239

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																											
§149	<p style="text-align: center;">SMALL SHIPMENT SERVICE (Not subject to the provisions of Item No. 150)</p> <p>Rates provided in this item shall apply only when the shipping document is annotated by shipper, certifying that the shipment meets the requirements of this item, and requesting Small Shipment Service. Rates in this item will apply only to prepaid shipments, released to a value of 50 cents per pound or less, weighing under 250 pounds and moving for distances not in excess of 150 constructive miles. Rates in this item will not apply to:</p> <ol style="list-style-type: none"> 1. Shipments including any commodity rated above 1st Class (100); or 2. Shipments weighing less than 100 pounds which contain more than five pieces, or any shipment which contains more than 10 pieces; or 3. Shipments which require temperature control service, C.O.D. or order notify service, or which have origin or destination on steamship docks or oilwell sites; or 4. Shipments picked up or delivered at private residences of retail customers; or 5. Shipments containing personal effects, baggage or used household goods; or 6. Shipments moving on Government Bill of Lading. <p>Rates provided in this item do not alternate with other rates and charges in this tariff, and rates provided in this item may not be used in combination with any other rates.</p> <p>The charge per shipment for Small Shipment Service shall be as follows:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;">Weight of Shipment (In Pounds)</th> <th style="text-align: center;">Charge In Cents</th> </tr> <tr> <th style="text-align: center;">Over</th> <th style="text-align: center;">But Not Over</th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">25</td> <td style="text-align: center;">185</td> </tr> <tr> <td style="text-align: center;">25</td> <td style="text-align: center;">50</td> <td style="text-align: center;">195</td> </tr> <tr> <td style="text-align: center;">50</td> <td style="text-align: center;">75</td> <td style="text-align: center;">210</td> </tr> <tr> <td style="text-align: center;">75</td> <td style="text-align: center;">100</td> <td style="text-align: center;">245</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">150</td> <td style="text-align: center;">305</td> </tr> <tr> <td style="text-align: center;">150</td> <td style="text-align: center;">200</td> <td style="text-align: center;">360</td> </tr> <tr> <td style="text-align: center;">200</td> <td style="text-align: center;">250</td> <td style="text-align: center;">420</td> </tr> </tbody> </table>	Weight of Shipment (In Pounds)		Charge In Cents	Over	But Not Over		0	25	185	25	50	195	50	75	210	75	100	245	100	150	305	150	200	360	200	250	420
Weight of Shipment (In Pounds)		Charge In Cents																										
Over	But Not Over																											
0	25	185																										
25	50	195																										
50	75	210																										
75	100	245																										
100	150	305																										
150	200	360																										
200	250	420																										
	<p>◊ Change) Decision No. 63805 ◊ Increase)</p>																											
	EFFECTIVE JULY 28, 1962																											
	<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 1240</p>																											

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. 119.)		
	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 (In Cents)
	<u>Over</u>	<u>But Not Over</u>	
	0	25	195
	25	50	205
	50	75	225
	75	100	270
	100	150	325
	150	200	385
	200	250	450
	250	-	515
	(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		
250	3. If shipment contains different articles and no article is rated higher than first class, for 100 pounds at the class or commodity rate applicable to the article taking the highest rate; or if any article is rated higher than first class, for 100 pounds at the first class rate; but		
	4. In no event shall the minimum charge be less than:		
	Weight of Shipment (In Pounds)		Minimum Charge (In Cents)
	<u>Over</u>	<u>But Not Over</u>	
	0	100	270
	100	150	325
	150	200	385
	200	250	450
	250	-	515
	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 40 cents per shipment.		

Change)
Increase) Decision No.

63805

EFFECTIVE JULY 28, 1962

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

Correction No. 1241

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">SPLIT PICKUP</p> <p>The rate for the transportation of a split pickup shipment shall be determined and applied as follows, subject to Note 1:</p> <p>(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>(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>(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>(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>(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>(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)		◊ Split Pickup Charge for Each Component Part in Cents	Weight of Component Part (Pounds)		◊ Split Pickup Charge for Each Component Part in Cents
Over	But Not Over		Over	But Not Over	
0	100	170	1,000	2,000	295
100	250	190	2,000	4,000	385
250	500	200	4,000	10,000	455
500	1,000	225	10,000		515

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

Weight of Component Part (Pounds)		◊ Split Pickup Charge for Each Component Part in Cents	Weight of Component Part (Pounds)		◊ Split Pickup Charge for Each Component Part in Cents
Over	But Not Over		Over	But Not Over	
0	100	190	1,000	2,000	510
100	250	230	2,000	4,000	640
250	500	250	4,000	10,000	770
500	1,000	345	10,000		895

◊ Change } Decision No. **63805**
 ◊ Increase }

EFFECTIVE JULY 28, 1962

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

Correction No. 1242

Item No.	SECTION NO. 1 --RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p data-bbox="740 448 954 481" style="text-align: center;">SPLIT DELIVERY</p> <p data-bbox="294 514 1384 582">The rate for the transportation of a split delivery shipment shall be determined and applied as follows, subject to Note 1:</p> <p data-bbox="376 607 1372 766">(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.</p> <p data-bbox="376 796 1367 1018">(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.</p> <p data-bbox="376 1048 1389 1295">(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="376 1325 1372 1673">(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.</p> <p data-bbox="376 1703 1405 2051">(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.</p> <p data-bbox="376 2081 1389 2328">(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.</p>

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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
But Not Over	Over		But Not Over	Over	
0	100	----- 170	2,000	4,000	----- 385
100	250	----- 190	4,000	10,000	----- 455
250	500	----- 200	10,000		----- 515
500	1,000	----- 225			
1,000	2,000	----- 295			

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
But Not Over	Over		But Not Over	Over	
0	100	----- 190	2,000	4,000	----- 640
100	250	----- 230	4,000	10,000	----- 770
250	500	----- 250	10,000		----- 895
500	1,000	----- 345			
1,000	2,000	----- 510			

Change }
Increase } Decision No.

63805

EFFECTIVE JULY 28, 1962

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1243

Item No.	SECTION NO. 2				CLASS RATES In Cents Per 100 Pounds									
	MILES		Any Quantity				Minimum Weight 2,000 Pounds				Minimum Weight 4,000 Pounds			
	But Not Over	Over	1	2	3	4	1	2	3	4	1	2	3	4
	0	3	210	189	168	147	120	108	96	84	88	79	70	61
	3	5	212	191	169	148	122	110	97	85	89	80	71	62
	5	10	214	193	171	150	124	112	99	87	90	81	72	63
	10	15	216	194	172	151	126	114	101	89	92	83	73	65
	15	20	218	196	174	153	129	116	103	91	94	85	75	66
	20	25	220	198	176	154	132	119	105	93	96	87	77	68
	25	30	222	200	177	155	135	122	108	95	99	89	79	70
	30	35	224	202	179	157	138	124	110	97	101	91	81	71
	35	40	226	203	180	158	141	127	113	99	104	94	83	73
	40	45	228	205	182	160	145	131	116	102	107	96	86	75
	45	50	230	207	184	161	149	134	119	104	110	99	88	77
	50	60	233	210	186	163	153	138	122	107	113	102	90	79
	60	70	235	212	189	165	158	142	126	111	116	104	92	81
	70	80	239	215	192	167	163	147	130	114	119	107	95	83
	80	90	242	218	194	169	168	152	134	118	122	110	98	85
	90	100	245	221	196	171	174	157	139	122	126	113	101	88
	100	110	248	223	199	173	180	162	144	126	129	116	103	90
	110	120	251	226	201	176	186	167	149	130	131	118	105	92
	120	130	254	229	204	178	191	172	153	134	134	121	107	94
	130	140	257	232	206	180	197	177	158	138	136	123	109	95
0500	140	150	260	234	208	182	203	182	162	142	139	125	111	97
	150	160	262	236	209	183	209	188	167	146	141	127	113	99
	160	170	264	238	211	185	214	193	171	150	144	129	115	101
	170	180	266	240	212	186	220	198	176	154	146	131	117	102
	180	190	269	242	214	188	227	204	181	159	149	134	119	104
	190	200	272	245	217	190	234	211	187	164	152	137	121	106
	200	220	276	248	221	193	243	219	194	170	155	140	124	108
	220	240	280	252	224	196	251	226	201	176	158	143	127	111
	240	260	284	256	227	199	260	234	208	182	161	146	129	113
	260	280	288	259	230	202	269	242	215	188	165	149	132	116
	280	300	292	262	233	204	279	251	223	195	170	153	136	119
	300	325	296	266	237	207	-	-	-	-	175	158	140	123
	325	350	301	271	241	211	-	-	-	-	181	163	145	127
	350	375	306	275	245	214	-	-	-	-	186	168	149	130
	375	400	312	280	249	218	-	-	-	-	192	173	154	134
	400	425	318	286	254	222	-	-	-	-	199	179	159	139
	425	450	323	291	258	226	-	-	-	-	204	184	163	143
	450	475	328	295	262	230	-	-	-	-	209	188	167	146
	475	500	333	300	266	233	-	-	-	-	214	193	171	150
	500	525	339	305	271	237	-	-	-	-	219	197	175	154

525	550	345	311	276	241	-	-	-	-	224	202	179	157
550	575	350	315	280	245	-	-	-	-	228	206	182	160
575	600	355	320	284	249	-	-	-	-	233	210	186	163
600	625	360	324	288	252	-	-	-	-	237	213	189	166
625	650	365	329	292	256	-	-	-	-	241	217	193	169
650	675	371	334	297	260	-	-	-	-	246	221	197	172
675	700	376	338	301	263	-	-	-	-	251	226	201	176
700	725	381	343	305	367	-	-	-	-	256	231	205	179
725	750	386	347	309	270	-	-	-	-	262	236	210	183
750	775	391	352	313	274	-	-	-	-	268	241	214	187
775	800	397	357	318	278	-	-	-	-	273	246	218	191
800	850	404	363	323	283	-	-	-	-	278	251	222	195
850	900	412	370	329	288	-	-	-	-	284	256	227	199
900	950	420	378	336	294	-	-	-	-	291	262	233	204
950	1000	429	386	343	300	-	-	-	-	298	268	239	209
1000	1050	437	393	349	305	-	-	-	-	306	275	245	214
1050	1100	445	400	356	311	-	-	-	-	313	282	251	219
1100	1150	453	408	362	317	-	-	-	-	320	288	256	224
1150	1200	461	415	368	323	-	-	-	-	328	295	262	230

◇ Increase) Decision No. 63805

EFFECTIVE JULY 28, 1962

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

Correction No. 1244

Item No.	SECTION NO. 2								CLASS RATES (Continued) In Cents Per 100 Pounds							
	MILES		Minimum Weight 10,000 Pounds except as pro- vided in Note 1				Minimum Weight 20,000 Pounds except as pro- vided in Note 2				Minimum Weight as pro- vided in Western Classi- fication, Exception Sheet or this tariff, subject to Item No. 290					
	But Not Over	Over	01	02	03	04	01	02	03	04	5	A	B	C	D	E
505	0	3	49	44	39	34	25	22	20	18	13 $\frac{1}{2}$	14 $\frac{1}{2}$	12 $\frac{1}{2}$	11	9 $\frac{3}{4}$	8 $\frac{3}{4}$
	3	5	50	45	40	35	28	25	22	20	14 $\frac{1}{2}$	15 $\frac{1}{2}$	13 $\frac{1}{2}$	12	11	9 $\frac{3}{4}$
	5	10	51	46	41	36	29	26	23	21	15 $\frac{1}{2}$	16 $\frac{1}{2}$	14 $\frac{1}{2}$	13	12	10
	10	15	53	47	42	37	30	27	24	22	16 $\frac{1}{2}$	17 $\frac{1}{2}$	15 $\frac{1}{2}$	14	13	11
	15	20	54	48	43	38	33	30	26	23	17 $\frac{1}{2}$	18 $\frac{1}{2}$	16 $\frac{1}{2}$	15	14	12
	20	25	55	49	44	39	34	31	27	24	18 $\frac{1}{2}$	19 $\frac{1}{2}$	17 $\frac{1}{2}$	16	15	13
	25	30	56	50	45	40	35	32	28	25	19 $\frac{1}{2}$	20 $\frac{1}{2}$	18 $\frac{1}{2}$	17	16	14
	30	35	58	52	46	41	38	35	30	27	20 $\frac{1}{2}$	21 $\frac{1}{2}$	19 $\frac{1}{2}$	18	17	15
	35	40	59	53	47	42	40	37	32	29	21 $\frac{1}{2}$	22 $\frac{1}{2}$	20 $\frac{1}{2}$	19	18	16
	40	45	61	55	49	43	42	39	34	30	23	24 $\frac{1}{2}$	21 $\frac{1}{2}$	20 $\frac{1}{2}$	19 $\frac{1}{2}$	17
	45	50	64	58	51	45	45	41	36	32	25	27	23	22	21	18
	50	60	68	61	54	47	48	43	38	34	27	29	25	23	22	19
	60	70	71	64	57	49	52	47	41	36	29	31	26	25	23	20
	70	80	74	66	59	51	56	50	44	38	31	33	27	26	25	21
	80	90	76	68	61	53	59	54	48	41	33	36	28	27	26	23
	90	100	79	71	63	55	63	57	51	44	35	39	29	28	27	25
	100	110	81	73	65	57	66	60	53	47	37	41	31	29	28	26
	110	120	84	75	67	59	69	62	55	48	39	43	33	30	29	27
	120	130	86	77	69	61	72	65	57	50	41	45	35	31	30	28
	130	140	89	80	71	63	76	69	60	52	44	47	37	32	31	29
	140	150	92	83	74	65	80	72	63	55	46	49	41	34	32	30
	150	160	95	86	76	67	83	74	66	57	47	51	43	35	33	31
	160	170	98	88	78	69	85	77	68	59	49	53	45	37	34	32
	170	180	100	90	80	70	88	79	70	61	51	55	47	39	35	33
	180	190	103	93	82	72	90	81	72	62	53	57	49	41	36	34
	190	200	106	96	85	74	93	84	74	64	54	58	50	44	38	35
	200	220	110	99	88	77	95	86	76	66	55	60	51	46	40	36
	220	240	114	103	91	80	98	88	79	68	57	62	53	48	42	37
240	260	118	107	94	83	101	91	81	70	59	64	55	50	44	38	
260	280	123	111	98	86	105	95	84	73	61	66	57	52	46	40	

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

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

∅ Change)
◇ Increase) Decision No. 63805

EFFECTIVE JULY 28, 1962

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1245

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				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	Over	01	02	03	04	01	02	03	04	5	A	B	C	D	E	
507	280	300	128	115	102	90	111	100	89	77	63	69	59	54	49	44	
	300	325	133	120	106	93	116	104	93	81	66	72	62	57	51	46	
	325	350	138	124	110	97	120	108	96	84	69	75	64	59	53	48	
	350	375	143	129	114	101	125	113	100	88	72	78	67	62	56	50	
	375	400	148	133	118	104	130	117	104	91	75	81	69	64	58	52	
	400	425	154	138	123	108	136	122	109	95	78	86	72	67	60	53	
	425	450	159	143	127	111	141	127	113	99	81	89	75	69	62	55	
	450	475	164	148	131	115	146	131	117	102	84	92	78	71	64	57	
	475	500	169	152	135	118	151	136	121	106	87	95	81	74	67	59	
	500	525	174	157	139	122	156	141	125	109	91	98	85	76	69	61	
	525	550	180	162	144	126	162	146	130	113	95	102	88	79	71	63	
	550	575	185	167	148	130	168	151	134	117	98	105	91	81	74	65	
	575	600	190	171	152	133	173	156	138	121	101	108	93	84	76	67	
	600	625	195	176	156	137	178	160	142	125	104	111	95	86	78	69	
	625	650	200	180	160	140	183	165	146	128	107	115	98	89	80	71	
	650	675	206	185	165	144	188	169	151	132	110	119	101	92	83	74	
	675	700	211	190	169	148	194	174	155	136	113	122	104	95	85	76	
	700	725	216	194	173	152	199	179	159	140	116	125	107	98	87	78	
	725	750	221	199	177	155	205	184	164	144	119	128	110	100	89	80	
	750	775	227	204	181	159	211	190	169	148	123	133	113	103	92	82	
	775	800	233	210	186	163	218	196	174	153	127	137	116	106	96	85	
	800	850	239	216	191	168	224	202	179	157	131	142	120	109	99	88	
	850	900	246	222	197	173	231	208	185	162	135	145	124	113	102	90	
	900	950	254	229	203	178	238	214	190	167	139	151	127	116	105	93	
	950	1000	263	237	210	184	245	221	196	172	143	155	131	120	108	96	
	1000	1050	271	244	217	190	253	227	202	177	147	160	135	123	111	99	
	1050	1100	279	251	223	195	259	233	207	181	152	164	139	127	114	102	
	1100	1150	286	257	229	200	266	239	213	186	156	169	143	130	118	105	
1150	1200	293	264	234	205	273	246	219	191	161	173	147	134	121	108		
<p>NOTE 1.-When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff, subject to Item No. 290.</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) but in no event less than 20,000 pounds.</p>																	
<p>◇ Increase) ◇ Change) Decision No. 63805</p>																	
EFFECTIVE JULY 28, 1962																	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 1246</p>																	

Item No.	SECTION NO. 2	CLASS RATES (Continued) In Cents Per 100 Pounds														
Class Rates shown below are intermediate in application subject to Note 1.																
	BETWEEN	AND	Any Quantity				Minimum Weight 2,000 Pounds				Minimum Weight 4,000 Pounds					
509		San Francisco (See Item No. 260-7)	01	02	03	04	01	02	03	04	01	02	03	04		
			230	207	184	161	149	134	119	104	110	99	88	77		
		Oakland (See Item No. 260-5.5)	228	205	182	160	145	131	116	102	107	96	86	75		
		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)	01	02	03	04	01	02	03	04	5	A	B	C	D	E
			64	58	51	45	45	41	36	32	23	27	23	22	21	18
		Oakland (See Item No. 260-5.5)	61	55	49	43	42	39	34	30	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>																
<p>◇ Change) Decision No. 63805 ◇ Increase)</p>																
EFFECTIVE JULY 28, 1962																
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 1247</p>																

Item No.	SECTION NO. 2		CLASS RATES (Continued) In Cents Per 100 Pounds				
Class Rates shown below are intermediate in application subject to Note 1.							
BETWEEN		AND		MINIMUM WEIGHT			
				Any Quantity	4,000 Pounds	10,000 Pounds except as provided in Note 2	
510	SAN FRANCISCO TERRITORY as described in Item No. 270-3	LOS ANGELES TERRITORY as described in Item No. 270-3	01 02 03 04	01 02 03 04	01 02 03 04		
			301 271 241 211	181 163 145 127	138 124 110 97		
			Minimum Weight 20,000 Pounds except as provided in Note 3	Minimum Weight as provided in Western Classification, Exception Sheet or this tariff, subject to Item No. 290			
			01 02 03 04	5 A B C D E			
SACRAMENTO (See Item No. 260-7)			120 108 96 84	69 75 64 59 53 48			
<p>NOTE 1.-If charges accruing under the Class Rates in this item, applied on shipments from, to or between points intermediate between origin and destination territories shown in this item via routes shown in Items Nos. 900 and 900-1 are lower than charges accruing under the Distance Class Rates in Items Nos. 500, 505 or 507 on the same shipment via the same route, such lower charges will apply.</p> <p>NOTE 2.-When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or 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. 63805					
EFFECTIVE JULY 28, 1962							
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 1248							

Item No.	SECTION NO. 2				CLASS RATES (Continued) In Cents per 100 Pounds											
Class Rates shown below are intermediate in application subject to Note 1.																
	BETWEEN	AND	Any Quantity		Minimum Weight 2,000 Pounds		Minimum Weight 4,000 Pounds									
515	LOS ANGELES ZONE 1 AS DESCRIBED IN THE DISTANCE TABLE	SANTA ANA	01	02	03	04	01	02	03	04						
			224	202	179	157	138	124	110	97	101	91	81	71		
			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 Classi- fication, Exception Sheet or this tariff, subject to Item No. 290							
			01	02	03	04	01	02	03	04	5.	A	B	C	D	E
			58	52	46	41	38	35	30	27	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.		63805									
EFFECTIVE JULY 26, 1962																
Issued by the Public Utilities Commission of the State of California, San Francisco, California.																
Correction No. 1249																

Item No.	SECTION NO. 2				CLASS RATES (Concluded) In Cents per 100 Pounds					
6520	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					
	01	02	03	04	5	A	B	C	D	E
	40	37	32	29	21½	22½	20½	19	18	16
<p>NOTE 1.-When applied in connection with carload ratings, minimum weight will be as provided in the Western Classification, Exception Sheet or in this tariff (subject to Item No. 290) but in no event less than 20,000 pounds.</p> <p>NOTE 2.-When applied in connection with Item No. 160 (split pickup) or Item No. 170 (split delivery), San Francisco and South San Francisco will be considered as one territory and Alameda, Albany, Berkeley, El Cerrito, Emeryville, Oakland, Piedmont, Richmond, San Leandro, San Pablo or Stege will be considered as one territory in connection with the application of paragraphs (b) and (c) of Items Nos. 160 and 170, respectively.</p>										
<p>Change } Decision No. 63805 Increase }</p>										
<p>EFFECTIVE JULY 28, 1962</p>										
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 1250</p>										

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.	◊ 165	Any Quantity
				◊ 118	4,000
				◊ 89	10,000
				◊ 74	20,000
				◊ 62	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>					
<p>◊ Change) Decision No. 63805 ◊ Increase)</p>					
EFFECTIVE JULY 28, 1962					
Issued by the Public Utilities Commission of the State of California, San Francisco, California.					
Correction No. 1251					

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Cancels

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MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3 COMMODITY RATES (Continued) In Cents Per 100 Pounds				
	COMMODITY	FROM	TO	(1) RATES	Minimum Weight In Pounds
ø 550	Earths, in-fusorial or diatomaceous	WHITE HILLS LOMPOC	SAN FRANCISCO TERRITORY as described in Item No. 270-3.	ø 91 ø 76 50	10,000 20,000 40,000
(1) Subject to Items Nos. 900 and 900-1.					
<p data-bbox="322 1209 999 1285">ø Change) ø Increase) Decision No. 63805</p>					
EFFECTIVE JULY 28, 1962					
Issued by the Public Utilities Commission of the State of California, San Francisco, California.					
Correction No. 1252					

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents Per 100 Pounds							
	GRAIN, RICE, GRAIN PRODUCTS AND RELATED ARTICLES as described in Lists Nos. 1 through 10 of Items Nos. 652-653. (See Item No. 653½ for Application of Rates in this item.)									
MILES		RATES (See Note)								
Over	But Not Over	MINIMUM WEIGHT IN POUNDS								
		10,000	20,000	30,000		40,000		(2) 48,000		
				Package	Bulk	Package	Bulk	Package	Bulk	
0	3	12½	10	8½	7½	8	6	8	6	
3	5	13½	11½	9	8½	8½	6½	8½	6½	
5	10	14½	12½	10	8½	9½	7½	9½	7½	
10	15	15½	13½	12	9½	11	7½	10½	7½	
15	20	18	14½	13	10½	12	8½	11½	8	
20	25	20	15½	14	11½	13	9½	12½	9	
25	30	21	16½	15	12½	14	10½	13½	10	
30	35	23	18	16	13½	15	11½	14½	11	
35	40	24	19	17½	14½	16	12½	15½	12	
40	45	26	20	18½	15½	17½	13½	16½	13	
45	50	28	21½	20	16½	18½	14½	17½	14	
50	60	31	23	21	18½	20	16½	19	15	
60	70	33	24	22	19½	21	17½	20	16	
70	80	35	25	23	20½	22	18½	21	17	
80	90	37	27	24	21½	23	19½	22	18	
90	100	40	28	25	24	24	20½	23½	19½	
100	110	42	30	27	26	25	23	25	21	
110	120	45	31	28	27	26	24	26	22	
120	1	47	32	29	28	27	25	27	23	
130	140	50	34	31	30	29	27	29	25	
140	150	53	36	32	31	30	28	30	26	
150	160	55	38	33	32	31	29	31	27	
160	170	57	39	35	34	33	31	32	28	
170	180	59	40	36	35	34	32	33	29	
180	190	61	42	37	36	36	34	34	30	
190	200	65	44	40	39	37	36	36	32	
200	220	68	47	43	42	39	38	38	34	
220	240	71	49	45	44	41	40	40	36	
240	260	75	52	48	46	43	42	42	38	
260	280	78	55	50	47	45	44	44	40	
280	300	82	58		53		48		45	
300	325	85	60		55		50		46	
325	350	88	62		58		52		48	
350	375	91	66		60		54		50	
375	400	95	68		62		56		52	
400	425	98	71		64		58		54	
425	450	102	74		67		60		56	
450	475	105	78		70		62		58	
475	500	108	80		72		64		60	
500	-	Over 500 miles, class rates apply					(1)		(1)	

654½

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.

(2) Rates apply only to commodities described in Lists 1, 6 and 10 of Items Nos. 652-653.

∅ Change)
◇ Increase) Decision No. 63805

EFFECTIVE JULY 28, 1962

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1253

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In Cents Per 100 Pounds															
	<p>LUMBER AND FOREST PRODUCTS, treated or untreated, not finished beyond sanding and priming (See Notes 1 and 2), viz.:</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">Boards (See Note 3)</td> <td style="width: 50%;">Railroad Ties</td> </tr> <tr> <td>Cross Arms, wooden</td> <td>Shakes</td> </tr> <tr> <td>Lumber</td> <td>Sheets (See Note 3)</td> </tr> <tr> <td>Piling</td> <td>Shingles</td> </tr> <tr> <td>Flywood (See Note 4)</td> <td>Shook, Box or Crate</td> </tr> <tr> <td>Poles</td> <td>Timbers</td> </tr> <tr> <td>Posts</td> <td>Veneering (See Note 4)</td> </tr> </table>			Boards (See Note 3)	Railroad Ties	Cross Arms, wooden	Shakes	Lumber	Sheets (See Note 3)	Piling	Shingles	Flywood (See Note 4)	Shook, Box or Crate	Poles	Timbers	Posts	Veneering (See Note 4)
Boards (See Note 3)	Railroad Ties																
Cross Arms, wooden	Shakes																
Lumber	Sheets (See Note 3)																
Piling	Shingles																
Flywood (See Note 4)	Shook, Box or Crate																
Poles	Timbers																
Posts	Veneering (See Note 4)																
	<p><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.</p>																
	MILES		R A T E S														
			Minimum Weight														
6710	Over	But Not Over	20,000 Pounds	40,000 Pounds													
	0	3	8½	6½													
	3	5	9½	7½													
	5	10	11	8½													
	10	15	13	9½													
	15	20	15	10½													
	20	25	17	11½													
	25	30	19	12½													
	30	35	21½	13½													
	35	40	24	14½													
	40	45	26	15½													
	45	50	28	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, preservativesly 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 }
Increase } Decision No. 63805

EFFECTIVE JULY 28, 1962

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1254

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)							
720	<p style="text-align: center;">HOURLY RATES FOR OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES AND FOR SERVICE OF STRINGING PIPE</p> <p>Rates in this item apply for transportation of property necessary or incidental to the establishment, maintenance or dismantling of oil, gas or water wells, pipe lines, refineries and cracking or casing head plants, and only when the point of origin is at a well site or within an oilfield and the point of destination is also at a well site or within the same or another oilfield (See Note 1).</p> <p>Rates in this item apply also for stringing pipe as provided in Item No. 175.</p> <p>Rates in this item apply only for distances not exceeding 35 miles.</p>								
	Type of Equipment	◊ Rates in Dollars Per Hour (See Note 2 in Item No. 720-1)							
	<p>Trucks, Tractors, Trailers, Semi-Trailers or any combination thereof moving as a single unit:</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">3-Ton or Less Capacity _____</td> <td style="text-align: right;">8.85</td> </tr> <tr> <td>Over 3-Ton But Not Over 6-Ton Capacity _____</td> <td style="text-align: right;">9.75</td> </tr> <tr> <td>Over 6-Ton But Not Over 10-Ton Capacity _____</td> <td style="text-align: right;">11.50</td> </tr> <tr> <td>Over 10-Ton Capacity _____</td> <td style="text-align: right;">13.85</td> </tr> </table>		3-Ton or Less Capacity _____	8.85	Over 3-Ton But Not Over 6-Ton Capacity _____	9.75	Over 6-Ton But Not Over 10-Ton Capacity _____	11.50	Over 10-Ton Capacity _____
3-Ton or Less Capacity _____	8.85								
Over 3-Ton But Not Over 6-Ton Capacity _____	9.75								
Over 6-Ton But Not Over 10-Ton Capacity _____	11.50								
Over 10-Ton Capacity _____	13.85								
<p>NOTE 1.-When rates are provided in this item on the shipment transported, the rates in this item will apply regardless of class or commodity rates in other items in this tariff except when carrier is notified in advance of shipment that the charges accruing under rates in other items in this tariff are desired to be applied in lieu thereof. When such notification is given, the rates provided in this item shall not be applied.</p> <p style="text-align: center;">(Continued in Item No. 720-1)</p>									
<p>◊ Change) Decision No. 63805 ◊ Increase)</p>									
<p>EFFECTIVE JULY 28, 1962</p>									
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 1255</p>									

Item No.	SECTION NO. 3 - COMMODITY RATES (Continued)																								
§720-1	<p style="text-align: center;">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 style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Over</th> <th style="text-align: center;">Minutes But Not Over</th> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">8</td> <td style="text-align: center;">.....</td> <td style="text-align: center;">Omit</td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">23</td> <td style="text-align: center;">.....</td> <td style="text-align: center;">shall be 1/4 hour</td> </tr> <tr> <td style="text-align: center;">23</td> <td style="text-align: center;">38</td> <td style="text-align: center;">.....</td> <td style="text-align: center;">shall be 1/2 hour</td> </tr> <tr> <td style="text-align: center;">38</td> <td style="text-align: center;">53</td> <td style="text-align: center;">.....</td> <td style="text-align: center;">shall be 3/4 hour</td> </tr> <tr> <td style="text-align: center;">53</td> <td style="text-align: center;">60</td> <td style="text-align: center;">.....</td> <td style="text-align: center;">shall be 1 hour</td> </tr> </tbody> </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 \$5.05 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>	Over	Minutes But Not Over			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
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Change)
Increase) Decision No.

63805

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Correction No. 1256

Item No.	SECTION NO. 3								COMMODITY RATES (Continued) In Cents Per 100 Pounds							
	SUGAR, Granulated, in bulk (See Item No. 755 for application of rates.)															
MILES		RATES						MILES		RATES						
But Not Over	Over	Minimum Weight						But Not Over	Over	Minimum Weight						
		23,000 Pounds		33,000 Pounds		43,000 Pounds				23,000 Pounds		33,000 Pounds		43,000 Pounds		
		(1)	(2)	(1)	(2)	(1)	(2)			(1)	(2)	(1)	(2)	(1)	(2)	
0	3	10	9½	8½	8	7½	6½	140	150	53	46	43	39	37	31	
3	5	11	10	9½	9¼	8½	8	150	160	54	49	45	41	38	32	
5	10	12½	12½	10½	10½	10	9	160	170	56	52	47	42	40	34	
10	15	14½	13½	12	11	10½	10	170	180	59	54	48	43	41	35	
15	20	16½	16	13½	12½	12½	11	180	190	61	56	50	46	43	36	
20	25	17½	16½	16	15	14	12½	190	200	63	58	52	48	45	38	
25	30	20½	19	17	16	15	13½	200	220	66	60	57	51	48	41	
30	35	21½	20½	18	17	16	14	220	240	69	63	60	54	53	45	
35	40	24	22	20	19½	17	15	240	260	72	65	63	56	56	47	
40	45	26	24	21	20	18	15½	260	280	75	67	66	59	59	50	
45	50	29	27	24	22	20	16½	280	300	79	72	69	61	62	53	
50	60	31	29	27	25	21	18½	300	325	83	75	73	65	65	57	
60	70	33	30	29	26	22	19½	325	350	87	77	77	68	68	59	
70	80	35	31	30	27	25	21	350	375	89	79	80	69	72	62	
80	90	38	35	32	29	27	23	375	400	92	82	83	74	75	65	
90	100	40	37	34	31	28	24	400	425	94	84	85	76	79	68	
100	110	43	39	36	33	30	25	425	450	97	87	88	79	82	72	
110	120	45	41	38	35	31	26	450	475	99	91	92	83	85	75	
120	130	47	43	40	36	34	29	475	500	103	94	96	86	88	78	
130	140	49	45	41	37	35	30	500	—	(3)	(3)	(3)	(3)	(4)	(4)	

745

- (1) Rates apply to shipments not subject to Column (2) rates.
- (2) Rates apply when trailer equipment furnished by the shipper is used for the transportation of sugar, granulated, in bulk, and such equipment is furnished at no expense to the carrier (other than public liability, property damage, comprehensive and cargo insurance).
- (3) Add to the rate for 500 miles, 3 cents per 100 pounds for each 25 miles or fraction thereof in excess of 500 miles.
- (4) Add to the rate for 500 miles, 2 cents per 100 pounds for each 25 miles or fraction thereof in excess of 500 miles.

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

- NOTE 1 - The rates do not alternate with the class rates named in Section No. 2 of this tariff.
- NOTE 2 - The rates are not subject to Item No. 85 - 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.
- 755 NOTE 3 - The initial weighing of shipments at point of origin may be performed by the carrier at the carrier's expense. For reweighing of shipments the carrier shall assess a charge of not less than 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.

$\frac{\%}{0}$ Change } Decision No. 63805
Increase }

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