

Decision No. 66453

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

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

Case No. 5432
(Petitions for Modifications Nos. 233 and 235)

In the Matter of application for authority to make effective increases and reductions in certain railroad rates and charges.

Application No. 45042

Appearances are listed in Appendix A.

O P I N I O N

In Petition No. 233, filed September 7, 1961, the California Trucking Association^{1/} stated that it was engaged in a general review of transportation conditions and costs and that when the studies resulting from the review were completed it would propose revisions of Minimum Rate Tariff No. 2 to reflect current conditions. The petition also asked for an interim increase in the minimum rates. 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 and authorized the rail lines to make similar increases. Further interim increases were sought in March 1962, and authorized by Decision No. 63805, dated June 12, 1962.

1/ Hereinafter referred to as CIA.

Upon receiving word that CTA would be ready to present its cost studies and proposals for the general revision of Minimum Rate Tariff No. 2, hearings in both petitions were scheduled to start December 12, 1962. Following the initial hearings the rail lines filed Application No. 45042 on December 19, 1962. Hearings on the application were then held concurrently with hearings on the petitions.

Twenty-three days of hearing were held before Examiner Turpen at San Francisco and Los Angeles at intervals between December 12, 1962 and May 16, 1963.^{2/} Oral argument was held before the Commission en banc on June 5, 1963, following which the matters were submitted. On June 18, 1963, the Commission directed the examiner to prepare and file his proposed report. The examiner filed his proposed report on August 14, 1963. Exceptions were filed by thirteen parties and replies thereto by seven parties.^{3/} The matter was submitted upon filing of the replies on October 4, 1963.

^{2/} Commissioner Fox presided at the first two days of hearing in December, 1962.

^{3/} Exceptions and replies were filed by the following parties. The designation in parenthesis after each party will be used to identify the parties when necessary in this opinion.
Exceptions filed by: California Manufacturers Association (CMA); California Rail Lines (Railroads); California Retailers Association, et al (Retailers); California Trucking Association (CTA); Economics Laboratory, Inc. (Economics); Fibreboard Paper Products Corporation (Fibreboard); Johnson & Johnson (Johnson); Los Angeles Chamber of Commerce (LA Chamber); J. C. Penney Company, Inc. (Penney); San Diego Chamber of Commerce (SD Chamber); Standard Brands, Inc. (Standard); Traffic Managers Conference of California (Traffic Managers); and the Commission's Staff (Staff).
Replies filed by: California Manufacturers Association (CMA); California Trucking Association (CTA); Industrial Traffic Association of San Francisco (Industrial); Calhoun E. Jacobson for various shippers (Jacobson); Los Angeles Chamber of Commerce (LA Chamber); Rheem Manufacturing Company (Rheem); and San Francisco Chamber of Commerce (SF Chamber).

The examiner pointed out in his report that the record is voluminous and that accordingly he would not make a detailed summary of the evidence. However he did give careful consideration to all of the record. We have reviewed the record and heard oral argument. It does not seem necessary to repeat discussion of all the material contained in the examiner's report. Many of the exceptions and replies filed herein were no more than a repetition of arguments advanced during the course of the hearing. Most of these were fully considered and disposed of. Other exceptions will require further discussion herein.

The examiner recommended that the adjustment of the minimum rates and the proposals of the rail lines be disposed of in separate orders. However, it now appears that they can best be treated in a single decision. The part concerning Minimum Rate Tariff No. 2 will be disposed of first.

Major revisions of Minimum Rate Tariff No. 2 have been made at intervals of about five to seven years when new studies of the cost of transporting freight have been made. In between such major revisions rate adjustments have been made to reflect labor increases. The general framework and rate structure of the tariff has not been substantially changed in more than twenty years. The last general revision was made in 1957 pursuant to Petition No. 62 in Case No. 5432. At that time new cost studies were presented, both by the staff and by the CTA. In the present proceeding, completely new studies were presented by the CTA. The staff did not present new cost studies, but announced that such studies would be made, but would not be completed until next year. Motions by several parties to hold the proceeding in abeyance until completion of the staff studies were denied by the Commission.

The CTA's proposed tariff changes represent, according to its director of research, an attempt to redesign the rate structure to reflect current operating costs and conditions. The director said that since the last complete studies were made six years ago the State has experienced a great growth resulting in drastic changes in traffic patterns and shipping practices. Petitioner is also attempting to design a rate structure so that each part, insofar as possible, will contribute to its share of the costs, and so that any one segment of the traffic will not subsidize another segment. The most significant change in the class rate structure is the proposal to eliminate the 2,000 and 4,000 pound minimum weight scales and to substitute therefor a 5,000 pound minimum weight scale. Generally, petitioner proposes rate increases in the less-than-truckload rates and reductions in the truckload rates for other than the shorter distances. In respect to minimum charges, petitioner proposes broadening the application up to 500 pounds, changing the distance application and increasing the charges. A change in the rules governing split pickup and split delivery shipments is proposed to eliminate the application of point-to-point rates in connection with such shipments. Petitioner proposes to broaden the application of the so-called "small shipment" item which provides for reduced charges when certain specified conditions are fulfilled. An experimental "incentive" rate is proposed to provide for lower rates under certain conditions for heavily loaded truckload shipments. Changes in the application of alternatively applied common carrier rates are also proposed.

The examiner recommended that the basic rate pattern proposed by CTA be adopted, with various modifications as set forth in his proposed report. These will be discussed in connection with the various exceptions and replies, as necessary, and in the same order as in the examiner's report.

The examiner stated that the first and most important question to be settled is that of whether the rate structure should closely follow costs, or in other words, should each shipment, insofar as is possible, earn revenue sufficient to pay the cost of transporting that shipment. Several exceptors argued that the examiner's recommendations did not follow his conclusion that the rates follow costs to the extent practicable. It must be remembered that cost is not the only factor to be considered. Other factors must be utilized in making a smooth and workable rate structure. The Commission concurs in the examiner's recommendation.

A great many of the parties took exception to the examiner's recommendation that the Commission find that petitioner's cost study is the best evidence presently available to serve as a basis for adjustment of rates and charges named in Minimum Rate Tariff No. 2, and that the Commission direct the staff of the Transportation Division to rapidly complete its cost and rate studies and to be prepared to present them at public hearings with such proposed revisions in Minimum Rate Tariff No. 2 as are felt necessary. The examiner stated that petitioner's director of research underwent many days of cross-examination in explaining his cost study and the methods used in collecting the underlying data. Basically the same principles have been followed as have been used in previous studies made both by petitioner and by the Commission's staff. The record does show that this study is a comprehensive cost appraisal and, moreover, the only full-scale cost study available at this time. The witness explained that his object was to develop costs representative of the operation of a reasonably efficient carrier and accordingly he felt that the use of data involving abnormal circumstances would distort the final results. The study reflects costs and labor rates effective as of July 1, 1963. It is obvious that in an undertaking such as this a

certain amount of judgment as to how to use the information must enter into the picture. It is also obvious that any two trained experts will have areas of disagreement as to how certain data should be used.

As previously mentioned, the Commission's staff is engaged in making new cost studies but will not have them completed until next year. As an interim measure, a staff transportation engineer updated a study made in 1956 of shipments under 10,000 pounds, but using performance factors developed in 1956. We concur in the examiner's reasoning that it is difficult to subscribe to the statement that data gathered seven years ago reflects current conditions more accurately than that gathered in the past two years in view of the many sweeping changes in the State that have occurred during the past seven years. Most of the arguments in the exceptions relative to petitioner's cost study are duplications of testimony and argument advanced during the course of the hearing and fully considered by the examiner in preparing his report. All these contentions we have considered. The recommendation that the staff be directed to rapidly complete its cost and rate studies is not inconsistent, as claimed by some of the exceptors, with a finding that petitioner's cost study is the best evidence presently available. We have previously denied motions to suspend this proceeding pending the completion of the staff studies. We find that petitioner's studies are the best evidence upon which to adjust the rates at the present time. If the staff studies upon completion show further adjustments to be necessary, either up or down, hearings can be scheduled at that time to consider such further adjustments.

Penny, in his exception, objected to the examiner finding that an exhibit presented by his witness purporting to show the impact of the proposed rate adjustments was of little or no value. ✓
Examination of the record confirms the examiner's findings.

We turn now to the class rates. The present class rates include scales of Any Quantity, 2,000 pounds (up to 300 miles), 4,000 pounds, 10,000 pounds, 20,000 pounds, and truckload. Petitioner's proposal calls for elimination of the 2,000 and 4,000 pound scales and substitution therefor of a 5,000 pound scale. Petitioner's proposed rates, as compared to the present rates, are about 10 percent higher for Any Quantity; the 5,000 pound rates (compared to present 4,000) are slightly higher for very short distances, and about the same for other mileages; the 10,000 pound scale involves slight increases up to 70 miles, then the same and up to 12 percent lower than the present rates for longer distances. Truckload rates would be increased for very short distances, with reductions up to 20 percent for longer hauls. The Commission's Transportation Division also prepared and presented into evidence a proposed set of class rates. The staff witness also recommended substitution of a 5,000 pound scale in place of the 2,000 and 4,000 pound scales. The staff proposal was based on petitioner's costs, although the witness said in using those costs, he did not accept them as accurate. The staff's proposed rates are about the same as the present Any Quantity, the 5,000 pound scale is about 12 percent lower than the present 4,000 pound scale, and the other rates are about the same as those proposed by petitioner. As mentioned above, the staff witness also supported petitioner's proposal to substitute a 5,000 pound scale for the 2,000 and 4,000 pound scales. He said that a review of the traffic flow, both in petitioner's present study and previous Commission staff traffic flow studies showed that although there are a number of shipments that would fall within the 2,000 pound bracket, when the over-all traffic pattern is considered, retention of the 2,000 pound scale is not warranted. Several parties excepted to the examiner's conclusion that the proposed change in scales would be of benefit to the largest portion of the shipping

public. The examiner stated that an analysis of the costs and rates shows that if the 2,000 pound scale were to be retained, the Any Quantity rates would have to be at least 8 percent higher than if the scale were to be eliminated. The record is clear that the examiner's recommendation in respect to substituting a 5,000 pound scale for the 2,000 and 4,000 pound scales should be adopted.

Many of the parties took exception to the examiner's recommendation that the Commission adopt the rates proposed by the staff witness. It should be pointed out that not all of the rates are being increased, but that in fact the reductions are both numerous and substantial. Several exceptors contended that the examiner's recommendation modifying the staff proposal by specifying that the Any Quantity rates should not be reduced below the present level contradicts his recommendation that rates should follow costs. However, the record shows that the staff rate witness deviated in a small area from the present rates to remove what he called a hump. Other parties felt that the level of the Any Quantity rates exceeded costs by too high a margin, and thus failed to follow costs. It has been previously mentioned herein that construction of a consistent rate structure must involve considerations other than just cost, and such other factors were considered by the staff rate witness in designing his proposals. We will adopt the examiner's recommendation that the Commission find that the class rates as proposed by the staff in Exhibit 233-48 be adopted as the reasonable minimum class rates, except that none of the Any Quantity rates should be reduced below the present level.

In regard to specific point-to-point class rates, no exceptions were taken to the recommendation that the rates between Los Angeles and Santa Ana be canceled. This recommendation will be adopted. Fibreboard excepted to the examiner's recommendation that the San Francisco-Los Angeles class rates proposed by the staff be adopted. The exception is based on alleged infirmities in

petitioner's cost study. However, the examiner's recommendation is consistent with his recommendation in regard to the entire class rate structure and will be adopted.

No exception was taken to the recommended increase in minimum weight, named in Item 290, from 40,000 pounds to 45,000 pounds. The examiner's recommendation will be adopted.

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 both the 1961 and 1962 rate adjustments these surcharges were reduced. Petitioner has repeatedly stated that the surcharge was a temporary measure and would be abolished as soon as the wage rate differential no longer existed. Petitioner's director of research testified that his current study showed that a substantial difference in labor costs still exists. Accordingly, petitioner proposes substantial increases in the surcharges. The examiner recommended that the Commission find that the surcharge should be continued in effect at the present levels, but that any increase in the rates would be adverse to the public interest. The CTA excepted to this recommendation on the grounds that the cost evidence shows that petitioner's proposed increases in the surcharges are necessary. In their replies, the SF Chamber, CMA, and several other parties supported the examiner's conclusions. The examiner's recommendation will be adopted.

Petitioner proposes substantial changes in the minimum charge provisions. At present the tariff provides minimum charges for shipments up to 250 pounds. Two scales are provided, for distances under or over 150 constructive miles. Petitioner now proposes that the application of the minimum charge provisions be extended to shipments weighing up to 500 pounds and that the division between the two scales be changed to 100 miles and that a third scale be provided for distances over 500 constructive miles. Petitioner also proposes

substantial increases in the levels of the charges. The staff rate witness concurred with petitioner's proposals on minimum charge except that he felt that the division between the scales should be retained at 150 miles instead of being reduced to 100 miles. He explained that his review showed that a reduction to 100 miles would affect a great many points. The staff witness believed that economic considerations required retaining the 150 mile distance as the breaking point. He said that with this change, petitioner's proposed minimum charges are fully supported by the costs.

At present, the minimum charge rule provides that, for distances over 150 miles, if the shipment is classified higher than first class, the first class rate will apply, subject to the stated minimums. Petitioner proposes that the applicable classification rating will apply if rated higher than first class. Petitioner's director of research explained that in the case of small shipments, the factors causing classification ratings are not of much significance, but when the minimum charge scale is extended to 500 pounds, rating characteristics become more important and have a definite effect on the cost of handling such shipments.

Several exceptors stated in a general way that the increases in minimum charges are excessive. However, as stated above, the levels of the charges are supported by the costs. CMA and Traffic Managers excepted to using full classification ratings on shipments rated above first class. For the reasons stated above, the proposed change in this part of the rule is justified. SD Chamber excepted to the third scale for distances over 500 miles. The record shows that additional costs are involved in these shipments, and establishment of a third scale is justified.

The examiner's recommendations will be adopted. Accordingly, we find that the revisions in the minimum charge rule, as proposed by

petitioner, should be adopted, except that the division between scales be retained at 150 miles instead of changed to 100 miles, and that the increases resulting from such changes are justified.

The examiner recommended adoption of petitioner's proposals in regard to expansion of Item 149 naming special rates for small shipment service, and that the provisions of the item expire June 30, 1965. No exceptions were taken to this recommendation. It will be adopted.

In respect to split pickup and split delivery shipments, petitioner proposes cancellation of the use of point-to-point rates and substituting therefor the use of distance rates computed along a route passing through all points of origin and destination. This proposal would also involve adding a mileage increment when two or more points are located in the same city or mileage zone. Petitioner pointed out that in most instances split shipments require the carrier to travel additional miles for which, under the present provisions, the carrier is not compensated. Petitioner also proposes that in the case of a split pickup shipment, the time allowed for pickup be extended from the present one calendar day to two calendar days, to make this provision the same as now provided for split delivery and multiple lot shipments. Petitioner also proposes cancellation of paragraph (g) of Items 160 and 170, which provides that a component part may be treated as a separate shipment to or from a more distant point.

The examiner recommended that the Commission find that the revisions in Items 160 and 170, naming rules for split pickup and split delivery shipments, proposed by petitioner, except for cancellation of paragraph (g), be adopted, and that a rule be added providing that when two or more pickups or deliveries are at points taking the

same mileage basing point, the distance between each of such points shall be calculated as two constructive miles.

Exceptions were taken by several parties to the recommendation insofar as it relates to the cancellation of the point-to-point rates and the addition of a two mile increment within a city or zone. The arguments advanced with respect to use of the point-to-point rates are a repetition of arguments made during the hearings. The record is clear that the additional charges for component parts of split pickup and split delivery shipments do not include any factor for extra distance traveled, and that use of point-to-point rates produces many instances where the charges will not cover the cost of performing the service. It is clear that computation of mileages through all points of origin and destination will result in a more reasonable basis of charges. The recommendation as to the use of two miles was made to provide a more reasonable and easier applicable basis than actual miles within a zone or city. This recommendation is not inconsistent with the record. The examiner's recommendations in regard to Items 160 and 170 will be adopted.

The examiner recommended adoption of an experimental item, to expire June 30, 1965, providing rates one class lower on truck-load shipments of 45,000 pounds. The examiner also recommended modification to provide that the item would apply if the shipment weighed less than 45,000 pounds, but the charges were computed on a basis of not less than 45,000 pounds. CMA excepted to several restrictions contained in the item. As this is an incentive item, it does not appear that the restrictions are unreasonable. The examiner's recommendation will be adopted.

Petitioner proposed that all present tariff items dealing with the alternative application of common carrier rates be transferred to a new section and be restricted to apply only when the shipper certifies the shipping document and requests the use of such rates thereon. CTA excepted to the examiner's recommendation that this proposal not be adopted. Several parties supported the examiner in their replies. It does not appear that adoption of this proposal at this time would be in the public interest.

Fibreboard and CMA excepted to the examiner's recommendation to adopt petitioner's proposals to change Item 140 to provide that accessorial charges will be based upon the weight upon which transportation rates are computed, and Item 142 to allow eight minutes instead of twelve minutes per ton for loading and unloading. The record supports both of these proposals. They will be adopted.

The examiner's recommendations as to proposed increases in charges for escort service and accessorial charges, and various changes in the commodity rate items with respect to canned goods and sugar were not commented on in the exceptions or replies. They will be adopted.

The San Diego Chamber of Commerce excepted to the examiner's recommended denial of its request that commodity point-to-point rates on canned goods and some other commodities be established between San Francisco and San Diego based on the same rate per mile as the rates between San Francisco and the Los Angeles Territory. The record is clear that the evidence contains no data submitted by the SD Chamber in support of its request. This request will be denied.

In Application No. 45042 and Third Amendment to Petition No. 235, in Case No. 5432, the California rail lines seek adjustment in their California intrastate class rates and certain commodity rates. The rail lines are required to maintain their less-than-carload

rates at a level no lower than the Commission's minimum rates. For many years the rail lines have maintained all their class rates at the same level as those named in Minimum Rate Tariff No. 2. At this time, however, the rail lines seek authority to cancel the class rates named in Pacific Southcoast Freight Bureau Tariff No. 255, and to establish in their place the class rates named in Pacific Southcoast Freight Bureau Tariff No. 1016. The class rates in the latter tariff are generally on the level prescribed by the Interstate Commerce Commission for application within the Mountain Pacific Territory in I.C.C. Docket No. 30416. These rates apply on interstate traffic and on intrastate traffic in most of the other states in the Mountain Pacific region. It is for this reason and to provide uniformity that the rail lines seek authority to extend application of these rates to their California intrastate traffic.

The present and proposed class rates differ in many respects. The present scale is based on ratings named in the Western Freight Classification, the proposed scale is based on ratings named in the Uniform Freight Classification; the present scale has several columns of rates for less-carload traffic, the proposed scale has a single column of rates for less-carload traffic. The proposal would result in substantial increases in class rates.

In his report, the examiner pointed out that Section 454 of the Public Utilities Code requires that before a common carrier can increase any rate it must make a showing and the Commission must find that the increase is justified. The examiner then stated that the showing made here relies almost entirely on the proposed class rates being applicable interstate and in other states, and that the record does not contain evidence to enable a finding to be made that the increases involved are justified. The examiner recommended that that portion of the rail lines application seeking authority to cancel the class rates in Tariff No. 255 and to

establish the class rates in Tariff No. 1016 be denied.

The rail lines took exception to this recommendation. Their main point of argument is that to justify the sought increases it is only necessary to show that the rates are not in excess of maximum reasonable rates, and to show this it is not necessary to present evidence of the cost of providing service. CTA supports the railroads' position. Rheem and CMA replied to the rail lines' exception and supported the examiner's recommendation.

Section 454 of the Public Utilities Code is clear that any rate increase requires a showing that the increase is justified. It says nothing about that requirement applying only to rates in excess of maximum reasonable rates. The burden of proof is on the applicant. The record is clear that applicant has not shown the increases to be justified. The examiner's recommendation will be adopted.

The railroads are required to maintain their less-than-carload rates at a level no lower than the minimum rates. Accordingly, they will be authorized to make such changes in those rates as are necessary in view of changes made in Minimum Rate Tariff No. 2.

The CTA, in its reply, asks that, if the railroads' application on class rates is denied, they be authorized to increase their carload class rates to the same levels as the minimum rates. This was also sought in the rail lines' application, but was unintentionally omitted by the examiner. The carload class rates are in a similar situation to certain carload commodity rates for which the examiner recommended that the sought adjustments should be authorized. These rate adjustments will be authorized.

In their exceptions several parties said that the examiner did not go into sufficient detail in his discussions and failed to make recommended findings on some points. As stated earlier in this

opinion, all the evidence, testimony and argument were carefully considered. Discussion of much of the evidence was unnecessary and would only have unduly lengthened the report. Findings on all contentions and questions are not necessary.

We have heard oral argument, reviewed all the evidence, the examiner's proposed report, the exceptions and replies thereto, and find that the examiner's findings and conclusions should be adopted.

Upon full consideration of all the facts and circumstances of record the Commission finds that:

1. The study presented by petitioner as Exhibit No. 233-26 is the best evidence presently available and is lawfully sufficient to serve as a basis for adjustment of rates and charges named in Minimum Rate Tariff No. 2.
2. The revisions in Minimum Rate Tariff No. 2 proposed by California Trucking Association, modified to the extent hereinbefore discussed, should be authorized.
3. The minimum rates so established are the just, reasonable and nondiscriminatory minimum rates for the transportation governed thereby.
4. The increases resulting from such adjustments are justified and are necessary to assure to the public the maintenance of adequate and dependable transportation services by highway carriers.
5. 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.
6. The increases in carload rates sought herein by the rail lines as set forth in Exhibit B to Application No. 45042 are justified.
7. The railroads should be authorized to increase their carload class rates to the levels established herein in the minimum rates, and that such increases are justified.

The Commission concludes that relief to the extent provided by the following order should be granted, and that except to the extent herein granted, Application No. 45042 and Third Amendment to Petition for Modification No. 235 in Case No. 5432 should be denied.

The staff of the Commission's Transportation Division is instructed to diligently proceed to complete its studies relating to transportation subject to Minimum Rate Tariff No. 2, and inform the Commission when it is ready to present the results thereof at a public hearing.

O R D E R

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 January 18, 1964, the revised pages attached hereto and listed in Appendix B, also attached hereto, which pages and appendix by this reference are made a part hereof. ✓
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. 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 in Exhibit B of Application No. 45042, and in their carload class rates, to the levels of the comparable rates, charges and provisions of Minimum Rate Tariff No. 2 as established pursuant to ordering paragraph 1 hereof.

6. 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 5 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 5 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.

7. 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.

8. Except for tariff publications required to be made by ordering paragraph 6 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 January 18, 1964; 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.

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

10. Except to the extent hereinabove granted, Application No. 45042 and Third Amendment to Petition for Modification No. 235,

in Case No. 5432, are hereby denied.

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

Dated at San Francisco, California, this 10th day of November, 1963.

Stallman W. Bennett
President

[Signature]

[Signature]

Frederic B. Holbrook
Commissioners

SEPARATE OPINION OF COMMISSIONER GROVER

With certain exceptions, discussed below, I concur generally with the result reached by the Commission in today's order. I should like to add a word of my own, however, concerning the significance of this decision and what, in my opinion, we still need to do.

Most important, we have decided that minimum rate orders may appropriately be issued on the basis of cost studies made by a party other than our staff, even when we believe that a staff study would be better. We have reached this result not because we believe the CTA study is completely satisfactory, but because we believe that any other approach is less satisfactory. Changes in costs over the years necessitate updating of the basic information; to continue to rely on old data can eventually be more unrealistic and more unjust than to issue a new order based on the best available evidence of current conditions. The dilemma involved in this case should make it clear to all that today's order, as a practical matter, is interim in character. Only when the staff studies are ready next year can we truly undertake to deal effectively with the many specific issues that this proceeding has raised.

We have also decided that the rates should reflect cost -- that each shipment, as nearly as possible, should be required to produce the revenue necessary to pay for the cost of handling and transporting it. For my own part, I have not felt that this result is obvious; in many situations, public utilities can and should be called upon to perform some services at less than cost, relying on the revenue from more profitable operations to make them whole. It was forcefully argued here that certain smaller shipments or "captive" customers should be thus favorably treated. The rates in question, however, are essentially business rates -- they will become the basis for transportation costs of industrial and commercial enterprises of all kinds throughout the State. I am unable to find adequate justification for treating one such businessman differently from another. For all that this record shows, the small-lot shippers may well include especially profitable enterprises as

well as marginal ones, and we do well to follow a cost-based rate structure in this proceeding.

On a few specific issues, I disagree with the decision of the Commission. Thus, on this record I would not limit the changes in any-quantity rates to those which result in increases. Nor would I require a shipper's certificate in connection with the so-called incentive rate of Item Y; this certificate provision may deprive uninformed shippers of the benefit of the special rate, and, as an additional technicality unrelated to the actual transportation facts which justify the rate, the requirement is sure to haunt us in future enforcement proceedings. I am not sure how the issue of the coastal surcharge has been decided; the order may represent a reasonable compromise on a difficult subject, but the extensive treatment of this issue at the hearings warrants an explanation. Finally, the subject of carrier operating results should also have been more informatively discussed; unless such information is truly impossible to develop, we should at least make clear that we will look for it in the staff studies which are to be presented next year.

George H. Grover

Commissioner

APPENDIX A
Page 1 of 4

LIST OF APPEARANCES

FOR PETITIONER IN PETITION NO. 233: Arlo D. Poe, J. C. Kaspar and James X. Quintrall, for California Trucking Association.

FOR PETITIONER IN PETITION NO. 235 AND APPLICANT: Charles W. Burkett, Jr. and Frank D. Francis, for California Rail Lines.

INTERESTED PARTIES AND RESPONDENTS: Donald J. Harvey, for Blankenship Motors; C. W. Johnson, for Consolidated Freightways Corporation of Delaware; R. W. Ross, for Railway Express Agency, Inc.; Calhoun Williamson Phifer, for Time Freight, Inc.; Edward F. Mitchell, for Western Transportation Company; J. L. Searles, for Merchants Express of California; E. J. McSweeney, for Pacific Motor Trucking Co. and Pacific Motor Transport Co.; Lloyd Rasmussen, for Trans-Bay Motor Express; Norman J. Nielsen, for Nielsen Freight Lines, Inc.; T. J. Champion, for Lodi Truck Service; Armand Karp, for Callison Truck Lines, Inc.; Richard D. Stokes, for Howard Terminal; F. S. Kohles, for Valley Express Co. and Valley Motor Lines; Marion L. Frost, Jr., for Associated Freight Lines; E. J. Muzio, for Miles Motor Transport System; R. C. Ellis, for California Motor Transport Co., and California Motor Express, Ltd.; James B. Mattoney, for San Francisco Warehouse Co.; William Dobrowski, for Fortier Transportation Co.; Louis C. Schmitt, for Keller's Freight Line; Clare O. Olson, for Oregon-Nevada-California Fast Freight and Southern California Freight Lines; R. R. Dwyer and J. McSweeney, for Delta Lines, Inc.; E. J. Willig, Jr., for Willig Freight Lines; Gordon S. Raney, for Di Salvo Trucking Co.; Edward J. Willig, for Willig Freight Lines; Russ Di Salvo, for Di Salvo Trucking Co.; Tom Maxwell, for A & B Garment Delivery; Charles Carbonaro, for Western Truck Lines, Ltd.; E. F. Westberg, for California Retailers Association Western Traffic Conference; Raymond J. Springer, for J. C. Penney Co., Inc.; W. F. McCann, for Container Corporation of America; D. H. Sheers, for Lincoln Electric Co.; A. T. Eche, for F. W. Woolworth Co.; V. A. Bordelon, for Los Angeles Chamber of Commerce; Loren D. Olsen, for Kaiser Gypsum Co., Inc.; James H. Mullen, for Kaiser Steel Corporation; Eugene A. Read, for California Manufacturers Association; James S. Blaine, for Leslie Salt Co.; Russell Bevans, for Draymen's Association of San Francisco; Allen K. Penttila, for The Sherwin Williams Co.; Charles C. Miller and James M. Cooper, for San Francisco Chamber of Commerce; W. M. Cheatham, for Dohrmann Hotel Supply Co.; Tad Muraoka, for International Business Machines Corp.; Ralph J. Graffis, for Morton Salt Company; W. Paul Tarter, for Wm. Volker & Co.; T. W. Curley, for himself; J. P. Hellman, for Allied Chemical Corp.; Robert W. Candlish, for Personal Products Company; Robert H. Bava, for Johnson & Johnson; Theron L. Carothers, for Kaiser Aluminum & Chemical Corp.; Keith M. Brown, for Spreckels Sugar Co.; Gordon A. Rodgers, for Union Carbide Corp.; Morton S. Colgrove, for Traffic Managers Conference of California and Potlatch Forests, Inc.; Howard E. Meyers, for himself; C. H. Costello, for Continental Can Co., Inc.;

APPENDIX A
Page 2 of 4LIST OF APPEARANCES

INTERESTED PARTIES AND RESPONDENTS (Contd.): R. E. Campbell, for Freight Traffic Service; Leo V. Cox, for Safeway Stores, Inc.; Frank E. Lawless, for Masonite Corporation; B. F. Bolling, for The Flintkote Co.; John M. Graham, for San Diego Forwarding Company; Lyle M. Carstens, for Matthews-Silvius Traffic Service; Jefferson H. Myers, for San Francisco Port Authority; David B. Porter, for California Packing Corp.; William D. Wagstaffe, for Cannery League of California; Charles F. McNamee, for Dried Fruit Association; John E. Myers, for Durkee Famous Foods; Larry Binsacca, for M.J.B. Co. and Western Can Co.; Philip J. Ryan, for Union Oil Company of California; W. R. Donovan, for C & H Sugar; M. B. Ketter, for Ethyl Corp.; H. W. Nordberg, for Dole Corporation; John F. Flynn, for Owens Corning Fiberglass; Sherman B. Erickson, for The Dow Chemical Company; H. W. Timmerman, for Zellerbach Paper Co.; H. R. Davis, for H. S. Crocker Co.; Meyer L. Kapler, for American Box Corp.; Jack Wilson, for Tarter, Webster & Johnson; A. E. Norrbom, for Los Angeles Wholesale Institute, California Shippers Associates, Toy Manufacturers Association of U.S.A.; James H. McJunkin, for Port of Sacramento (Sacramento-Yolo Port District); Milton A. Walker and R. A. Morin, for Fibreboard Paper Products Corporation; A. A. Farbizio, for Stauffer Chemical Co.; A. E. Castle, for Eastman Kodak Company; E. R. Chapman, for Foremost Dairies, Inc.; W. R. Czaban, for Purex Corporation, Ltd.; Matt Clarke, for The Borden Company; C. R. Nickerson, for Pacific Coast Traffic Bureau; R. H. Hackley, for Northern California Ports and Terminal Bureau, Inc.; M. E. Schibler, for Westinghouse Electric Corp.; John W. Bruner, for Skaggs-Stone, Inc.; C. J. Beaver, for Ford Motor Co.; Kenneth J. Wion, for Ford Motor Co.; Pete J. Antonino, for Rheem Manufacturing Company; Ralph Hubbard, for California Farm Bureau Federation; J. A. Sullivan, for Sav-On Freight Distributing Agency; Hugh Cook, for Wine Institute; Turcotte & Goldsmith by Jack O. Goldsmith, for Freight Builders, Inc.; Donald E. Wellen, for Gould National Batteries, Inc.; R. D. Adams, for Boulevard Transportation Company; C. M. Alexander, for G. I. Truck, Inc.; Joe Araiza, for Santa Fe Truck Transportation Company; Leroy E. Bell, for Bargsten Truck Lines, Inc.; Harold M. Brake, for Brake Delivery Service; John H. Briggs and Gus M. Somlyo, for Victorville-Barstow Truck Line; Al Caro and H. H. Halverson by K. Paul Thorpe, for Halverson Transportation; G. L. Chappell, for Pony Express; John Coburn, for McCarthy Draying Company; A. J. Deller, for Progressive Transportation Company; Walter Dennison, for Merrifield Trucking Company; Jay Frederick, for Signal Trucking Service, Ltd.; Fred H. Garlock, for Marr Freight Transit, Inc.; W. Goodman, for Ventura Transfer Company; Hartley Hendricks, for Chesley Transportation Company, Inc.; Clyde R. Hoagland, for Redway Transfer Company; Gordon Holben, for San Diego Forwarding Express; Edward J. Iarossi, for Dart Transportation Company; A. J. Konicki and R. G. Lynd, for Pacific Motor Trucking Company; Grove G. Lautzenhiser, for Asbury System, Asbury Transportation Company and Asbury Contractors, Inc.; Harry W. Leiser, for Western Transportation Company; D. A. Miller, for Quality Transportation Company; G. L. Mockenhaupt, for B & L Truck & Transfer Company; J. R. Nichols, for General Truck Leasing Corp.;

APPENDIX A
Page 3 of 4LIST OF APPEARANCES

INTERESTED PARTIES AND RESPONDENTS (Contd.): Charles W. Owen, for City Transfer, Inc.; V. W. Pope and W. J. Pope, for Aetna Freight Lines, Inc.; Arthur C. Porter, for P.C.P. Transportation Company; George R. Russell, for Russell Truck Company; W. H. Schaeffer, for Clark Inland Division of Consolidated Freightways; Frank W. Sellwood, for Western Truck Lines; C. V. Stadler, for S & M Freight Lines; William Taggart, for Mercury Freight Lines; Nat H. Williams, for Williams Transportation, Inc.; Pete J. Antonino, for Rheem Mfg. Company; Glen R. Baker, for Union Oil Company of California; Merrill E. Blau and Robert R. Schwenig, for Sears, Roebuck and Company; Jesse J. Bradley, for Crown Zellerbach Corp.; Otto Broyles, for Anaheim Truck & Transfer Company; Norbert R. Coffrain, for Fedco, Inc.; N. J. Coleman, for Firestone Tire & Rubber Company; Earl L. Cranston, for Los Angeles Soap Company; Clyde L. Elrod, for Mobil Oil Company; Don M. Enos, for Owens Illinois Glass Company; John C. Erskine, for Butler Bros.; R. C. Fels, for Furniture Mfrs. Association of California and California Lamp and Shade Association; Mrs. Rosabelle Graham, for Barker Bros. Corp.; E. J. Dunne by W. J. Haener, for Shell Oil Company; James W. Harris, for Southern California Edison Company; David W. Holton, for United States Steel Products Division; Calhoun E. Jacobson, for Virtue Bros. Mfg. Company, Globe Lighting Company; Vance G. Kline, for Devoe and Reynolds Company, Inc.; W. J. Knoell, for Western Motor Tariff Bureau, Inc.; E. J. Langhofer, for San Diego Chamber of Commerce; R. T. Hunt, by C. A. Lydeen, for Richfield Oil Company; Henry E. Manker, for Proto Tool Company; D. H. Marken, for Vegetable Oil Products Company, Inc.; George M. McPheeters, for Consolidated Traffic Service; Keith E. Miller, for Miller Traffic; T. O'Dell, for Delco-Remy, Division G.M.C.; C. G. Rickenbaugh, for Radio Corp. of America; Ronald K. Ricklefs, for The Andrew Jergens Company; Donald C. Ruthruff, for Zody's Department Stores; E. J. Schilz, for Young's Market Company; K. Paul Thorpe, for himself; A. A. Upson, for The Fluor Corp., Ltd.; David Whitelaw, for The May Company; W. N. Greenham, for Pacific Motor Trucking Co.; James L. Roney, for Dart Transportation Service; A. E. Evers, for National Lead Company; E. P. Dal Poggetto and Paul W. Werner, for Winthrop Laboratories, (Division of Sterling Drug, Inc.); G. B. Fink, for The Dow Chemical Co.; Ralph B. Harlan, for Harvey Aluminum; O. M. Dobbs, for RCA Victor Distributing Corp.; Matthew J. Dooley and David M. Dooley, for California Retailers Association, Retailers Traffic Conference Inc. of Oakland and Western Traffic Conferences; W. K. Cabot, for Johnson & Johnson; Curtis R. Merritt, for American Smelting & Refining Co.; Harry W. Dimond, for Retail Traffic Conference Inc. Oakland and John Breuner Co.; Ernest J. Leach, for Economic Laboratory, Inc.; Allen K. Penttila and George E. S. Thompson, for The Golden Gate Paint, Varnish and Lacquer Assn.; Donald P. Lynott and Allen K. Penttila, for National Paint, Varnish & Lacquer Assn., Inc.; Lloyd W. Gragg, for Kaiser Gypsum Co., Inc.; Milton A. Walker, for Industrial Traffic Association of San Francisco; Jack Scott, for M & M's Candies; Alwyn L. Russell, for Sears, Roebuck and Co.; Delvin R. Ranche, for Standard Brands, Inc.; Billy M. Harris, for Rome Cable Corp., Division of Alcoa; Timothy J. Burke, for Transportation and Communications Service, General Services Administration;

APPENDIX A
Page 4 of 4

LIST OF APPEARANCES

INTERESTED PARTIES AND RESPONDENTS (Contd.): J. R. Nuchols, for General Truck Leasing Corp.; Scott D. Flegal, for Safeway Stores, Inc.; Scott Elder, for Trans Bay Motor Express Co.; William Dobrowski, for Fortier Trans. Co. (Ringsby System); L. B. Raymond, for Gibraltar Warehouses; James B. Mahoney, for San Francisco Warehouse Co.; Robert Clement, for California Almond Growers Exchange; G. G. Miller, for American Can Co.; R. A. Dahlman, for R. J. Reynolds Tobacco Co.; E. H. Endroll, for Hollywood Brands, Inc., Hollywood Candy, Div.; Howard P. Gabriel, for Hershey Chocolate Corp.; John K. J. Kulbaitis, for Curtiss Candy Co.; Gordon Larsen, for American Can Co.; Edward M. Carey, for E. J. Brach & Sons; Mario Cutrufelli, for General Services Administration; Layne H. Martin, for Gould National Batteries, Inc.; Bill Hendric, for Fresno County City Chamber of Commerce; William L. Todd, Jr., for City of National City; Edward L. Moser, for B. T. Babbitt, Inc.; A. E. Norrbom, for Rheem Mfg. Co.; Robert G. Steel, for Coast Maid Paper Products, Inc., Competition Motors Parts, Dorsett & Jackson, Inc., Ferro Chemical Co., Gentry Div., Consolidated Foods Corp., Overly Mfg. Co., Pacific Coast Baling Co., Sweetheart Cup Corp., Synkoloid Company, Technibilt Corp.; Richard O. Cowling, for The Cal-Dak Co., Bowes Pacific Corp., Stockwell & Binney, W. Atlee Burpee Co., Bestile Mfg. Co., The Harris Co., Richmond Corp., Hunter Engineering Co., Reliable Bearing & Supply Co., Hanford Foundry Co.; Clare Ol Olson, for ONC, So. Cal.; Marion O. Wood, for Rheem Mfg. Co.; William M. Larimore, for Levi Strauss & Co.; Robert R. Lang, for Benjamin Moore & Co., and National Paint Varnish & Lacquer Assn.; Robert N. Lowry of Brobeck, Phleger & Harrison, for California Manufacturers Association.

FOR THE COMMISSION STAFF: Marcel J. Gagnon and R. A. Lubich.

APPENDIX B TO DECISION NO. 66453

List of Revised Pages to Minimum Rate Tariff No. 2

Authorized by said Decision

Twenty-ninth Revised Page 2
Twenty-eighth Revised Page 3
Eighteenth Revised Page 12
Sixth Revised Page 16-A
Eighteenth Revised Page 19
Third Revised Page 19-A
Thirteenth Revised Page 19-B
Third Revised Page 19-C
Twenty-fourth Revised Page 20
Seventeenth Revised Page 20-A
Twenty-fourth Revised Page 21
Third Revised Page 35-B
Tenth Revised Page 36
Fourth Revised Page 40
Twenty-first Revised Page 41
Twentieth Revised Page 42
Seventeenth Revised Page 43
Fifteenth Revised Page 43-A
Twenty-fourth Revised Page 44
Twelfth Revised Page 44-A
Eleventh Revised Page 44-B
Eleventh Revised Page 46-A
Eighteenth Revised Page 47
Tenth Revised Page 68

(END OF APPENDIX B LIST)

Twenty-ninth Revised Page 2

Cancels

Twenty-eight Revised Page 2

MINIMUM RATE TARIFF NO. 2

TABLE OF CONTENTS	Item Number Except as Shown (Inclusive)
Arrangement of Tariff -----	Page 10
Correction Number Checking Sheet -----	Page 1
Forms of Documents (Section No. 5) -----	Pages 68-B -- 68-E
Rates:	
Class Rates (Section No. 2) -----	500-520
Commodity Rates (Section No. 3):	
Butter, Cheese and Margarine -----	605
Canned Goods -----	620,630
Earth, Infusorial -----	650
Feed, Animal -----	620,630
Foodstuffs for Human Consumption -----	620,630
Grain, Rice, Grain Products and Related Articles -----	652-654 $\frac{1}{2}$
Hourly Rates, Gas, Oil Well; Stringing Pipe -----	720
Lumber and Forest Products -----	670-710
Petroleum and Petroleum Products -----	723-726
Rice -----	652-654 $\frac{1}{2}$
Soap, Lard and Related Articles -----	730
Sugar -----	740-755
Temperature Control Service -----	185-186-1
*Volume Incentive Service -----	292
Routing (Section No. 4) -----	900-900-1
Rules and Regulations (Section No. 1):	
Accessorial Charges Not To Be Offset by Transportation Charges -----	297
Accessorial Services -----	140
Accessorial Services Not Included in Common Carrier Rates ---	240
Advertising on Equipment -----	147
Alternative Application of Combinations with Common Carrier Rates -----	210
Alternative Application of Common Carrier Rates -----	200
Alternative Application of Split Delivery under Rates Constructed by Use of Combinations with Common Carrier Rates -----	230
Alternative Application of Split Pickup under Rates Con- structed by Use of Combinations with Common Carrier Rates --	220
Application of Class Rates That Are Percentages, Multiples or Proportions of Specific Class Ratings -----	298
Application of Combinations of Class and Commodity Rates ----	190
Application of Exception Ratings Named in This Tariff -----	285
Application of Rates -----	120
Application of Rates-Deductions -----	110
Application of Tariff-Carriers -----	20
Application of Tariff-Commodities -----	40,41

(Continued)

* Addition, Decision No. **66153**

EFFECTIVE JANUARY 18, 1964

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San Francisco, California.
Correction No. 1393

Twenty-eighth Revised Page3

Cancels

Twenty-seventh Revised Page3

MINIMUM RATE TARIFF NO. 2

TABLE OF CONTENTS (Concluded)	Item Number Except as Shown (Inclusive)
RULES AND REGULATIONS (Section No. 1) (Concluded):	
Application of Tariff -- Territorial -----	30--31
Application of Governing Classification and Exception Ratings Tariff -----	50
Charges for Accessorial Services or Delays -----	145
Collection of Charges -----	250
Collect on Delivery (C.O.D.) Shipments -----	180--182
Combination Rates, Method of Computing -----	295
Computation of Distances -----	100
Delays to Equipment -----	142--143
Escort Service, Charges for -----	124
Exceptions to Governing Classification and Exception Ratings Tariff -----	280--400
Gross Weight -----	70
Intermediate Application (See Routing)	
Issuance of Documents -----	255
Minimum Charge -----	150
Mixed Shipments -----	90
Permit Shipments, Charges for -----	128
Pickup and Delivery Zones -----	260-1--260-10
Pool Shipments -----	176, 177, 179
Rates Based on Varying Minimum Weights -----	80
References to Items and Other Tariffs -----	55
Shipments to Be Rated Separately -----	60
Shipments Transported in Multiple Lots -----	85--86
Small Shipment Service -----	149
Split Delivery -----	170
Split Pickup -----	160
Stringing Services -----	175
Technical Terms, Definition of -----	10--11
Temperature Control Service -----	185--186-1
Territorial Descriptions -----	270--270-3
Units of Measurement to Be Observed -----	257
*Volume Incentive Service -----	292
* Addition, Decision No. 66453	
EFFECTIVE JANUARY 18, 1964	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 1394	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Concluded) (Items Nos. 10 and 11)</p> <p>POWER EQUIPMENT means any gasoline, diesel, electric or gas driven equipment including electric powered cranes and lift-truck equipment.</p> <p>RAILHEAD means a point at which facilities are maintained for the loading of property into or upon, or the unloading of property from, rail cars or vessels. It also includes truck loading facilities of plants or industries located at such rail or vessel loading or unloading point.</p> <p>RATE includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>SAME TRANSPORTATION means transportation of the same kind and quantity of property between the same points, and subject to the same limitations, conditions and privileges, but not necessarily in an identical type of equipment.</p> <p>SHIPMENT means a quantity of property physically tendered by one consignor at one point of origin at one time for one consignee at one point of destination, for which a single shipping document has been issued. (See also exceptions in rules and definitions for multiple lot, split pickup and split delivery shipments.)</p> <p>SPLIT PICKUP SHIPMENT means a shipment consisting of two or more component parts picked up by a carrier within a period of two calendar days from one consignor at more than one point of origin, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 5,000 pounds, said shipment being consigned and delivered to one consignee at one point of destination. (See Note)</p> <p>NOTE.-In addition to the component parts picked up by the carrier, a split pickup shipment will include other component parts delivered to carrier's established depot by the consignor or the consignor's agent.</p> <p>SPLIT DELIVERY SHIPMENT means a shipment consisting of two or more component parts delivered to (a) one consignee at more than one point of destination, or (b) more than one consignee at one or more points of destination, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 5,000 pounds, said shipment being shipped by one consignor from one point of origin. (See Note)</p> <p>*NOTE.-All charges must be prepaid, and the carrier may not collect charges of any nature from any consignee.</p> <p>TAILGATE LOADING means loading of the shipment into or upon carrier's equipment from a point not more than 25 feet distant from said equipment.</p>

11

TAILGATE UNLOADING means unloading of the shipment from carrier's equipment and placing it at a point not more than 25 feet distant from said equipment.

TEAM TRACK means a point at which property may be loaded into, or upon, or unloaded from rail cars by the public generally. It also includes wharves, docks and landings at which the public generally may receive and tender shipments of property from and to common carriers by vessel.

TEMPERATURE CONTROL SERVICE means the protection from heat by the use of ice (either water or solidified carbon dioxide), by mechanical refrigeration, or by release of liquefied gases.

Change)
* Addition) Decision No. 66453

EFFECTIVE JANUARY 18, 1964 .

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Correction No. 1395

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
85	<p style="text-align: center;">(1) SHIPMENTS TRANSPORTED IN MULTIPLE LOTS</p> <p>(a) When a carrier does not pick up an entire shipment, including a split delivery shipment and a split pickup shipment at one time, the following provisions shall apply in addition to other applicable rules and regulations:</p> <ol style="list-style-type: none"> 1. The entire shipment shall be available to the carrier for immediate transportation at the time of the first pickup. 2. The carrier shall not transport a multiple lot shipment unless prior to or at the time of the initial pickup, written information has been received from the consignor describing the kind and quantity of property which will constitute the multiple lot shipment. Preparation by the shipper of the required single multiple lot document for the entire shipment, referred to in paragraph 3 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. 3. At the time of or prior to the initial pickup, the carrier shall issue to the consignor a single multiple lot document for the entire shipment. It shall show the name of the consignor, point of origin, date of the initial pickup, name of the consignee (or consignees), point of destination (or points of destinations), and the kind and quantity of property. In addition, a shipping document (see Item No. 255) shall be issued for each pickup (including the initial pickup) which shall give reference to the single multiple lot document governing the entire shipment, by 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 multiple lot document. 4. The entire shipment shall be picked up by the carrier within a period of two days computed from 12:01 a.m. of the date on which the initial pickup commences, excluding Saturdays, Sundays and legal holidays.** 5. The separate pickups made in accordance with the foregoing provisions shall constitute a composite shipment which shall be subject to the rates named or provided for in this tariff, including Items Nos. 200, 210, 220 and 230, in effect on the date of the first pickup, for the transportation of a single shipment of like kind and quantity of property picked up or transported on a single vehicle or connected train of vehicles. <p>(b) If any of the property described in the single multiple lot document is picked up without complying with the foregoing provisions, each such pickup shall be rated as a separate shipment under other provisions of this tariff. The property picked up in accordance with the provisions of paragraph (a) hereof shall constitute the multiple lot shipment.</p> <p>(1) Will not apply to field pickup shipments of grain or rice (see paragraph (2) of Item No. 653½), nor to multiple lot shipments of whole grain in bulk when transported under the provisions of Item No. 86.</p>

C. 5432 (Pet.233)*

Change
** Exception to paragraph (a)4 eliminated } Decision No. 66153

EFFECTIVE JANUARY 18, 1964

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1396

- 16-A -

Cancel

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																					
120	<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 10½ 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>																					
124	<p style="text-align: center;">CHARGES FOR ESCORT SERVICE</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring escort service:</p> <p>(a) A charge of \$6.00 per hour, plus 8 cents per mile computed in accordance with the provisions of Item No. 100, shall be made for each escort vehicle and driver furnished, for the time and distance said vehicle and driver are engaged in such service (See Note).</p> <p>(b) A charge shall be made equal to the actual cost of any bridge or ferry tolls incurred for each escort car.</p> <p>(c) A charge of \$6.85 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 border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;">MINUTES</th> <th></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;">8</td> <td style="text-align: right;">----- omit</td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">23</td> <td style="text-align: right;">----- shall be ½ hour</td> </tr> <tr> <td style="text-align: center;">23</td> <td style="text-align: center;">38</td> <td style="text-align: right;">----- shall be ¾ hour</td> </tr> <tr> <td style="text-align: center;">38</td> <td style="text-align: center;">53</td> <td style="text-align: right;">----- shall be 1 hour</td> </tr> <tr> <td style="text-align: center;">53</td> <td style="text-align: center;">60</td> <td style="text-align: right;">----- shall be 1 hour</td> </tr> </tbody> </table>	MINUTES			Over	But Not Over		0	8	----- omit	8	23	----- shall be ½ hour	23	38	----- shall be ¾ hour	38	53	----- shall be 1 hour	53	60	----- shall be 1 hour
MINUTES																						
Over	But Not Over																					
0	8	----- omit																				
8	23	----- shall be ½ hour																				
23	38	----- shall be ¾ hour																				
38	53	----- shall be 1 hour																				
53	60	----- shall be 1 hour																				

CHARGES FOR PERMIT SHIPMENTS

128

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

(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

6140

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 the shipping and accessorial service documents.

*When charges are provided in this tariff for performance of accessorial services, said charges shall be based upon the weight upon which the transportation rates are computed.

∅ Change)
* Addition)
◇ Increase)

Decision No.

66453

EFFECTIVE JANUARY 18, 1964

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

Correction No. 1397

Cancels

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
ø142	<p>(1) DELAYS TO EQUIPMENT</p> <p>øExcept as hereinafter noted, whenever the elapsed time between commencement and completion of the loading or unloading of shipments subject to minimum weights of 10,000 pounds or more, exceeds ø 8 minutes per ton (based on the weight on which transportation charges are computed) additional charges for delay time in excess of ø 8 minutes per ton shall be assessed as provided in Item No. 145. The charge provided in Item No. 145(b) for unit of equipment, shall apply only when the accessorial or incidental service requires its use or when the unit of equipment is inactivated by reason of its driver or helper being engaged in such service. The provisions of the item shall not apply in connection with the placement of units of equipment under agreement with the shipper or consignee for loading by the shipper or unloading by the consignee, when such agreement is recorded on the shipping document.</p> <p>By unit of equipment is meant a motor truck, trailer or semi-trailer, exclusive of motor tractors.</p> <p>The provisions of this item shall also apply in connection with:</p> <p>(a) Component parts of shipments transported under the provisions of Items Nos. 160 and 170, when the component part picked up or delivered weighs 10,000 pounds or more. In such instances, the charges assessed shall be based on the actual weight of the component part loaded or unloaded.</p> <p>(b) Shipments transported under the provisions of Items Nos. 200, 210, 220 and 230.</p> <p>(1) Does not apply on shipments of Whole Grain, in bulk or in bags, subject to minimum weights of 10,000 pounds or more.</p>
ø Change) ø Increase)	Decision No. ø6453
EFFECTIVE JANUARY 18, 1964	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 1398	

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</p> <p>(a) Actual placement. By actual placement is meant the placing of carriers' equipment at place designated by consignee or consignor for loading or unloading.</p> <p>(b) Constructive placement. By constructive placement is meant the holding of a unit of carriers' equipment at a point other than the designated loading or unloading place, due to the inability of consignee or consignor to accept for actual placement the unit of carriers' equipment after its tender for actual placement by the carrier. Constructive placement of equipment for purpose of loading or unloading shall not commence prior to the time specified in consignee's or consignor's oral or written equipment order, or at any time other than normal business days between the hours of 8:00 A.M. and 3:00 P.M. (the lunch hour between 12:00 noon and 1:00 P.M. excepted) Monday through Friday.</p> <p>(c) Unit of Equipment. By unit of equipment is meant a motor truck, trailer, or semi-trailer, exclusive of motor tractor.</p> <p>2. Free Time</p> <p>(a) A period of four (4) hours will be allowed on each unit of equipment between constructive placement and time equipment has actually completed loading or unloading.</p> <p>(b) The provisions of this item shall not apply in connection with the actual placement of units of equipment under agreement with the consignor or consignee for loading by the consignor or unloading by the consignee, when such agreement is recorded on the shipping document.</p> <p>3. Demurrage on Equipment Held After Free Time Has Elapsed</p> <p>A charge of 2½¢ per 100 pounds will be made by the carrier on all shipments on all equipment unloaded or loaded after the free time has elapsed.</p> <p>4. Provisions of Item No. 145 of this tariff will not apply.</p> <p>NOTE:-Applies only on shipments of Whole Grain in bulk or in bags, subject to minimum weights of 10,000 pounds or more.</p>												
145	<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 shall be assessed for each period or fraction thereof, as follows:</p> <table style="width: 100%; margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th colspan="2" 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;">300</td> <td style="text-align: center;">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	300	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	300	130											
(b) For unit of equipment (each motor truck, trailer or semi-trailer, exclusive of motor tractors)	65	33											

ADVERTISING ON EQUIPMENT

147

For placing or carrying any sign, or signs, or advertising, of alcoholic liquors on carrier's equipment engaged in transporting alcoholic liquors as described in Item 111450 of the Governing Classification, moving between San Francisco Territory and Los Angeles Territory, an additional charge of \$6.60 per unit per shipment shall be assessed by the carrier.

Change)
Increase) Decision No. 66453

EFFECTIVE JANUARY 18, 1964.

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1399

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																																																
	<p>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 500 pounds and moving for distances not in excess of 400 constructive miles *or under the provisions of Item No. 510. 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); nor 2. Shipments weighing less than 100 pounds which contain more than five pieces, or any shipment which contains more than 5 pieces *per 100 pounds, or fraction thereof, of total shipment weight; nor 3. Shipments which require temperature control service, COD or order notify service, or which have origin or destination on steamship docks or oilwell sites; nor 4. Shipments picked up or delivered at private residences of retail customers; nor 5. Shipments containing personal effects, baggage or used household goods; nor 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 border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;">Weight of Shipment (In Pounds)</th> <th colspan="2" 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 style="text-align: center;">(1)</th> <th style="text-align: center;">(2)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">25</td> <td style="text-align: center;">205</td> <td style="text-align: center;">315</td> </tr> <tr> <td style="text-align: center;">25</td> <td style="text-align: center;">50</td> <td style="text-align: center;">250</td> <td style="text-align: center;">315</td> </tr> <tr> <td style="text-align: center;">50</td> <td style="text-align: center;">75</td> <td style="text-align: center;">290</td> <td style="text-align: center;">315</td> </tr> <tr> <td style="text-align: center;">75</td> <td style="text-align: center;">100</td> <td style="text-align: center;">315</td> <td style="text-align: center;">315</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">150</td> <td style="text-align: center;">390</td> <td style="text-align: center;">445</td> </tr> <tr> <td style="text-align: center;">150</td> <td style="text-align: center;">200</td> <td style="text-align: center;">460</td> <td style="text-align: center;">540</td> </tr> <tr> <td style="text-align: center;">200</td> <td style="text-align: center;">250</td> <td style="text-align: center;">525</td> <td style="text-align: center;">640</td> </tr> <tr> <td style="text-align: center;">250</td> <td style="text-align: center;">*300</td> <td style="text-align: center;">600</td> <td style="text-align: center;">730</td> </tr> <tr> <td style="text-align: center;">*300</td> <td style="text-align: center;">400</td> <td style="text-align: center;">715</td> <td style="text-align: center;">890</td> </tr> <tr> <td style="text-align: center;">*400</td> <td style="text-align: center;">500</td> <td style="text-align: center;">835</td> <td style="text-align: center;">1015</td> </tr> </tbody> </table> <p>* (1) Apply only on shipments moving distances not exceeding 100 constructive miles.</p> <p>* (2) Apply only on shipments moving distances exceeding 100 constructive miles, but not more than 400 constructive miles, and shipments moving under the provisions of Item No. 510.</p>	Weight of Shipment (In Pounds)		Charge In Cents		Over	But Not Over	(1)	(2)	0	25	205	315	25	50	250	315	50	75	290	315	75	100	315	315	100	150	390	445	150	200	460	540	200	250	525	640	250	*300	600	730	*300	400	715	890	*400	500	835	1015
Weight of Shipment (In Pounds)		Charge In Cents																																															
Over	But Not Over	(1)	(2)																																														
0	25	205	315																																														
25	50	250	315																																														
50	75	290	315																																														
75	100	315	315																																														
100	150	390	445																																														
150	200	460	540																																														
200	250	525	640																																														
250	*300	600	730																																														
*300	400	715	890																																														
*400	500	835	1015																																														

(E)
 1149

C. 5432 (Pet. 233)*

(E) This item expires with June 30, 1965.

∅ Change)
◇ Increase)
* Addition)

Decision No. 66453

EFFECTIVE JANUARY 18, 1964

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1400

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:

ø(a) For distances not exceeding 150 constructive miles (See Exception):

Weight of Shipment (In Pounds)		Minimum Charge (In Cents)
Over	But Not Over	
0	25	240
25	50	295
50	75	340
75	100	390
100	150	460
150	200	540
200	250	625
250	*300	685
*300	400	800
*400	500	920
*500		1015

ø(b) For distances exceeding 150 constructive miles the minimum charge per shipment shall be (See Exception):

ø150

- For 100 pounds at the class or commodity rate applicable thereto; or

**ø

- If shipment contains different articles, for 100 pounds at the class or commodity rate applicable to the article taking the highest rate; *** but

- In no event shall the minimum charge be less than:

Weight of Shipment (In Pounds)		Minimum Charge (In Cents)	
Over	But Not Over	(1)	(2)
0	100	390	450
100	150	525	650
150	200	625	780
200	250	725	910
250	*300	815	1050
*300	400	975	1250
*400	500	1100	1450
*500		1225	1650

*(1) Applies only on shipments moving distances exceeding 150 constructive miles, but not exceeding 500 constructive miles.

*(2) Applies only on shipments moving distances exceeding 500 constructive miles.

EXCEPTION: 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)3 plus an additional \diamond 50 cents per shipment *for each such origin and destination.

\diamond Change
 \diamond Increase
* Addition
** Former paragraph (b)2 eliminated
*** Certain provisions of former paragraph (b)3 eliminated

} Decision No. 66453

EFFECTIVE JANUARY 18, 1964

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1401

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 (e) 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 *(See Exception).</p> <p>*EXCEPTION.-When two or more points of origin have the same mileage basing point under the provisions of this tariff or the Distance Table, add to the distance computed under the provisions of paragraph (a) above 2 constructive miles for each such point of origin in excess of one.</p> <p>***◇</p> <p>(b) 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 (c) 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>(c) 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 snipping 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>§(d) 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 (b) hereof, or if all of the component parts are not received by the carrier within a period of two calendar days, 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.</p>

§160

(e) 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) ** hereof); provided that the written instructions furnished to the carrier under paragraph (b) 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: ***

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)
 ◇ Increase)
 * Addition)
 ** Former paragraphs (b) and (c) and reference thereto eliminated)
 *** Certain provisions eliminated)

Decision No. 66453

EFFECTIVE JANUARY 18, 1964

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

Correction No. 1402

Item
No.

SECTION NO. 1 --RULES AND REGULATIONS OF GENERAL
APPLICATION (Continued)

SPLIT DELIVERY

The rate for the transportation of a split delivery shipment shall be determined and applied as follows, subject to Note 1:

- (a) Subject to the alternative provided in paragraph (c) 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 * (See Exception).

*◇ EXCEPTION.—When two or more points of destination have the same mileage basing point under the provisions of this tariff or the Distance Table, add to the distance computed under the provisions of paragraph (a) above .2 constructive miles for each such point of destination in excess of one.

5170

***◇

- (b) 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 (c) 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.
- (c) 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.
- (d) If split pickup is performed on a split delivery shipment or if written information does not conform with the requirements of paragraph (b) 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.

(e) 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) ** hereof) to point or points of destination of such component parts; provided that the written instructions furnished to the carrier under paragraph (b) 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: ***

Weight of Component Part (Pounds)		Split Delivery Charge for Each Component Part in Cents	Weight of Component Part (Pounds)		Split Delivery Charge for Each Component Part in Cents
Over	But Not Over		Over	But Not Over	
0	100	170	2,000	4,000	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
Over	But Not Over		Over	But Not 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			

C. 5432 (Pet. 233)*

∅	Change)	
◇	Increase)	
*	Addition)	Decision No. 66453
**	Former paragraphs (b) and (c))	
	and reference thereto eliminated)	
***	Certain provisions eliminated)	

EFFECTIVE JANUARY 18, 1964

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1403

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	EXCEPTIONS TO GOVERNING CLASSIFICATION AND EXCEPTION RATINGS TARIFF
(1) 280	<p style="text-align: center;">RULES</p> <p>Rates in this tariff are subject to the provisions of the following rules only of the Governing Classification:</p> <p>5 (Sections 4(b), 7, 9, 11, 12, 13, 14, 15 and 16 only) 10 (Sections 2(c), 2(d) and 3 only) 80 95 100 105 110 115 (Table A) 140 (Section 2) 145 170</p>
(1) 285	<p style="text-align: center;">APPLICATION OF EXCEPTION RATINGS NAMED IN THIS TARIFF</p> <p>Unless otherwise specifically provided in individual items in this Section, the exception ratings named herein apply as follows:</p> <p>(a) Exception ratings provided in this Section which are designated as truckload ratings or are made subject to specified minimum weights supersede the "truckload" ratings and minimum weights in the Governing Classification and Exception Ratings Tariff, but do not supersede "less-truckload" or "any quantity" ratings provided in the Governing Classification or Exception Ratings Tariff.</p> <p>(b) Exception ratings provided in this Section which are designated as "less-truckload" or "any quantity" ratings, or are not subject to specified minimum weights, supersede the "less-truckload" and "any quantity" ratings shown in the Governing Classification and Exception Ratings Tariff but do not supersede the "truckload" ratings and minimum weights in the Governing Classification, Exception Ratings Tariff or in this tariff.</p>
(1) 290	<p style="text-align: center;">RATINGS</p> <p>Except as otherwise provided in this Section, class rates contained in Section No. 2 are subject to any quantity, less-truckload and truckload ratings (including minimum weights) as shown in the Governing Classification and Exception Ratings Tariff. (See Exception.)</p> <p>EXCEPTION.-When the truckload minimum weight provided in connection with ratings in the Governing Classification or Exception Ratings Tariff exceeds 045,000 pounds, the minimum weight shall be considered as being 045,000 pounds for the purpose of applying rates in Section No. 2 of this tariff.</p>

C. 5432 (Pet. 233)*

(1) Items Nos. 280, 285 and 290 transferred from Ninth Revised Page 36.

∅ Change)
◇ Increase) Decision No. 66453

EFFECTIVE JANUARY 18, 1964

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1404

-35-B-

Item
No.SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL
APPLICATION (Continued)EXCEPTION TO GOVERNING CLASSIFICATION AND
EXCEPTION RATINGS TARIFF

VOLUME INCENTIVE SERVICE

APPLICATION OF RATES

(Applies only when reference is made hereto)

(a) Rates in this item shall apply only on prepaid shipments when the shipping document is annotated by shipper certifying that the shipment meets the requirements of this item and requesting volume incentive service. Rates in this item do not apply to:

1. Shipments which require temperature control service, split pickup or delivery service, collect on delivery (C.O.D.) or order notify service, or which have origin or destination on steamship docks or oilwell sites; nor
2. Shipments moving on government bill of lading; nor
3. Shipments which are not loaded in their entirety during one calendar day; nor
4. Shipments subject to Items Nos. 85, 90 or 365.

(E)
#0292

(b) The charge for service under the provisions of this item shall be determined and applied as follows:

1. Determine the applicable classification truckload rating as provided in the Governing Classification for the shipment; and
2. Multiply the actual weight of the shipment (but not less than 45,000 pounds per unit of carrier's equipment used) by the applicable rate provided for the next lower rating (See Exception).

EXCEPTION:-Rate shall also apply to a shipment weighing less than 45,000 pounds provided the charges are computed on a weight of not less than 45,000 pounds per unit of carrier's equipment.

3. In no event shall the charge so determined be less than the charge for 50,000 pounds at the Class E rate.

(c) 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.

METHOD OF COMPUTING COMBINATION RATES

295

On a continuous through movement of commodities moving under ratings based on a multiple, percentage or proportion of another rate for which charges are obtained by use of two or more separately stated rates, the through charge shall be computed by combining the two or more separately stated rates before applying the multiple, percentage or proportion authorized.

297

ACCESSORIAL CHARGES NOT TO BE OFFSET BY
TRANSPORTATION CHARGES

Accessorial charges set forth in this tariff for accessorial services not included in the rate for actual transportation shall be assessed and collected whenever such services are performed, regardless of the level of the transportation rate assessed. Such accessorial charges may not be waived on the basis that a higher-than-minimum transportation rate serves as an offset.

298

APPLICATION OF CLASS RATES THAT ARE PERCENTAGES,
MULTIPLIES OR PROPORTIONS OF SPECIFIC
CLASS RATINGS

Class ratings which are based on percentages, multiples or proportions of first class or other specified class ratings are not restricted in their application solely to the minimum class rates in the any-quantity weight brackets but will apply in connection with the minimum weight brackets set forth in this tariff applicable to the shipment transported.

(1) Items Nos. 280, 285 and 290 formerly shown on this page transferred to Third Revised Page 35-B.

(E) This item expires with June 30, 1965.

* Addition)
o Reduction) Decision No. 66453

EFFECTIVE JANUARY 18, 1964

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

Correction No. 1405

SECTION NO. 2

CLASS RATES

If the charge accruing under Section No. 3 of this tariff is lower than the charge accruing under this section on the same shipment between the same points, the charge accruing under Section No. 3 will apply.

∅ Rates in this section will not apply to the transportation of sugar, granulated, in bulk, in quantities of 25,000 pounds (or subject to rates based on a minimum weight of 25,000 pounds), or more, for which rates are provided in Items Nos. 745 and 755 (Section No. 3) of this tariff.

∅ Change, Decision No. ~~66153~~

EFFECTIVE JANUARY 18, 1964

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

Correction No. 1406

Item No.	SECTION NO. 2					CLASS RATES In Cents Per 100 Pounds				
	MILES		oAny Quantity				Minimum Weight o005,000 Pounds			
	Over	But Not Over	1	2	3	4	1	2	3	4
4500	0	3	210	189	168	147	75	67	60	52
	3	5	212	191	169	148	76	68	61	53
	5	10	214	193	171	150	77	69	62	54
	10	15	216	194	172	151	79	71	63	55
	15	20	218	196	174	153	80	72	64	56
	20	25	220	198	176	154	82	73	65	57
	25	30	222	200	177	155	84	75	67	58
	30	35	224	202	179	157	86	77	69	60
	35	40	226	203	180	158	89	80	71	62
	40	45	228	205	182	160	91	82	73	64
	45	50	230	207	184	161	93	84	75	65
	50	60	233	210	186	163	96	86	77	67
	60	70	236	212	189	165	99	89	79	69
	70	80	239	215	192	167	101	91	81	71
	80	90	242	218	194	169	104	94	83	73
	90	100	245	221	196	171	106	96	85	74
	100	110	248	223	199	173	109	98	87	76
	110	120	251	226	201	176	112	100	89	78
	120	130	254	229	204	178	114	102	91	80
	130	140	257	232	206	180	116	104	93	81
	140	150	260	234	208	182	119	107	95	83
	150	160	262	236	209	183	121	109	97	85
	160	170	264	238	211	185	124	112	99	87
	170	180	266	240	212	186	126	114	101	88
	180	190	269	242	214	188	129	116	103	90
	190	200	272	245	217	190	131	118	105	92
	200	220	276	248	221	193	134	121	107	94
	220	240	280	252	224	196	138	124	110	97
	240	260	284	256	227	199	141	127	113	99
	260	280	288	259	230	202	145	131	116	101
280	300	292	262	233	204	148	134	119	103	
300	325	296	266	237	207	152	137	122	106	
325	350	301	271	241	211	156	140	125	109	
350	375	306	275	245	214	160	144	128	112	
375	400	312	280	249	218	164	148	131	115	
400	425	318	286	254	222	169	152	135	118	
425	450	323	291	258	226	173	156	139	121	
450	475	328	295	262	230	177	160	142	124	
475	500	333	300	266	233	181	163	145	127	
500	525	339	305	271	237	186	167	149	130	

J. 5432 (Pet. 233)*

525	550	345	311	276	241	190	171	152	133
550	575	350	315	280	245	195	175	156	136
575	600	355	320	284	249	200	180	160	140
600	625	360	324	288	252	204	184	163	143
625	650	365	329	292	256	209	188	167	146
650	675	371	334	297	260	214	192	171	150
675	700	376	338	301	263	218	196	174	153
700	725	381	343	305	267	223	200	178	156
725	750	386	347	309	270	228	204	182	159
750	775	391	352	313	274	231	208	185	162
775	800	397	357	318	278	236	212	189	165
800	850	404	363	323	283	241	217	193	169
850	900	412	370	329	288	246	221	197	172
900	950	420	378	336	294	251	226	201	176
950	1000	429	386	343	300	256	230	205	179
1000	1050	437	393	349	305	261	235	209	183
1050	1100	445	400	356	311	266	239	213	186
1100	1150	453	408	362	317	271	244	217	190
1150	1200	461	415	368	323	276	248	221	193

/ Change)
 ◊ Increase)
 ◊ Reduction)
 ○ No Change)

Decision No. **66-153**

EFFECTIVE JANUARY 13, 1964

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

Correction No. 1407

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 the Governing Classification, Exception Ratings Tariff or this tariff, subject to Item No. 290 *(See Note 3)					
	But	Not	01	02	03	04	01	02	03	04	05	06A	06B	06C	06D	06E
	Over	Over														
	0	3	051	046	041	036	030	027	024	021	016	018	015	014	013½	012
	3	5	052	047	042	037	031	028	025	022	017	019	016	014½	014	012½
	5	10	054	049	043	038	033	030	026	023	018	020	017	015½	015	013
	10	15	055	050	044	039	034	031	027	024	019	021	018	016	015½	013½
	15	20	056	051	45	040	035	032	028	025	020	022	019	017	016	014
	20	25	058	052	046	041	036	033	029	026	021	023	020	018	016½	014½
	25	30	059	053	047	042	038	034	030	027	022	024	021	019	017	015
	30	35	060	054	048	043	039	035	031	028	023	025	021½	019½	017½	015½
	35	40	061	055	049	044	040	36	032	029	024	026	022	020	018	016
	40	45	062	56	050	045	41	37	33	030	025	027	022½	020½	18½	16½
505	45	50	064	57	051	046	43	39	34	31	026	028	023½	21½	19	17
	50	60	66	60	53	048	45	41	36	32	028	030	025	023	20	18
	60	70	69	62	55	049	48	43	38	34	029	031	026	24	21	19
	70	80	71	64	57	50	50	45	40	35	30	033	028	25	22	20
	80	90	74	66	59	52	53	47	42	37	32	34	029	027	24	21
	90	100	76	68	61	53	55	49	44	39	33	36	030	028	25	22
	100	110	79	71	63	55	57	51	45	40	34	37	032	029	26	23
	110	120	81	73	65	57	59	53	47	41	35	38	033	031	27	24
	120	130	84	75	67	59	61	55	49	43	37	40	34	032	28	25
	130	140	86	77	69	60	63	57	50	44	38	41	36	033	29	26
	140	150	89	80	71	62	65	58	52	45	40	42	37	034	30	27
	150	160	91	82	73	64	67	60	54	47	41	44	38	035	31	28
	160	170	94	84	75	66	69	62	55	48	43	45	40	36	32	29
	170	180	96	86	77	68	71	64	57	50	44	46	41	37	33	30
	180	190	99	89	79	70	73	66	59	51	45	47	42	38	34	31
	190	200	101	91	81	71	75	68	60	53	46	49	43	39	35	32
	200	220	104	94	84	73	78	70	63	55	49	51	45	40	36	33
	220	240	107	97	86	75	82	74	66	57	51	53	47	42	37	34
	240	260	110	99	88	77	86	77	69	60	54	56	49	44	39	35
	260	280	113	102	90	79	90	81	72	63	57	59	51	46	41	36

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

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

*NOTE 3.-Subject to the provisions of Item No. 292 for volume incentive service.

C. 5432 (Pet. 233)*

✓ Change)
* Addition)
◊ Reduction, except as noted)
◊ Increase)
○ No change)

Decision No. 66453

EFFECTIVE JANUARY 18, 1964

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

Correction No. 1408

Item No.	SECTION NO. 2								CLASS RATES (Continued) In Cents Per 100 Pounds								
	MILES But Not Over Over		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 Governing Clas- sification, Exception Ratings Tariff or this tariff, subject to Item No. 290 *(See Note 3)						
			01	02	03	04	01	02	03	04	05	0A	0B	0C	0D	0E	
#507	280	300	116	105	93	81	94	85	75	66	59	61	53	48	43	38	
	300	325	120	108	96	84	99	89	79	69	62	64	56	50	45	40	
	325	350	124	112	99	87	103	93	82	72	65	67	58	52	46	41	
	350	375	128	115	102	90	108	97	86	75	67	70	60	54	48	43	
	375	400	131	118	105	92	112	101	89	78	69	73	62	56	50	45	
	400	425	135	122	108	94	115	104	92	81	71	75	64	58	52	46	
	425	450	139	125	111	97	119	107	95	83	73	77	66	60	54	48	
	450	475	143	128	114	100	123	111	98	86	75	80	68	62	55	49	
	475	500	146	132	117	103	126	114	101	88	77	82	70	63	57	50	
	500	525	150	135	120	105	130	117	104	91	79	85	72	65	59	52	
	525	550	154	138	123	107	134	121	107	94	81	87	74	67	60	54	
	550	575	158	142	126	110	138	124	110	97	83	90	76	69	62	55	
	575	600	161	145	129	113	141	127	113	99	85	92	78	71	64	56	
	600	625	165	148	132	116	145	131	116	102	87	94	80	73	65	58	
	625	650	169	152	135	118	149	134	119	104	89	97	82	75	67	60	
	650	675	173	155	138	120	153	138	122	107	92	99	84	77	69	61	
	675	700	176	158	141	123	156	140	125	109	94	101	86	78	70	62	
	700	725	180	162	144	126	160	144	128	112	96	104	88	80	72	64	
	725	750	184	165	147	129	164	148	131	115	98	107	90	82	74	66	
	750	775	188	168	150	131	168	151	134	118	101	109	92	84	76	67	
	775	800	191	172	153	134	171	154	137	120	103	111	94	86	77	68	
	800	850	199	179	159	139	175	158	140	123	105	114	96	88	79	70	
	850	900	206	185	165	144	179	161	143	125	107	116	98	90	81	72	
	900	950	214	192	171	149	183	165	146	128	110	119	101	92	82	73	
	950	1000	221	199	177	154	186	168	149	130	112	121	103	94	84	75	
	1000	1050	229	206	183	160	191	172	153	133	115	124	105	96	86	76	
	1050	1100	236	212	189	165	195	176	156	136	117	127	107	98	88	78	
	1100	1150	244	219	195	170	200	180	160	140	120	130	110	100	90	80	
1150	1200	251	226	201	175	205	185	164	144	123	133	113	103	92	82		

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

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

*NOTE 3.-Subject to the provisions of Item No. 292 for volume incentive service.

C. 5432 (Pet. 233)*

∅ Change)
* Addition) Decision No. 66453
∩ Reduction)

EFFECTIVE JANUARY 18, 1964

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

Correction No. 1409

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 5,000 Pounds					
			1	2	3	4	1	2	3	4						
		San Francisco (See Item No.260-7)	0226	0203	0181	0158	93	84	75	65						
		Oakland (See Item No.260-5.5)	0224	0202	0179	0157	91	82	73	64						
509	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 Governing Classification, Exception Ratings Tariff or this tariff, subject to Item No. 290 *(See Note 4)					
		San Francisco (See Item No.260-7)	1	2	3	4	1	2	3	4	5	A	B	C	D	E
			064	057	051	046	043	039	034	031	026	028	023½	021½	019	017
		Oakland (See Item No.260-5.5)	062	056	050	045	041	037	033	030	025	027	022½	020½	018½	016½
<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 truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff, subject to Item No. 290.</p> <p>NOTE 3.-When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff (subject to Item No. 290) but in no event less than 20,000 pounds.</p> <p>*NOTE 4.-Subject to the provisions of Item No. 292 for volume incentive service.</p>																

C. 5432 (Pet. 233)*

✓ Change)
* Addition)
◇ Increase)
♠ Reduction)
○ No change)

Decision No. 66453

EFFECTIVE JANUARY 18, 1964

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

Correction No. 1410

-43-A-

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				5,000 Pounds				10,000 Pounds except as provided in Note 2			
510 SAN FRAN- CISCO TERRITORY as de- scribed in Item No. 270-3 SACRA- MENTO (See Item No. 260-7)	LOS ANGELES TERRITORY as de- scribed in Item No. 270-3	1	2	3	4	1	2	3	4	1	2	3	4
		0318	0286	0254	0222	169	152	135	118	0135	0122	0108	094
		Minimum Weight 20,000 Pounds except as provided in Note 3				Minimum Weight as provided in Governing Classification, Exception Ratings Tariff or this tariff, subject to Item No. 290 *(See Note 4)							
		1	2	3	4	5	A	B	C	D	E		
		0115	0104	092	081	071	075	064	058	052	046		
<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 truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or this tariff, subject to Item No. 290.</p> <p>NOTE 3.-When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff (subject to Item No. 290) but in no event less than 20,000 pounds.</p> <p>*NOTE 4.-Subject to the provisions of Item No. 292 for volume incentive service.</p>													
) Change) * Addition) ◊ Increase) ◊ Reduction) o No Change		Decision No.		66453							
EFFECTIVE JANUARY 18, 1964													
Issued by the Public Utilities Commission of the State of California, San Francisco, California.													
Correction No. 1411													

Twelfth Revised Page 44-A
 Cancels
 Eleventh Revised Page ... 44-A

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 2	CLASS RATES (Continued)
6515	<p>◇Item canceled. Distance rates will apply.</p>	
<p>◇ Change) ◇ Increase)</p>		<p>Decision No. 66453</p>
<p>EFFECTIVE JANUARY 18, 1964</p>		
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>		
<p>Correction No. 1412</p>		

Eleventh Revised Page 44-B

Cancels

Tenth Revised Page 44-B

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 2				CLASS RATES (Concluded) In Cents Per 100 Pounds					
6520	<p>∅ Rates in this item apply only to shipments having point of origin in San Francisco or South San Francisco and point of destination in Alameda, Albany, Berkeley, El Cerrito, Emeryville, Oakland, Piedmont, Richmond, San Leandro, San Pablo or Stege and to shipments having point of origin in Alameda, Albany, Berkeley, El Cerrito, Emeryville, Oakland, Piedmont, Richmond, San Leandro, San Pablo or Stege and point of destination in San Francisco or South San Francisco. **</p>									
	Minimum Weight 20,000 Pounds except as provided in Note 1				Minimum Weight as provided in Governing Classification, Exception Ratings Tariff or this tariff, subject to Item No. 290 *(See Note 2)					
	1	2	3	4	5	A	B	C	D	E
	040	036	032	029	024	026	022	020	018	016
	<p>NOTE 1.-When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff (subject to Item No. 290) but in no event less than 20,000 pounds.</p> <p>**</p> <p>*NOTE 2.-Subject to the provisions of Item No. 292 for volume incentive service.</p>									
<p>∅ Change) * Addition) ◇ Increase) 0 Reduction) o No change) ** Former Note 2 and reference) thereto eliminated)</p> <p style="text-align: right;">Decision No. 66453</p>										
EFFECTIVE JANUARY 18, 1964										
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 4413										

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In Cents per 100 Pounds			
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)		
		Minimum Weight (in pounds)			
Over	But Not Over	30,000	36,000	42,000	(1)45,000
0	5	16	14½	14	12½
5	10	17	15½	15	13
10	15	18	16	15½	13½
15	20	19	17	16	14
20	25	20	18	16½	14½
25	30	21	19	17	15
30	35	21½	19½	17½	15½
35	40	22	20	18	16
40	45	22½	20½	18½	16½
45	50	23½	21½	19	17
50	60	25	23	20	18
60	70	26	24	21	19
70	80	28	25	22	20
80	90	29	27	24	21
90	100	30	28	25	22
100	110	32	29	26	23
110	120	33	31	27	24
120	130	34	32	28	25
130	140	36	33	29	26
140	150	37	34	30	27
150		Class rates apply for distances over 150 miles			

6620

C. 5432 (Pet. 233)*

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)	Decision No. 66453
◇ Increase, except as noted)	
○ No Change)	
⊕ Reduction)	

EFFECTIVE JANUARY 18, 1964

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

Correction No. 1414

Eighteenth Revised Page 47

Cancels

Seventeenth Revised Page ... 47

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In Cents per 100 Pounds
	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
	RATESø (See Note)	
6630	Minimum Weight 42,000 Pounds	Minimum Weight 45,000 Pounds
	ø (1) 58	ø (2) 52
	<p>**</p> <p>øNOTE: The rates named in this item are subject to the provisions of Items Nos. 900 and 900-1.</p> <p>(1) Applies only to shipments which are transported under temperature control service.</p> <p>(2) Not applicable to shipments which are subject to temperature control service.</p>	
	ø Change) ø Reduction) ** Note 1 eliminated)	Decision No. 66453
EFFECTIVE January 18, 1964		
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 1415</p>		

Item No.	SECTION NO. 4	ROUTING (Concluded)
		<p>Route No. 4: From San Francisco Territory via U.S. Highway No. 101 to Gilroy; State Highway No. 152 through Los Banos to its junction with U.S. Highway No. 99 north of Madera; via U.S. Highway No. 99 to Los Angeles Territory or to Los Angeles Basin Territory.</p> <p>Route No. 5: From Sacramento via U.S. Highway No. 99 to Los Angeles Territory or to Los Angeles Basin Territory.</p> <p>Route No. 6: From San Francisco Territory via U.S. Highway No. 101 to its junction with State Highway No. 118, 4.0 miles southeast of Ventura; via (a) State Highway No. 118 through Chatsworth, or (b) U.S. Highway No. 101 through Girard, or (c) U.S. Highway No. 101 to its junction with U.S. Highway No. 101, Alternate, at El Rio, thence via U.S. Highway No. 101, Alternate, through Oxnard to Los Angeles Territory or to Los Angeles Basin Territory.</p> <p>Route No. 7: From San Francisco Territory via Route 1, 2 or 3 to the junction of U.S. Highway No. 50 and State Highway No. 33, 3.0 miles east of Tracy; via State Highway No. 33 to Los Banos; via State Highway No. 152 to its junction with U.S. Highway No. 99 north of Madera; via Route 1, 2 or 3 beyond.</p> <p>(1) Route No. 8: From San Francisco via U.S. Highway No. 101 to Santa Clara and San Jose.</p> <p>(1) Route No. 9: From Oakland via State Highway No. 17 to its junction with Trimble Road; southwesterly via Trimble Road to the San Jose-Alviso Road; southerly along San Jose-Alviso Road to Brokaw Road; southwesterly along Brokaw Road to Santa Clara.</p> <p>(1) Route No. 10: From Oakland via State Highway No. 17 to San Jose.</p> <p>**</p> <p>(3) Route No. 12: From White Hills via unnumbered highway to Lompoc; (a) northerly via State Highway No. 1 to Orcutt; via unnumbered highway to its junction with U.S. Highway No. 101, 2.6 miles south of Santa Maria; via U.S. Highway 101 to San Francisco Territory; or (b) easterly via State Highway No. 150 to its junction with U.S. Highway No. 101 at Buellton; via U.S. Highway 101 to San Francisco Territory.</p> <p>(4) Route No. 13: From Spreckels via unnumbered highway (Spreckels Road and Harris Road) to its junction with U.S. Highway 101 approximately 5.3 miles north of Chualar, thence via Route No. 6 to Los Angeles Territory.</p> <p>(5) Route No. 14: From San Francisco Territory via (a) U.S. Highway No. 40, or (b) State Highway No. 24 to Sacramento Valley Territory.</p> <p>(5) Route No. 15: From San Francisco Territory via (a) U.S. Highway No. 50, or (b) U.S. Highway No. 101 to Gilroy, thence via State Highway No. 152 to San Joaquin Valley Territory.</p> <p>(5) Route No. 16: From Sacramento via U.S. Highway No. 99 to San Joaquin Valley Territory.</p>

900-1

(5) Route No. 17: From Sacramento via U.S. Highway No. 99 to Sacramento Valley Territory.

- (1) Applies only in connection with rates named in Item No. 509.
- **
- (3) Applies only in connection with rates named in Item No. 650.
- (4) Applies only in connection with rates named in Item No. 740.
- (5) Applies only in connection with rates named in Item No. 620.

Change)
** Route No. 11 and reference (2) eliminated) Decision No. **66453**

EFFECTIVE JANUARY 18, 1964

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

Correction No. 1416
