

ORIGINAL

Decision No. 67398

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

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

Case No. 5432
 (Order Setting Hearing,
 dated November 26, 1963)

SUPPLEMENTAL OPINION AND ORDER

By Decision No. 67397, entered today in
 Case No. 5432, the Commission found that minimum rates applicable
 to bulk shipments of grain should be transferred from Minimum Rate
 Tariff No. 2 to Minimum Rate Tariff No. 14-A, and that in order to
 avoid duplication of tariff distribution Minimum Rate Tariff No. 2
 should be amended by separate order.

Therefore, good cause appearing,

IT IS ORDERED that:

1. Minimum Rate Tariff No. 2 (Appendix D of Decision
 No. 31606, as amended) is hereby further amended by incorporating
 therein, to become effective July 25, 1964, the revised pages
 listed in Appendix A, which pages and appendix are attached hereto
 and by this reference made a part hereof.

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

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

Dated at San Francisco, California, this 16th day of June, 1964.

Cecil A. [Signature] President
George L. Throver
Fredrick B. Halshoff

Commissioner William M. Bennett, ^{Commissioners} being necessarily absent, did not participate in the disposition of this proceeding.

Commissioner Peter E. Mitchell, being necessarily absent, did not participate in the disposition of this proceeding.

Appendix A to Decision No. 67398

List of Revised Pages to Minimum Rate Tariff No. 2

Authorized by Said Decision

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⊘ Change) Decision No. **67398**
 ** Item No. 86 eliminated)

EFFECTIVE JULY 25, 1964

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

Correction No. 1455

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION
10	<p data-bbox="649 455 1110 520" style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Items Nos. 10 and 11)</p> <p data-bbox="315 559 1434 651">ARMORED CAR means any motor truck and/or other highway vehicle which has been armored with bullet resistant metal and/or bullet proof glass, and which is manned by an armed crew.</p> <p data-bbox="315 664 1460 794">CARRIER means a radial highway common carrier, a highway contract carrier or a cement contract carrier as defined in the Highway Carriers' Act, or a household goods carrier as defined in the Household Goods Carriers Act.</p> <p data-bbox="315 807 1434 911">CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles operated as a single unit.</p> <p data-bbox="315 924 1468 1315">COMMON CARRIER RATE means any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment; any interstate or foreign rate or rates of any common carrier railroad or railroads applying between points in California by an interstate or foreign route, lawfully in effect at time of shipment; also any interstate or foreign rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, applying between points in California and in effect at time of shipment and covering transportation exempt from rate regulation of the Interstate Commerce Commission under Section 203(b)(6) or Section 203(b)(8) of Part II of the Interstate Commerce Act.</p> <p data-bbox="315 1328 1426 1432">CONSIGNOR means the person, firm or corporation shown on the shipping document as the shipper of the property received by the carrier for transportation.</p> <p data-bbox="315 1445 1417 1575">DANGEROUS ARTICLES means articles described in Motor Carriers' Explosives and Dangerous Articles Tariff 11, Cal.P.U.C. 6, of American Trucking Associations, Inc., Agent, and supplements thereto or reissues thereof.</p> <p data-bbox="315 1588 1434 1653">DISTANCE TABLE means Distance Table No. 4, amendments thereto or reissues thereof.</p> <p data-bbox="315 1666 1434 1770">ESCORT SERVICE means the furnishing of pilot cars or vehicles by a carrier as may be required by any governmental agency to accompany a shipment for highway safety.</p> <p data-bbox="315 1783 1409 1848">ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p data-bbox="315 1861 1392 1926">EXCEPTION RATINGS TARIFF means Exception Ratings Tariff No. 1 issued by the Commission.</p> <p data-bbox="315 1939 1460 2005">GOVERNING CLASSIFICATION means National Motor Freight Classification A-7(Cal) as governed by National Motor Freight Classification A-7.</p> <p data-bbox="315 2018 1443 2187">INDEPENDENT-CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.</p>

6 MULTIPLE LOT SHIPMENT means a shipment transported in accordance with the provisions of Item No. 85.**

PALLETIZED SHIPMENT means a shipment tendered to and transported by the carrier on pallets (elevating-truck pallets or platforms or lift-truck skids, with or without standing sides or ends, but without tops).

PERMIT SHIPMENT means a shipment which because of its width, length, height, weight or size requires special authority from a governmental agency regulating the use of highways, roads or streets for the transportation of such shipment in whole or in part.

PICKUP AND DELIVERY CHARGE means the full charge applicable without the deduction authorized by Item No. 110.

POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent. All points within a single industrial plant or receiving area of one consignee shall be considered as one point of destination. An industrial plant or receiving area of one consignee shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.

POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation. All points within a single industrial plant or shipping area of one consignor shall be considered as one point of origin. An industrial plant or shipping area of one consignor shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.

(Continued in Item No. 11)

Change
** "or-86" eliminated } Decision No. 67398

EFFECTIVE JULY 25, 1964

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1456

Item
No.SECTION NO. 1 -- RULES AND REGULATIONS OF GENERAL
APPLICATION (Continued)APPLICATION OF TARIFF-COMMODITIES
(Items Nos. 40 and 41)

Rates in this tariff apply for the transportation of all commodities except as follows:

<p>Accessories, motion picture, Automobiles, set up, Automobile parts, accessories and related articles in secondary movement by Truck- away Service when subject to the rates, rules and regula- tions set forth in Minimum Rate Tariff No. 12; Baggage, Butter, dairy (Subject to Note 8), Buttermilk, liquid (Subject to Note 2), Carriers (used packages), as de- scribed in Items Nos. 320 and 321 of the Exception Ratings Tariff, empty returning or forwarded for return loads (Subject to Note 1), Cement, hydraulic, masonry, natural or Portland--also lime, common (including magnesium lime, hy- drated or hydraulic lime, quick or slaked), cement flue dust, and/or limestone, powdered, shipped in mixed shipments with cement--when transported in shipments of 40,000 pounds or more, or when transported in shipments of lesser weights subject to the rates, rules and regulations, including the mini- mum charge computed on a minimum weight of 40,000 pounds, which are set forth in Minimum Rate Tariff No. 10, Cement Clinker, Cheese (including cottage cheese and pot cheese) (Subject to Note 8), Chips, wood, in bulk (Subject to Note 13), Commodities of abnormal size or weight which because of such size or weight require the use of and are transported on low bed trailers,</p>	<p>Directories, telephone, Eggs (other than shelled, desiccated or frozen), Fertilizers, as described in Items Nos. 540, 560 and 580 of the Exception Ratings Tariff, Film, motion picture, Fruit, dried, unmanufactured and unprocessed (Subject to Note 4), Fruit, fresh or green, including dates, fresh, (not cold pack nor frozen), Fruits, which are placed in a pre- servative and are destined to a cannery for processing into a preserved or pickled fruit, Fungicides, agricultural, Furniture, household appliances and other home furnishings which have been sold at retail by a retail merchant, transported from retail stores or retail store warehouses, or transported from retail customers to retail stores or retail store ware- houses (Subject to Note 3), Furniture, uncrated, new, as de- scribed in and for which rates are provided in Minimum Rate Tariff No. 11-A, and furniture, uncrated, new, of state, county or municipal governments, or transported under an agreement whereby the governments con- tracted for the carrier's services, *Grain, Rice, Grain Products and Related Commodities for which rates are provided in Minimum Rate Tariff No. 14-A when trans- ported in shipments of 10,000 pounds or more, or when trans- ported in shipments of lesser weights subject to the rates, rules and regulations, including a minimum charge computed upon a minimum weight of 10,000 pounds, which are set forth in Minimum Rate Tariff No. 14-A, Hay, Fodder and Straw, in machine pressed bales, for which rates are provided in Minimum Rate Tariff No. 14-A, Hops,</p>
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Commodities when transported in an armored car operated under permit from the Commissioner of the California Highway Patrol,

Commodities when transported in dump trucks, for which rates are provided in Minimum Rate Tariff No. 7,

Commodities when transported under the vehicle unit rates, rules and regulations of Minimum Rate Tariffs Nos. 5 and 15,

Commodities which consist of or contain materials essential to National Defense and which have been donated to and are transported for the United States Government, governmental agencies, or nonprofit organizations acting for or in behalf of said government in the collection, assembly or transportation of said commodities in connection with the recovery of said essential materials from the commodities transported,

Commodities which have been sold at retail by a retail merchant, and transported from a retail store or retail store warehouse to residences of retail customers, or transported from residences of retail customers to retail stores or retail store warehouses, and such transportation is performed in vehicles in the exclusive use of the retailer and providing no shipment exceeds 2,000 pounds in weight; further, that the merchandise is for the use or consumption of retail customers and is not for use in the furtherance of an industrial or commercial enterprise; and provided that the retailer shall certify on the shipping document for each delivery that the merchandise was sold at retail to a retail customer,

Concrete transported in motor vehicles equipped for mechanical mixing in transit,

Cotton,

Cream (Subject to Note 2),

House Trailers, set up,

Hulls, almond, including shells and other waste from the hulling and shelling of almonds, not processed for use as animal or poultry feed,

Ice Cream Mix, unflavored,

Insecticides, agricultural,

Jewelry transported from or to wholesale houses in packages weighing 10 pounds or less,

Liquids, compressed gases, commodities in semi-plastic form and commodities in suspension in liquids in bulk, in tank trucks, tank trailers, tank semi-trailers or a combination of such highway vehicles,

Livestock,

Logs (wood),

Margarine (Subject to Note 8),

Milk, liquid (Subject to Note 2),

Mushrooms, fresh (not cold pack nor frozen),

Newspapers, newspaper supplements, sections or inserts (not scrap or waste),

Nuts, in the shell,

Nuts, field shelled (rough shelled, with or without removal of broken shells, dirt, residue, or foreign material, and not cleaned nor further processed),

Optical goods transported from or to wholesale houses in packages weighing 10 pounds or less,

Pits, fruit,

Poultry, live or dressed,

Property of the United States, or property transported under an agreement whereby the United States contracted for the carrier's services,

Property shipped to or from producers of motion pictures or television shows when transported subject to the rates, rules and regulations provided by Decision No. 33226, in Cases Nos. 4246 and 4434, as amended,

(Continued in Item No. 41)

Change)
* Addition) Decision No. 67398

EFFECTIVE JULY 25, 1964

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1457

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<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. 653$\frac{1}{2}$). **</p>

Change
** Provision for shipments of
whole grain in bulk eliminated

Decision No. 67398

EFFECTIVE JULY 25, 1964

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1158

- 16-A -

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
686	Item canceled. Provisions for shipments transported in multiple lots of whole grain in bulk transferred to Minimum Rate Tariff No. 14-A.
Change, Decision No. 67398	
EFFECTIVE JULY 25, 1964	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 1459	

Item
No.SECTION NO. 1 - RULES AND REGULATIONS OF
GENERAL APPLICATION (Continued)MIXED SHIPMENTS
(Items Nos. 90 and 90-1)

1. Commodities for which rates are provided in this tariff:

(a) When two or more commodities for which different ratings are provided, are shipped as a mixed shipment, without actual weights being furnished or obtained for the portions shipped under the separate ratings, charges for the entire shipment will be computed at the class or commodity rate applicable to the highest classed or rated commodity contained in such mixed shipment, subject to Item No. 80.

(b) When two or more commodities are included in the same shipment and separate weights thereof are furnished or obtained, charges will be computed at the separate rates applicable to such commodities in straight shipments of the combined weight of the mixed shipment. The minimum weight shall be the highest provided for any of the rates used in computing the charges, subject to Item No. 80. In the event a lower charge results by considering such commodities as if they were divided into two or more separate shipments such lower charge shall apply.

(c) If lower charges result under specific mixture provisions named in individual items of the Governing Classification or Exception Ratings Tariff than under the provisions of paragraphs (a) and (b) hereof, such basis shall be used in determining the applicable minimum transportation charge.

(1) Paragraph 1 hereof will not apply to mixed shipments which are subject to the provisions of Item No. 365 of this tariff.

§90

2. Commodities for which rates are provided herein, moving in mixed shipments containing commodities for which rates are provided in other effective tariffs of the Commission, or in mixed shipments containing commodities upon which no minimum rates or charges have been established by this Commission:

(a) When one or more commodities for which rates are not provided in this tariff are included in a shipment of one or more commodities for which rates are herein provided, the rate or rates applicable to the entire shipment may be determined as though all of the commodities were ratable under the provisions of this tariff; or, the charges on the traffic subject to the rates named in this tariff may be computed at the separated rates applicable to such traffic based upon the combined weight of the entire mixed shipment, but in no event shall the total charges for the entire mixed shipment be less than the charges for the weight of the commodities for which rates

are provided in this tariff when computed as a separate shipment; or one or more of the commodities for which rates are not provided in this tariff may be transported at the rates otherwise applicable. In the event the last described basis is used, the minimum charges provided in Item No. 150 of this tariff shall apply to the entire shipment. The minimum weight shall be the highest provided for any of the rates named in this tariff used in computing charges, subject to Item No. 80. The rate applicable to the deficiency weight, if any, shall be the rate applicable to the lowest rated commodity which is included in the mixed shipment and which is subject to the rates named in this tariff (See Notes 1, 2, 3, 4, 5 and *6).

Note 1.-The provisions of this rule will not apply to mixed shipments containing petroleum or petroleum products in bulk in tank trucks, tank trailers or tank semi-trailers for which rates are provided in the tariff designated Minimum Rate Tariff No. 6-A.

Note 2.-The provisions of this rule will not apply to mixed shipments containing used property, viz: household goods, personal effects and office and store fixtures and equipment, for which rates are provided in the tariff designated Minimum Rate Tariff No. 4-B.

Note 3.-The provisions of paragraph 2 of this item will not apply to mixed shipments containing commodities (including empty containers) for which rates are provided in Minimum Rate Tariff No. 8. For applicable mixed shipment provisions see Item No. 100 of Minimum Rate Tariff No. 8.

Note 4.-The provisions of this rule will not apply to mixed shipments containing uncrated new furniture for which rates are provided in Minimum Rate Tariff No. 11-A. All commodities in such mixed shipments may be rated under the provisions of Minimum Rate Tariff No. 11-A, or the commodities for which rates are provided herein may be rated under the provisions of this tariff as separate shipments.

Note 5.-The provisions of this rule will not apply to mixed shipments containing motor vehicles and other commodities moving in truckaway service for which rates are provided in Minimum Rate Tariff No. 12.

*Note 6.-The provisions of this rule will not apply to mixed shipments containing grain, rice, grain products or related commodities for which rates are provided in Minimum Rate Tariff No. 14-A.

(Continued in Item No. 90-1)

Change }
* Addition } Decision No. 67398

EFFECTIVE JULY 25, 1964

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1460

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>Ø142</p>	<p style="text-align: center;">(1) DELAYS TO EQUIPMENT</p> <p>Except 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 8 minutes per ton (based on the weight on which transportation charges are computed) additional charges for delay time in excess of 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 accessory 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>Ø(1) Does not apply on shipments of Whole Grain, ** in bags, subject to minimum weights of 10,000 pounds or more.</p>
<p>Ø Change ** "in bulk or" eliminated</p>	<p>) Decision No. 67398</p>
<p>EFFECTIVE JULY 25, 1964</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 1461</p>	

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 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%; border-collapse: collapse;"> <thead> <tr> <th colspan="2"></th> <th colspan="2" style="text-align: center;">Charges in Cents</th> </tr> <tr> <th colspan="2"></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 style="width: 5%;">(a)</td> <td style="width: 60%;">For driver, helper or other carrier employee, per man</td> <td style="width: 15%; text-align: center;">300</td> <td style="width: 20%; text-align: center;">130</td> </tr> <tr> <td style="width: 5%;">(b)</td> <td style="width: 60%;">For unit of equipment (each motor truck, trailer or semi-trailer, exclusive of motor tractors)</td> <td style="width: 15%; text-align: center;">65</td> <td style="width: 20%; 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

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For placing or carrying any sign, or signs, or advertising, of alcoholic liquors on carrier's equipment engaged in transporting alcoholic liquors 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.

φ Change
** "in bulk or" eliminated } Decision No. 67398

EFFECTIVE JULY 25, 1964

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

Correction No. 1162

Cancels

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

654½

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

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

(c) On all Field Pickup Shipments, as defined in Item No. 653 $\frac{1}{2}$, add 2 cents per 100 pounds to the rates otherwise applicable.

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

(2) Rates in this column are subject to the provisions of Item No. 653-3/4.

Change
** "in bulk" rates eliminated } Decision No. 67398

EFFECTIVE . JULY 25, 1964

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1463