

**ORIGINAL**Decision No. 67443

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 relat- )  
 ing 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  
 Petition for Modification  
No. 323, filed February 13,  
 1964; amended February 21,  
 and May 1, 1964. Petition  
 for Modification No. 335,  
 filed March 31, 1964.

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

Application No. 46334  
 Filed March 31, 1964

Appearances are shown in Appendix A

O P I N I O N

Public hearing in these matters was held on a consolidated record before Commissioner Mitchell and Examiner Mallory on May 7, 8, 13, 14, 21 and 22, 1964 at San Francisco and Los Angeles, and the matters were submitted on the latter date.

In Petition No. 323, California Trucking Association (C.T.A.) seeks increases in the minimum rates and charges in Minimum Rate Tariff No. 2 to offset increases in costs of transporting property by motor carriers occurring since the last general revision of the rates in that tariff, pursuant to Decision No. 66453, dated December 10, 1963, in Case No. 5432.

In Petition No. 335 and Application No. 46334, Pacific Southcoast Freight Bureau (P.S.F.B.), on behalf of the railroads operating in California, seeks authority to increase certain carload

class and commodity rates and accessorial charges which have been maintained by the railroads on the levels of the corresponding minimum rates established for highway carriers.

Evidence in support of Petition No. 323 was adduced by petitioner's director of its division of transportation economics. The witness presented a cost study designed to show the percentage-wise increase in unit costs for the transportation of class-rated traffic occurring since his development of unit costs presented in the prior proceeding in which a general revision was made in the rates in Minimum Rate Tariff No. 2 (Decision No. 66453, supra). The C.T.A. cost exhibit in the prior proceeding reflected wages and other costs in effect on July 1, 1963. The current cost study was developed by revising the 1963 cost study to reflect the increased labor costs, fuel taxes, and vehicle weight fees and Workmen's Compensation Insurance rates which will be in effect on July 1, 1964. The increases from 1963 to 1964 in unit costs so developed by C.T.A. range from 3.6 percent for long-haul truckload traffic to slightly over 7 percent for short-haul small shipment traffic. According to the C.T.A. witness, the cost increases average about 5 percent for all weights of shipments and lengths of haul. The impact of the cost changes falls most heavily on small shipments and the shorter lengths of haul, where labor is the greater percentage of total unit costs. The witness testified that the cost increases measured in his study could not be offset by the institution of more efficient transportation methods. According to the witness, labor costs are more than 50 percent of total costs, and more productive use of labor is not possible under current union contracts. Other costs have been reduced to the fullest extent possible, by the use of modern equipment and methods.

The C.T.A. witness also presented in evidence proposed rates which reflect the cost increases developed in his cost study. The proposed class rates, minimum-per-shipment charges and accessorial charges, with the exception of the Central Coastal Territory surcharges, were developed on the so-called "offset" method; that is the present rates were increased by the same percentage as the increase in the corresponding costs, as shown in the current cost study. No increase is sought in the charges for small shipment service and in the minimum charges for shipments moving 70 constructive miles or less. The witness explained that C.T.A. had concluded not to seek increases in these charges for the reasons that in Decision No. 66453 substantial revision of the level and application of these charges was made, and because the present charges for 70 miles or less are not reflective of for-hire carrier operations. In the proceeding leading to Decision No. 66453, C.T.A. sought to establish charges which would apply for 100 miles or less; this mileage being the extreme limits of carriers' peddle-trip operations.<sup>1</sup> For other economic reasons the Commission concluded to establish charges applicable to distances of 150 miles or less. The witness stated that a review of carrier operations under current labor contracts indicated that the feasible limit of peddle-trip operations is 75 constructive miles. Within the mileage limitation of 70 miles, C.T.A. believes that increases in the minimum and small shipment charges are not necessary at this time. Commodity rates and related charges are proposed to be increased by the same percentage as the increases in the corresponding class rates for similar minimum weights and lengths of haul. C.T.A. proposes to relate

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<sup>1</sup> Peddle-trip operation costs are generally less than corresponding costs for movement of the freight through carriers' terminals.

the Central Coastal Territory surcharge to the specific difference in the cost levels for movements within said territory, on the one hand, and within other areas of the state, on the other hand, rather than to relate the increases to the percentage of change in the differential in said costs since the last study.

C.T.A. also presented operating revenue and expense statements for the calendar year 1963 for 66 highway carriers and for the first quarter of 1964 for 58 of the 66 carriers from whom information for the first quarter was available. These highway carriers assertedly earned 50 percent or more of their revenues from traffic subject to Minimum Rate Tariff No. 2. These carriers had operating revenues in 1963 ranging from approximately \$200,000 to \$16,000,000. Operating ratios for the year 1963 ranged from 89.47 to 117.11 percent. For the first quarter of 1964, operating ratios ranged from 84.9 to 126.3 percent. A recapitulation of the operating revenues, expenses, and operating ratios of the carriers as a group is set forth in the following table.

SUMMARY OF CARRIER OPERATING STATEMENTS

<u>Item</u>	<u>Year 1963</u>	<u>First Quarter 1964</u>
Operating Revenues	\$140,753,741	\$34,323,454
Operating Expenses	140,465,872	34,310,325
Net Operating Revenues	287,869	13,129
Operating Ratios	99.80%	99.99%

The witness testified that the operating revenue and expense figures were unaudited by him. The figures reflect revenues and expenses for traffic other than that under consideration in this proceeding. The witness stated that the operations included in the revenue and expense statements do not necessarily reflect reasonably efficient highway carrier operations, as no study in depth of the

operations of each of the carriers was made by him. The carriers used in the analysis were selected at random from information in the files of C.T.A. and from a list of carriers furnished by the Commission's Transportation Division staff.

The P.S.F.B. offered testimony and exhibits through two witnesses in support of the railroads' request to increase class rates and certain carload commodity rates maintained over the years on the levels of the corresponding minimum rates for highway carriers. An assistant freight traffic manager employed by Southern Pacific Company described the rates sought to be increased and explained the background of prior rate adjustments. He testified that the carload rates sought to be increased had originally been published at a lower level than would otherwise have been applicable in order to meet truck competition, and that such rates subsequently have been maintained upon the minimum rate levels. Evidence concerning the methods of handling less-carload freight by the rail lines and the cost of handling such traffic in rail cars was presented by the assistant to the manager of Southern Pacific Company's Bureau of Transportation Research. According to this witness, approximately 95 percent of Southern Pacific's less-carload traffic moves in substituted freight service by that company's motor carrier affiliate. All of The Atchison, Topeka and Santa Fe Railway Company's less-carload traffic in California also moves in substituted service by an affiliated motor carrier. The witness testified that the costs of transportation of these motor carrier affiliates are the same as that developed by the C.T.A. for other motor carriers. The only railroad freight car transportation of less-carload freight by Southern Pacific Company is between the San Francisco-Oakland area and the Los Angeles area. The witness presented evidence to show that the average out-of-pocket cost of

the railroad in handling this traffic exceeds the revenue received for such traffic.

Evidence in opposition to the proposed rate increases was adduced by several shippers, by shipper associations, by the San Diego Chamber of Commerce and the Commission's Transportation Division Rate Branch. The shippers' testimony was directed primarily to the effect of the last general increase in rates on the operations of said shippers, and to the steps which are contemplated if further increases are granted. Generally, these witnesses oppose any further increases in the rates for small shipments. These rates, they indicated, were increased substantially in Decision No. 66453 (supra), and further increases would require that alternative methods of transportation and distribution be put into effect. A group of manufacturers and jobbers located in the Los Angeles area testified concerning proprietary operations which they now conduct and indicated that further increases in minimum rates for small shipments would cause expansion of their proprietary operations in the Los Angeles Basin area.

The California Manufacturers Association (C.M.A.) presented in evidence a comparison of the levels of minimum charges of motor carriers between selected points in California and between principal shipping points in California and cities in adjoining states. This evidence was presented to show that the compared minimum charges in California are higher than elsewhere. C.M.A. also presented evidence concerning the increases proposed in interstate motor carriers' rates from and to California designed to offset carrier wage increases effective July 1, 1964. This evidence showed that the planned increases in class rates and minimum charges range from two to five percent. C.M.A. suggested that the rate increases be limited

to three percent, except that no increases should be made in charges for small shipments or in Central Coastal Territory surcharges.

A senior transportation rate expert from the Commission's Transportation Division urged that the proposed increases in rates be denied. In support of this result he testified that the "offset" method of adjusting rates, such as employed by C.T.A., measures only cost changes and does not consider other changes in economic conditions. The staff witness testified that there were substantial changes in rate levels, both upward and downward, and changes in rules which affect transportation charges, effective January 18, 1964, pursuant to Decision No. 66453 (supra). The short period of only four months since the effective date of the last rate change to the date of the hearing herein did not permit sufficient time for shippers and carriers to evaluate these changes and make changes in their practices. He stated that it will be several months before the effect of the rate changes can be evaluated in any reasonable perspective. For these reasons, the witness stated that the increases proposed are not appropriate or timely and should be denied. Certain shipper groups concurred in the statements of the staff and moved that these proceedings be dismissed for the reason that petitioners and applicant had not sustained the burden of proof that increases are necessary and timely.

A senior transportation engineer from the Commission's Transportation Division testified concerning the effect of the federal income tax reductions resulting from the Internal Revenue Act of 1964. This act reduced federal income taxes in two steps, effective January 1, 1964 and January 1, 1965. This witness presented exhibits designed to show the effect on carriers' revenue needs of the federal income tax reductions effective January 1, 1965.

This was developed by statements of revenues, expenses, net operating income and income taxes for two hypothetical carrier operations, one having revenues of \$200,000 per year, and one having revenues of \$5,000,000 per year. These examples did not reflect the actual operations of any carrier. They were developed on the assumptions that the Minimum Rate Tariff No. 2 traffic handled by the hypothetical carriers had produced an annual operating ratio of 93 percent under current rates and income tax levels, and without consideration of nonoperating expenses which are deductible from income for tax purposes. The witness estimated that the revenue needs of carriers operating under the provisions of Minimum Rate Tariff No. 2 are reduced by 1.2 percent under present levels of revenue and expenses and 1.5 percent if revenues and expenses were increased by five percent, as a result of income tax changes effective January 1, 1965. He recommended that the increase in rates as sought by C.T.A. be reduced by 1.5 percentage points. The staff engineer testified that the percentage points of the increase in revenues absorbed by the tax reduction would be progressively less as the operating ratio approached 100 percent. For example, if the assumed operating ratio were 97 percent, the reduction because of lower income taxes in the revenue needs of the hypothetical carriers in the examples would average 0.925 percentage points. If the assumed operating ratios were 99 percent, the reduction in income tax would reduce the carriers' revenue needs by approximately 0.35 percent. The witness asserted that the Commission had recognized federal income taxes as an operating expense in establishing the level of minimum rates and charges in Minimum Rate Tariff No. 2. He indicated that prior cost studies developed by the staff in Case No. 5432 did not measure the effect of income taxes as an element of cost, nor



have the parties presented, in prior proceedings, analyses of income tax as it affects the revenue needs of carriers.

The C.T.A. offered rebuttal testimony concerning the effect of income taxes upon carriers' revenue needs. This testimony showed that the actual income taxes paid in the year 1963 by carriers used in the aforementioned revenue and expense analysis were as follows:<sup>2</sup>

	<u>Consolidated Figures</u> <u>Year 1963</u>
Operating Revenues	\$133,320,347
Operating Expenses	133,237,655
Operating Ratio	99.94%
Income Taxes Actually Paid	\$ 228,406

In the above table, the income taxes actually paid were 0.17 percent of the operating revenues. The witness stated that the staff recommendation that rates should be decreased to reflect the reduction in carriers' revenue needs was based on the assumption that present rate levels were designed to produce an overall operating ratio of 93 percent before income taxes. He asserted that the record in the prior proceeding does not support this conclusion, nor does it support any conclusion concerning an overall operating ratio under the rates established therein. He asserted that, based on actual carrier operations for the year 1963 and the first quarter of 1964, carriers were not earning sufficient net income to pay any significant amount of income tax and, therefore, would realize no reduction in revenue needs because of the income tax change. Based upon his analysis of the staff exhibit, he stated that the income tax savings which should accrue to carriers under the revenues shown in the above table amount to approximately

<sup>2</sup> The revenue, expense and income tax figure totals are for 56 carriers from whose records such information was available.

\$1,600,000. However, this amount is seven times the actual income tax paid for 1963. The witness testified that the 1963 cost study presented by him in the prior phase of Case No. 5432 did not include income taxes as an element of cost, nor did it measure the effect of federal income taxes on carriers' revenue needs. The witness stated that he had reviewed Commission decisions in prior phases of Case No. 5432 and could not locate any discussion or conclusions in said decisions concerning federal income taxes. He concluded that the Commission had not specifically considered income taxes in the levels of minimum rates established in prior phases of Case No. 5432. He further stated that the rate levels under consideration in this proceeding are related to elements of cost in effect on July 1, 1964. Further known changes in carriers' wage costs will take place effective July 1, 1965. Consideration of income taxes on 1965 levels in this proceeding would be premature in face of the need to adjust the rate levels in 1965.

Discussions, Findings and Conclusions

Careful consideration has been given to all of the evidence and full consideration has been given to all of the arguments and contentions of the parties. The evidence clearly shows that highway carriers transporting traffic subject to Minimum Rate Tariff No. 2 have incurred or will incur on July 1, 1964, increases in expenses averaging five percent for the various types of traffic subject to that tariff, and that the minimum rates should be raised by amounts averaging five percent, with the exceptions hereinafter noted, to offset such increased expenses. The evidence also shows that there are no reasonable means of instituting economies to materially reduce the expenses of highway carriers to the extent that the cost increases can be absorbed. The increases sought

herein by C.T.A. were developed on the "offset" or datum plane method of effecting the increases, wherein the present rates found reasonable by the Commission are increased by the same percent as the increase in the corresponding cost. This method is designed to do no more than to restore the rates to the same relationship to carrier costs as they bore when such rates were initially established. It appears that C.T.A.'s current cost developments fairly measure the cost changes occurring since the last general revision of the tariff, and that the proposed rates developed by C.T.A., with the exceptions hereinafter discussed, fairly reflect the impact of such cost changes.

Opposition to the rate increases proposed in these proceedings was largely directed to rates for small shipments and to the Central Coastal Territory surcharges. With respect to small shipments, the evidence shows that the increase in the last proceeding was so great as to be burdensome on shippers and that further increases cannot be absorbed by them. C.T.A. proposes no increases in small shipment charges for distances of 70 miles or less. The evidence indicates that the marketing areas of manufacturers and jobbers which ship mostly in small lots subject to such charges extend for distances up to 150 miles. The record indicates that any increase in the minimum and small shipment charges for distances 150 miles or less will materially affect the ability of such shippers to effectively compete for business with shippers of larger quantities and any further increase in such charges cannot be absorbed by said shippers. Rates should closely follow costs to the extent possible. The economic considerations other than costs, in this particular instance, outweigh the fact that the cost of transportation of small shipments will be greater. We find that

no increases should be made in charges for small shipments for distances of 150 constructive miles or less at this time.

In the last general phase of this proceeding the Commission concluded that the surcharges applicable in Central Coastal Territory should not be increased, even though the record indicated that the cost differential between that territory and the balance of the state was greater than previously estimated. C.T.A. proposes herein to raise the surcharges. The current cost evidence shows that such differential will be reduced. We find that an increase in the Central Coastal Territory surcharges is not justified.

The Commission's Transportation Division staff urged that the proposed increases be denied because the effect on shipping practices of the last tariff revision could not be determined within the short period since that tariff revision became effective. The record shows that the last revision resulted in both increases and reductions in rates which, in their overall effect, may largely be offsetting. The staff takes the position that any adjustment in rates should await the completion of staff studies now underway, notwithstanding the fact that the record shows carriers will incur substantial cost increases on July 1, 1964. The earliest date such staff studies can be completed would be in November of this year, which would delay adjustment of the rates until next year. The evidence clearly shows that carriers urgently are in need of an increase in rates to offset known cost increases. This rate adjustment should not be delayed for the reasons advanced by the staff.

We turn now to the question whether, or to what extent, any adjustment in the minimum rates should be made because of reductions in federal income taxes effective July 1, 1965. There is no record of a finding by the Commission that the minimum rates in question are intended to provide any specified operating ratio.

Nonetheless, the minimum rates are intended to return to the carriers a measure of profit after income taxes. The impact of the income tax adjustment varies as between different rates and as between different carriers and it may not be precisely measured on this record. However, it will be considered in the rate adjustments hereinafter authorized.

Motions to dismiss these proceedings were made on behalf of the California Retailers Association, the Western Traffic Conference, J. C. Penny Company and the San Diego Chamber of Commerce. The motions were made on the grounds that there is no evidence in the record that revenues of the carriers subject to Minimum Rate Tariff No. 2 are so deficient as to create an emergency and that further revisions of the tariff can therefore await completion of the staff's study and determination of new traffic patterns and revenue data. These motions were taken under submission at the hearings. In view of the foregoing discussion and the findings which follow, the Commission concludes these motions should be denied.

We find that in relationship to the increased costs of service the present rates in Minimum Rate Tariff No. 2 (except minimum and small shipment charges for distances of 150 constructive miles or less, and the Central Coastal Territory surcharges) are unreasonably low. We further find that the increases in said rates as provided in the order herein have been shown to be justified, and that as so increased the resulting rates are, and will be just, reasonable and nondiscriminatory minimum rates and charges for the services to which they will apply. We further find that to the extent that the provisions of Minimum Rate Tariff No. 2 have been found heretofore to constitute reasonable minimum rates and

regulations for common carriers as defined in the Public Utilities Act, said provisions as hereinafter amended are, and will be, reasonable minimum rate provisions for said common carriers. To the extent that existing rates and charges of said common carriers for the transportation involved are less in volume or effect than the minimum rates and charges herein designated as reasonable for said carriers, to that same extent the rates and charges of said carriers are hereby found to be, now and for the future, unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the costs of other means of transportation.

We also find that the increases in rail carload rates, as proposed in Application No. 46334, are justified to the extent provided in the order which follows.

The Commission concludes that increased rates and charges should be granted to the extent authorized by the order which follows; and that, except to the extent herein granted, Application No. 46334 and Petitions Nos. 323 and 335 in Case No. 5432 should be denied. All motions not heretofore ruled upon should be denied.

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 August 1, 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; and
- 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 Exhibits Nos. 1 through 6 in Application No. 46334, 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 August 1, 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. 46334 and Petitions for Modification Nos. 323 and 335 in Case No. 5432, are hereby denied. Motions not previously disposed of are hereby denied.

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

Dated at San Francisco, California, this 26th day of June, 1964.

*D. L. Mitchell* President  
*George H. Grover*  
*Fredrick B. Hiltoff*  
  
Commissioners

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

Commissioner Everett C. McKeage, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A  
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List of Appearances

For Petitioner in Petition No. 323: A. D. Poe, J. C. Kaspar and H. F. Kollmyer, for California Trucking Association.

For Petitioner in Petition No. 335 and Applicant in Application No. 46334, W. Harney Wilson, for Pacific Southcoast Freight Bureau.

For Respondents: LeRoy Bell, for Bargsten Truck Lines; C. J. Boddington and Walter D. James for Southern California Freight Lines; Otto Broyles, for Anaheim Truck & Transfer Co.; G. L. Chappell, for Pony Express; William R. Dobrowski, for Ringsby System; Marion L. Frost, for Associated Freight Lines; W. N. Greenham and Anthony J. Koniki, for Pacific Motor Trucking Co.; Jesse L. Haugh and Robert C. Ellis, for California Motor Express, Ltd. and California Motor Transport Co.; Clyde R. Hoagland, for Redway Truck & Warehouse Co.; Chas. Johnson, for Consolidated Freightway; Armand Karp, for Callison Truck Lines, Inc.; F. S. Kohles, for Valley Express Co. and Valley Motor Lines, Inc.; J. McSweeney, for Delta Lines; Lloyd Rasmussen, for Trans-Bay Motor Express; Richard D. Stokes, for Haslett Warehouse Company; and Edward S. Willig, for Willig Freight Lines.

For Interested Parties: Lowell D. Anderson, and Frank T. Malloy, for Orangeburg Manufacturing Co.; H. Martin Anderson, for Safeway Stores, Inc.; Glen R. Baker, for Union Oil Company of California; Robert H. Bava, for Johnson and Johnson; Russell Bevans, for Draymen's Association of San Francisco; Merrill E. Blau, for Sears, Roebuck & Co.; V. A. Bordelon, for Los Angeles Chamber of Commerce; James S. Bowman, for Turco Products, Inc., Division of Purex Corporation; Keith M. Brown, for Spreckels Sugar Co.; E. R. Chapman, for Foremost Dairies, Inc.; W. M. Cheatham, for Dohrmann Hotel Supply Co.; Morton S. Colgrove, for Potlatch Forests, Inc.; Charles H. Costello, for Continental Can Co., Inc.; R. O. Cowling, for Citrus Belt Traffic Service and Association of California Traffic Consultants; W. R. Czaban, for Purex Corporation, Ltd; H. R. Davis, for H. S. Crocker Co.; W. R. Donovan, for C & E Sugar; E. J. Dunne, by A. R. Paulsen, for Shell Oil Company; Anthony J. Fartizio, for Stauffer Chemical Co.; R. C. Fels, for Furniture Manufacturers Association of California and California Lamp & Shade Association; D. R. Ferrell, for Avon Products, Inc.; Dale Finley, by H. M. Long and C. L. Elrod, for Mobil Oil Company; G. B. Fink for the Dow Chemical Co.; B. R. Garcia, for B. R. Garcia Traffic Service; Robert D. Gibson, for Tidewater Oil Company; W. A. Gough, for Certain-teed Products Corporation; Ralph J. Graffis, for Morton Salt Co.; J. P. Hellman, for Allied Chemical Corporation; A. J. Hirt, for Ferry-Morse Seed Co. and California Seed Association; Ralph Hubbard, for California Farm Bureau Federation; Theodore J. Label, for Baker and Hamilton; E. J. Langhofer, for San Diego Chamber of Commerce; Frank E. Lawless, for Masonite Corporation;

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Ernest J. Leach, for Economics Laboratory, Inc.; Marvin D. Lewis, for Crown Zellerbach; C. A. Lydeen, for Richfield Oil Corporation; D. H. Marken, for Drew Foods Corporation; Earl A. Matson, for the Clorox Company; J. R. McNicoli, for E. J. Lavino and Co.; M. McPheeters, for Consolidated Traffic Service; Charles C. Miller and James M. Cooper, for San Francisco Chamber of Commerce; Edward L. Moser, for E. T. Babbitt, Inc.; Tad Muraoka, for IBM Corporation; Jefferson H. Myers, for San Francisco Port Authority; A. E. Norrbom, for Traffic Managers Conference of California, Los Angeles Wholesale Institute and California Shippers Associates; Loren D. Olsen and George W. Burns, for Kaiser Gypsum Co.; Eugene A. Read, for California Manufacturers Association; John T. Reed, for Douglas Oil Co.; Arden Reiss, for Northrup, King & Co.; Jack P. Sanders, for Gerber Products Co.; R. J. Springer, for J. C. Penny Co., Inc.; R. J. Stangel, for Container Corporation of America; W. Paul Tarter, for Wm. Volker and Co.; Reed B. Tibbetts, for Owens Illinois Glass Co.; H. W. Timmerman, for Zellerbach Paper Co.; James T. Tracy, for Lily Tulip Cup Corporation; A. T. Twyford, for Union Carbide Corporation; E. C. Vail, for Colyer Motor Sales Co.; William M. Wagstaffe, for Cannery League of California; E. F. Westburg for California Retailers Association, Western Traffic Conference; and R. L. Whitehead, for Kraft Foods.

For Commission Staff: R. A. Lubich and John R. Laurie.

APPENDIX B TO DECISION NO. 67443

List of Revised Pages to Minimum Rate Tariff No. 2

Authorized by Said Decision

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Fifteenth Revised Page 19-B  
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(END OF APPENDIX B LIST)

Sixth Revised Page ..... 1

    Cancels

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MINIMUM RATE TARIFF NO. 2

CORRECTION NUMBER CHECKING SHEET

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

CORRECTION NUMBERS

1481	1521	1561	1601	1641	1681
1482	1522	1562	1602	1642	1682
1483	1523	1563	1603	1643	1683
1484	1524	1564	1604	1644	1684
1485	1525	1565	1605	1645	1685
1486	1526	1566	1606	1646	1686
1487	1527	1567	1607	1647	1687
1488	1528	1568	1608	1648	1688
1489	1529	1569	1609	1649	1689
1490	1530	1570	1610	1650	1690
1491	1531	1571	1611	1651	1691
1492	1532	1572	1612	1652	1692
1493	1533	1573	1613	1653	1693
1494	1534	1574	1614	1654	1694
1495	1535	1575	1615	1655	1695
1496	1536	1576	1616	1656	1696
1497	1537	1577	1617	1657	1697
1498	1538	1578	1618	1658	1698
1499	1539	1579	1619	1659	1699
1500	1540	1580	1620	1660	1700
1501	1541	1581	1621	1661	1701
1502	1542	1582	1622	1662	1702
1503	1543	1583	1623	1663	1703
1504	1544	1584	1624	1664	1704
1505	1545	1585	1625	1665	1705
1506	1546	1586	1626	1666	1706
1507	1547	1587	1627	1667	1707
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1509	1549	1589	1629	1669	1709
1510	1550	1590	1630	1670	1710

1511	1551	1591	1631	1671	1711
1512	1552	1592	1632	1672	1712
1513	1553	1593	1633	1673	1713
1514	1554	1594	1634	1674	1714
1515	1555	1595	1635	1675	1715
1516	1556	1596	1636	1676	1716
1517	1557	1597	1637	1677	1717
1518	1558	1598	1638	1678	1718
1519	1559	1599	1639	1679	1719
1520	1560	1600	1640	1680	1720

EFFECTIVE AUGUST 1, 1964

Issued by the Public Utilities Commission of the State of California,  
 San Francisco, California.  
 Correction No. 1464

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																					
120	<p style="text-align: center;"><b>APPLICATION OF RATES</b></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;"><b>CHARGES FOR ESCORT SERVICE</b></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 \$6.50 per hour, plus 8½ 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 \$7.25 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="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;"><u>MINUTES</u></th> <th></th> </tr> <tr> <th style="text-align: center;"><u>Over</u></th> <th style="text-align: center;"><u>But Not Over</u></th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">8</td> <td 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 ¼ 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 ½ 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 ¾ 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>	<u>MINUTES</u>			<u>Over</u>	<u>But Not Over</u>		0	8	omit	8	23	shall be ¼ hour	23	38	shall be ½ hour	38	53	shall be ¾ hour	53	60	shall be 1 hour
<u>MINUTES</u>																						
<u>Over</u>	<u>But Not Over</u>																					
0	8	omit																				
8	23	shall be ¼ hour																				
23	38	shall be ½ hour																				
38	53	shall be ¾ hour																				
53	60	shall be 1 hour																				

CHARGES FOR PERMIT SHIPMENTS

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

128

⌘(a) A charge of ⌘\$7.40 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

140

When carrier performs, at shipper's or receiver's request or order, service such as stacking, sorting, providing helpers for loading or unloading, or any other like service which is not authorized to be performed under rates named in this tariff, and for which a charge is not otherwise provided, additional charges per man shall be assessed as provided in Item No. 145(a). The charge provided in Item No. 145(b) for unit of equipment shall also apply whenever the accessorial or incidental service requires its use, or whenever the unit of equipment is inactivated by reason of the driver or helper being engaged in such service.

The provisions of this item shall not apply when a helper is provided for any reason other than shipper's or receiver's request or order. The reason for supplying helpers shall be recorded on shipping and accessorial service documents.

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 )  
⌘ Increase ) Decision No. 67443

EFFECTIVE AUGUST 1, 1964

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

Correction No. 1465



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 2<math>\frac{1}{2}</math>¢ 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>

CHARGES FOR ACCESSORIAL SERVICES OR DELAYS

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:

Charges in Cents

		<u>For First 30 Minutes or Fraction</u>	<u>For Each Additional 15 Minutes or Fraction</u>
145	(a) For driver, helper or other carrier employee, per man .....	0325	0165
	(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 11450 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. 67443

EFFECTIVE AUGUST 1, 1964

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 1466

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																																																
	<p><b>SMALL SHIPMENT SERVICE</b>            (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 not over 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"> <li>1. Shipments including any commodity rated above 1st Class (100); nor</li> <li>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</li> <li>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</li> <li>4. Shipments picked up or delivered at private residences of retail customers; nor</li> <li>5. Shipments containing personal effects, baggage or used household goods; nor</li> <li>6. Shipments moving on government bill of lading.</li> </ol> <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;">335</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;">335</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;">335</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;">335</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;">475</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;">575</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;">685</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;">780</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;">950</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;">1085</td> </tr> </tbody> </table> <p>(1) Apply only on shipments moving distances not exceeding 150 constructive miles.</p> <p>(2) Apply only on shipments moving distances exceeding .150 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	335	25	50	250	335	50	75	290	335	75	100	315	335	100	150	390	475	150	200	460	575	200	250	525	685	250	300	600	780	300	400	715	950	400	500	835	1085
Weight of Shipment (In Pounds)		Charge In Cents																																															
Over	But Not Over	(1)	(2)																																														
0	25	205	335																																														
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50	75	290	335																																														
75	100	315	335																																														
100	150	390	475																																														
150	200	460	575																																														
200	250	525	685																																														
250	300	600	780																																														
300	400	715	950																																														
400	500	835	1085																																														

(E)  
 2119

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

Change )  
Increase ) Decision No. 67443

EFFECTIVE AUGUST 1, 1964

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 1467

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

MINIMUM CHARGE

(The provisions of this item will not apply to shipments transported under the provisions of Item No. 149.)

The minimum charge per shipment shall be as follows:

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

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		1025

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

\$150

1. For 100 pounds at the class or commodity rate applicable thereto; or
2. If shipment contains different articles, for 100 pounds at the class or commodity rate applicable to the article taking the highest rate; but
3. 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	425	480
100	150	560	695
150	200	665	835
200	250	775	970
250	300	870	1120
300	400	1040	1335
400	500	1175	1550
500		1305	1760

- (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  $\diamond$  55 cents per shipment for each such origin and destination.

Change }  
Increase } Decision No. 67443

EFFECTIVE AUGUST 1, 1964

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 1468

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

## SPLIT PICKUP

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

- (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).

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.

- (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.
- (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 shipping document (see Item No. 255) shall be issued by the carrier to the consignor for each component part of the split pickup shipment (including the initial pickup) which shall give reference to the single split pickup document covering the entire shipment, by showing its date and number (if assigned a number), the name of the consignor, and such other information as may be necessary to clearly identify the single split pickup document.
- (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.

/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	Over	
0	100	180	1,000	2,000	315
100	250	205	2,000	4,000	410
250	500	215	4,000	10,000	480
500	1,000	240	10,000		545

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	Over	
0	100	205	1,000	2,000	540
100	250	245	2,000	4,000	575
250	500	265	4,000	10,000	805
500	1,000	365	10,000		935

◊ Change )  
 ◊ Increase ) Decision No. **67443**

EFFECTIVE AUGUST 1, 1964

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

Correction No. 1469



Item No.	SECTION NO. 1 --RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p data-bbox="782 411 1009 445" style="text-align: center;">SPLIT DELIVERY</p> <p data-bbox="321 481 1448 549">The rate for the transportation of a split delivery shipment shall be determined and applied as follows, subject to Note 1:</p> <p data-bbox="401 578 1436 744">(a) Subject to the alternative provided in paragraph (e) 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).</p> <p data-bbox="428 809 1465 976">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.</p> <p data-bbox="401 1322 1431 1687">(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.</p> <p data-bbox="401 1713 1465 2077">(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.</p> <p data-bbox="401 2104 1448 2361">(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.</p>

6170

(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	180	2,000	4,000	410
100	250	205	4,000	10,000	480
250	500	215	10,000		545
500	1,000	240			
1,000	2,000	315			

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	205	2,000	4,000	675
100	250	245	4,000	10,000	805
250	500	265	10,000		935
500	1,000	365			
1,000	2,000	540			

Change )  
Increase ) Decision No. 67443

EFFECTIVE AUGUST 1, 1964

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

Correction No. 1470

Cancel

Item No.	SECTION NO. 2				CLASS RATES					
					In Cents Per 100 Pounds					
	MILES		Any Quantity				Minimum Weight 5,000 Pounds			
Over	But Not Over	1	2	3	4	1	2	3	4	
	0	3	220	198	176	154	78	70	62	55
	3	5	223	201	178	156	79	71	63	56
	5	10	225	203	180	158	81	73	65	57
	10	15	228	205	182	159	83	75	66	58
	15	20	229	206	183	160	85	77	68	60
	20	25	231	208	185	162	87	78	69	61
	25	30	233	210	186	163	89	80	71	62
	30	35	235	212	188	164	91	82	73	64
	35	40	236	213	189	165	93	84	74	65
	40	45	239	215	191	167	95	86	76	67
	45	50	241	217	193	169	98	88	78	69
	50	60	244	219	195	171	101	91	81	71
	60	70	247	222	197	173	104	94	83	73
	70	80	250	225	200	175	106	96	85	74
	80	90	254	228	203	178	109	98	87	76
0500	90	100	257	231	205	180	112	101	89	78
	100	110	260	234	208	182	115	104	92	81
	110	120	263	237	210	184	118	106	94	83
	120	130	266	239	213	186	120	108	96	84
	130	140	269	242	215	188	122	110	98	85
	140	150	273	246	218	191	124	112	99	87
	150	160	276	248	221	193	127	114	101	89
	160	170	279	251	223	195	130	117	103	91
	170	180	281	253	225	197	133	120	106	93
	180	190	284	256	227	199	135	122	108	95
	190	200	288	259	230	201	138	124	110	97
	200	220	293	263	234	205	140	126	112	98
	220	240	298	268	238	209	143	129	114	100
	240	260	302	272	241	211	146	131	117	102
	260	280	306	275	245	214	150	135	120	105
	280	300	310	279	248	217	154	139	123	108
	300	325	315	284	252	221	158	142	126	111
	325	350	320	288	256	224	162	146	130	113
	350	375	326	293	261	228	166	149	133	116
	375	400	331	298	265	232	171	154	137	120
	400	425	336	302	269	236	176	158	141	123
	425	450	341	307	273	239	181	163	145	127
	450	475	348	312	278	243	185	167	148	130
	475	500	353	317	282	247	190	171	152	133
	500	525	358	322	286	251	195	176	156	137

525	550	364	328	291	255	200	180	160	140
550	575	369	332	295	258	204	184	163	143
575	600	375	338	300	263	209	188	167	146
600	625	380	342	304	266	214	193	171	150
625	650	385	347	308	270	219	197	175	153
650	675	391	352	313	274	223	201	178	156
675	700	398	358	318	279	228	205	182	160
700	725	403	363	322	282	233	210	186	163
725	750	408	367	326	286	238	214	190	167
750	775	412	371	329	288	243	218	194	170
775	800	416	374	333	291	247	222	198	173
800	850	425	383	340	298	251	226	201	176
850	900	433	390	346	303	256	230	205	179
900	950	441	397	353	309	261	235	209	183
950	1000	450	405	360	315	266	239	213	186
1000	1050	458	412	366	321	271	244	217	190
1050	1100	466	419	373	326	276	248	221	193
1100	1150	474	427	379	332	281	253	225	197
1150	1200	483	435	386	338	286	257	229	200
*For distances over 1200 miles add for each 50 miles or fraction thereof in excess of 1200 miles		9	8	7	6	5	5	4	4

\* Addition, no increase ) Decision No. **67443**  
 0 Increase, except as noted )

EFFECTIVE AUGUST 1, 1964

Issued by the Public Utilities Commission of the State of California,  
 San Francisco, California.  
 Correction No. 1471

Cancels

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 Over	Over	1	2	3	4	1	2	3	4	5	A	B	C	D	E
Rates shown below will not apply to transportation for which rates are provided in Item No. 520																	
0505	0	3	54	48	44	38	32	29	25	22	17	19	16	14½	14	12½	
	3	5	56	50	45	39	34	31	27	24	18	20	17	15	15	13	
	5	10	58	52	46	40	35	32	28	25	19	21	18	16	16	14	
	10	15	59	53	47	41	36	33	29	26	20	22	19	17	16½	14½	
	15	20	60	54	48	42	38	34	30	27	21	23	20	18	17	15	
	20	25	61	55	49	43	39	35	31	28	22	24	21	19	17½	15½	
	25	30	63	57	50	44	40	36	32	29	23	25	22	20	18	16	
	30	35	64	58	51	45	41	37	33	30	24	27	23	20½	18½	16½	
	35	40	65	59	52	46	43	39	34	31	25	28	24	21½	19	17	
	40	45	66	60	53	47	44	40	35	32	27	29	24½	22	20	17½	
	45	50	68	61	54	48	45	41	36	33	28	30	25	22½	21	18	
	50	60	70	63	56	49	48	43	38	34	30	31	27	24	22	19	
	60	70	73	66	58	51	50	45	40	36	31	33	28	25	23	20	
	70	80	75	68	60	53	52	47	41	37	32	34	29	26	24	21	
	80	90	78	70	62	55	54	49	43	38	33	35	30	28	25	22	
	90	100	80	72	64	56	56	51	45	40	34	37	31	29	26	23	
	100	110	83	75	66	58	59	53	47	42	36	39	33	30	27	24	
	110	120	85	77	68	60	61	55	49	43	37	40	34	031	28	25	
	120	130	88	79	70	62	63	57	50	44	39	41	36	032	29	26	
	130	140	90	81	72	63	65	59	52	46	40	42	38	033	30	27	
140	150	93	84	74	65	68	61	54	48	42	44	39	034	31	28		
150	160	95	86	76	67	70	63	56	49	43	46	40	36	32	29		
160	170	98	88	78	69	73	66	58	51	44	47	42	37	33	30		
170	180	100	90	80	71	75	68	60	53	45	49	43	38	34	31		
180	190	104	93	83	73	78	70	62	55	47	50	44	39	36	32		
190	200	106	96	85	74	80	72	64	56	48	51	45	40	37	33		
200	220	110	99	88	77	83	75	66	58	51	53	47	42	38	34		
220	240	114	103	91	79	86	78	69	60	53	55	48	43	39	35		
240	260	116	105	93	81	90	81	72	63	56	58	50	45	41	36		
260	280	119	107	95	83	94	85	75	66	60	61	52	47	43	38		

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.

◇ Increase, except as noted)  
○ No Change

Decision No. 67443

EFFECTIVE AUGUST 1, 1964

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 1472

Item No.	SECTION NO. 2										CLASS RATES (Continued) In Cents Per 100 Pounds						
	MILES		Minimum Weight 10,000 Pounds except as pro- vided in Note 1				Minimum Weight 20,000 Pounds except as pro- vided in Note 2				Minimum Weight as pro- vided in Governing Clas- sification, Exception Ratings Tariff or this tariff, subject to Item No. 290 (See Note 3)						
	But Not Over	Over	1	2	3	4	1	2	3	4	5	A	B	C	D	E	
	280	300	123	110	98	85	98	88	78	69	62	64	54	49	45	39	
	300	325	126	113	101	88	102	92	82	72	65	66	57	51	47	41	
	325	350	130	117	104	91	106	96	85	75	68	69	59	53	48	42	
	350	375	134	121	107	94	111	100	89	78	70	72	61	56	50	44	
	375	400	138	124	110	97	116	104	93	81	72	75	64	59	52	46	
	400	425	141	127	113	99	120	108	96	84	74	78	67	61	54	48	
	425	450	145	131	116	102	124	112	99	87	76	81	69	63	56	50	
	450	475	149	134	119	104	128	115	102	90	78	83	71	65	58	51	
	475	500	153	138	122	107	131	118	105	92	80	85	73	66	59	52	
	500	525	156	140	125	109	135	122	108	95	82	88	75	68	61	54	
	525	550	160	144	128	112	139	125	111	97	84	90	76	70	63	56	
	550	575	164	148	131	115	143	128	114	100	86	93	79	72	64	57	
	575	600	168	151	134	118	146	131	117	102	88	95	81	73	66	58	
	600	625	171	154	137	120	150	135	120	105	90	98	83	75	68	60	
	625	650	176	158	141	123	154	139	123	108	92	100	85	77	70	62	
0507	650	675	180	162	144	126	159	143	127	111	95	103	87	80	72	64	
	675	700	184	166	147	129	163	146	130	114	98	106	90	82	73	65	
	700	725	188	169	150	132	166	149	133	116	100	108	92	83	75	66	
	725	750	191	172	153	134	170	153	136	119	102	111	94	85	77	68	
	750	775	195	176	156	137	174	157	139	122	105	113	96	87	78	70	
	775	800	199	179	159	139	178	160	142	125	107	116	98	89	80	71	
	800	850	206	185	165	144	181	163	145	127	109	118	100	91	81	72	
	850	900	214	193	171	150	185	167	148	130	111	120	102	93	83	74	
	900	950	221	199	177	155	189	170	151	132	114	123	104	95	85	76	
	950	1000	229	206	183	160	193	174	154	135	116	126	106	97	87	77	
	1000	1050	236	212	189	165	198	178	158	138	120	129	109	99	89	79	
	1050	1100	244	220	195	171	201	181	161	141	121	131	111	101	91	80	
	1100	1150	251	226	201	176	206	185	165	144	124	134	113	103	93	82	
	1150	1200	259	233	207	181	211	190	169	148	127	137	116	106	95	84	
	*For dis- tances over 1200 miles add for each 50 miles or frac- tion thereof in excess of 1200 miles		8	7	6	5	4	4	3	3	3	3	2	2	2	2	



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.

\* Addition, no increase     )  
◇ Increase, except as noted ) Decision No. 67443

EFFECTIVE AUGUST 1, 1964

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

Correction No. 1473

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									
San Jose (See Item No. 260-7)	San Francisco		1	2	3	4	1	2	3	4							
			241	217	193	169	98	88	76	69							
Oakland (See Item No. 260-5.5)	San Francisco		1	2	3	4	1	2	3	4							
			239	215	191	167	95	86	76	67							
San Jose (See Item No. 260-7.5) Santa Clara Campbell	San Francisco		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 Jose (See Item No. 260-7) Oakland (See Item No. 260-5.5)	San Francisco		1	2	3	4	1	2	3	4	5	A	B	C	D	E	
			60	61	54	48	45	41	36	33	28	30	25	22½	21	18	
		Oakland		1	2	3	4	1	2	3	4	5	A	B	C	D	E
				66	60	53	47	44	40	35	32	27	29	24½	22	20	17½
<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>																	

509

◇ Increase, Decision No. 67443

EFFECTIVE AUGUST 1, 1964

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

Correction No. 1474

-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							
0510 SAN FRANCISCO TERRITORY as described in Item No. 270-3  SACRAMENTO (See Item No. 260-7)		LOS ANGELES TERRITORY as described in Item No. 270-3		1	2	3	4	1	2	3	4	1	2	3	4				
				336	302	269	236	176	158	141	123	141	127	113	99				
				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						
120	108	96	84	74	78	67	61	54	48										
<p>NOTE 1.-If charges accruing under the Class Rates in this item, applied on shipments from, to or between points intermediate between origin and destination territories shown in this item via routes shown in Items Nos. 900 and 900-1 are lower than charges accruing under the Distance Class Rates in Items Nos. 500, 505 or 507 on the same shipment via the same route, such lower charges will apply.</p> <p>NOTE 2.-When applied in connection with 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>																			
<p>◇ Increase, Decision No. 67423</p>																			
<p>EFFECTIVE AUGUST 1, 1964</p>																			
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 1475</p>																			

Item No.	SECTION NO. 2	CLASS RATES (Concluded) In Cents Per 100 Pounds
◇520	Rates in this item apply only to shipments having point of origin in San Francisco or South San Francisco and point of destination in Alameda, Albany, Berkeley, El Cerrito, Emeryville, Oakland, Piedmont, Richmond, San Leandro, San Pablo or Stege and to shipments having point of origin in Alameda, Albany, Berkeley, El Cerrito, Emeryville, Oakland, Piedmont, Richmond, San Leandro, San Pablo or Stege and point of destination in San Francisco or South San Francisco.	
	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
	43      39      34      31	25      28      24      21½      19      17
	<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>NOTE 2.-Subject to the provisions of Item No. 292 for volume incentive service.</p>	
<p>◇ Increase, Decision No.      <b>67443</b></p>		
<p>EFFECTIVE AUGUST 1, 1964</p>		
<p>Issued by the Public Utilities Commission of the State of California,                      San Francisco, California.                      Correction No. 1476</p>		

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)			
6620	Over	But Not Over	Minimum Weight (in pounds)			
			30,000	36,000	42,000	(1)45,000
	0	5	17	15	15	13
	5	10	18	16	16	14
	10	15	19	17	16½	14½
	15	20	20	18	17	15
	20	25	21	19	17½	15½
	25	30	22	20	18	16
	30	35	23	20½	18½	16½
	35	40	24	21½	19	17
	40	45	24½	22	20	17½
	45	50	25	22½	21	18
	50	60	27	24	22	19
	60	70	28	25	23	20
	70	80	29	26	24	21
	80	90	30	28	25	22
	90	100	31	29	26	23
	100	110	33	30	27	24
	110	120	34	31	28	25
	120	130	36	32	29	26
	130	140	38	33	30	27
	140	150	39	34	31	28
	150		Class rates apply for distances over 150 miles			

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

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

<input type="checkbox"/> Change	}	Decision No. 67443
<input checked="" type="checkbox"/> Increase, except as noted		
<input type="checkbox"/> No Change		

EFFECTIVE AUGUST 1, 1964

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 1477

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
	◇ RATES (See Note)	
6630	Minimum Weight 42,000 Pounds	Minimum Weight 45,000 Pounds
	(1) 61	(2) 54
	NOTE.-The rates named in this item are subject to the provisions of Items Nos. 900 and 900-1.  (1) Applies only to shipments which are transported under temperature control service.  (2) Not applicable to shipments which are subject to temperature control service.	
	◇ Change } Decision No. 67443 ◇ Increase }	
	EFFECTIVE AUGUST 1, 1964	
	Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 1478	



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MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents Per 100 Pounds		
	COMMODITY	FROM	TO	(1) RATES	Minimum Weight In Pounds
ø 550	Earths, in- fusorial or diatomaceous	WHITE HILLS LOMPOC	SAN FRANCISCO	96	10,000
			TERRITORY as	51	20,000
			described in Item No. 270-3.	53	40,000
(1) Subject to Items Nos. 900 and 900-1.					

ø Change )  
 ø Increase ) Decision No. 67443

EFFECTIVE AUGUST 1, 1964

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

Correction No. 1479

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In Cents Per 100 Pounds					
(Rates shown in this item will not apply to transportation between points for which rates are provided in Item No. 710.)							
LUMBER AND FOREST PRODUCTS, treated or untreated, not finished beyond sanding and priming (See Notes 1 and 2), viz.:							
		Cross Arms, wooden Piling Poles Posts Shakes Shingles Shook, Box or Crate	Boards (See Note 3) Plywood (See Note 4) Sheets (See Note 3) Veneering (See Note 4)		Lumber Railroad Ties Timbers		
MILES							
RATES							
But Not Over		Minimum Weight (In Pounds) 40,000 (See Note 5)	Minimum Weight (In Pounds) 34,000    44,000		Minimum Weight (In Pounds) 34,000    44,000		
6690	0    3 3    5 5    10 10    15 15    20  20    25 25    30 30    35 35    40 40    45  45    50 50    60 60    70 70    80 80    90  90    100 100    110 110    120 120    130 130    140  140    150 150    160 160    170 170    180 180    190	8½ 9½ 11 12½ 13½  14½ 16½ 17½ 18½ 19½  20½ 23 25 26 28½  29½ 31 33 34 36  38 40 42 44 46	8½ 9½ 10½ 12 13½  15 16½ 17½ 18½ 19½  20½ 24 25 27½ 29½  30 (1)	6½ 7½ 9 10 11  12½ 13½ 14½ 15½ 17  18 19 20 21 22½  24½ 27 28½ 30 32  33 35 37 39 41	6 7 8½ 9½ 11½  13 14 15 16½ 17½  18½ 20½ 21½ 24½ 25½  28 (1)	5 6 7 8½ 9½  11 12 12½ 13½ 14½  15½ 17½ 18½ 19½ 20½  21½ 23½ 25½ 28½ 30  32 33 35 36 38	

190	200	48	43	40
200	220	50	45	41
220	240	54	47	43
240	260	56	49	44
260	280	59	51	46
280	300	62	55	48
300	325	65	57	51
325	350	67	59	56
350	375	69	62	59
375	400	71	66	62
400	425	75	69	64
425	450	78	72	68
450	475	81	76	71
475	500	84	78	74
500	525	88	81	77
525	550	91	84	80
550	575	95	88	83
575	600	98	91	86
600	625	(2)	93	90
625	650		97	93
650	675		100	97
675	700		103	100
700	725		106	103
725	750		109	106
750	—		(3)	(3)

- (1) Over 100 miles, Class B rates apply.  
(2) Over 600 miles, Class B rates apply.  
(3) Add to the rate for 750 miles, 3 cents per 100 pounds for each 25 miles or fraction thereof in excess of 750 miles.

NOTE 1.—With shipments of the commodities listed above, there may be included, at the rates provided herein, in quantities not to exceed 10 percent of the weight of the entire shipment, articles listed under the headings: "Lumber Group" and "Building Woodwork Group" in the Governing Classification.

NOTE 2.—Length not to exceed 24 feet, except Poles and Piling which shall not exceed 50 feet in length.

NOTE 3.—Applies on Boards or Sheets, flat, sawdust or ground wood, preservatively treated or not treated, but not plasticized, with or without added resin binder not exceeding 10 percent by weight, compressed. Metal Molding or Fasteners may be included in the shipment with Boards or Sheets but shall not exceed 5 percent of the weight of the entire shipment.

NOTE 4.—Applies on Plywood or Veneering, with or without paper or pulpboard facing or backing.

NOTE 5.—In connection with straight shipments of Poles and Piling, the minimum weight shall be 37,000 pounds.

◇ Change )  
◇ Increase ) Decision No. 67443

EFFECTIVE AUGUST 1, 1964

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

Correction No. 1480

Item No.	SECTION NO. 3 COMMODITY RATES (Continued) In Cents Per 100 Pounds.									
	LUMBER AND FOREST PRODUCTS, viz.: Lumber, Timbers and Veneering Minimum Weight 40,000 pounds (See Note 1).									
	FROM Production Zone (See Note 2)	TO Delivery Zone (See Note 3)								
		<table border="1"> <thead> <tr> <th data-bbox="838 682 1163 731">◊ A (Hornbrook)</th> <th data-bbox="1163 682 1521 731">◊ B (Yreka)</th> </tr> </thead> <tbody> <tr> <td data-bbox="838 731 1163 765">1 (Seiad) 15</td> <td data-bbox="1163 731 1521 765">15½</td> </tr> <tr> <td data-bbox="838 765 1163 799">2 (Happy Camp) 18½</td> <td data-bbox="1163 765 1521 799">19</td> </tr> <tr> <td data-bbox="838 799 1163 843">3 (Indian Creek) 19</td> <td data-bbox="1163 799 1521 843">19½</td> </tr> </tbody> </table>	◊ A (Hornbrook)	◊ B (Yreka)	1 (Seiad) 15	15½	2 (Happy Camp) 18½	19	3 (Indian Creek) 19	19½
◊ A (Hornbrook)	◊ B (Yreka)									
1 (Seiad) 15	15½									
2 (Happy Camp) 18½	19									
3 (Indian Creek) 19	19½									
<p>NOTE 1.-(a) Rates are not subject to Item No. 85. The minimum weight applies to each unit of equipment.          (b) Rates are intermediate in application from points located on or within one actual highway mile on either side of State Highway No. 96 between Hamburg and Gottville.          (c) In the event the charge accruing under the rates provided in Section No. 2 or Item No. 690 of this tariff is lower than the charge accruing under the rates named herein the charge accruing under Section No. 2 or Item No. 690 will apply.</p>										
<p>NOTE 2.-Production Zones are as follows:          (a) Zone 1 (Seiad) includes that area within ten actual highway miles on either side of State Highway 96 extending from Hamburg to Thompson Creek.          (b) Zone 2 (Happy Camp) includes that area within three actual highway miles on either side of State Highway 96 between Thompson Creek and the point opposite the confluence of Elk Creek and the Klamath River.          (c) Zone 3 (Indian Creek) includes that area within ten actual highway miles on either side of State Highway 96 between Thompson Creek and the point opposite the confluence of Elk Creek and the Klamath River except that area included in Zone 2.</p>										
<p>NOTE 3.-Delivery Zones are as follows:          (a) Zone A (Hornbrook) includes that area within a radius of three air-line miles of the Southern Pacific Co. Depot at Hornbrook.          (b) Zone B (Yreka) includes that area within a radius of six air-line miles of the intersection of Main Street and Miner Street, Yreka, and including all team tracks, side tracks, and spur tracks, together with loading areas, platforms and industries directly adjacent thereto, of the Southern Pacific Co. at Montague.</p>										
<p>◊ Change )          ◊ Increase )</p>	Decision No. <b>67443</b>									
EFFECTIVE AUGUST 1, 1964										
<p>Issued by the Public Utilities Commission of the State of California,          San Francisco, California.          Correction No. 1481</p>										

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In Cents Per 100 Pounds	
	LUMBER AND FOREST PRODUCTS, treated or untreated, not finished beyond sanding and priming (See Notes 1 and 2), viz.:		
	Boards (See Note 3)	Railroad Ties	
	Cross Arms, wooden	Shakes	
	Lumber	Sheets (See Note 3)	
	Piling	Shingles	
	Plywood (See Note 4)	Shook, Box or Crate	
	Poles	Timbers	
	Posts	Veneering (See Note 4)	
	Territorial Application: Rates named in this item apply between points of origin and destination, all of which are located within 150 constructive miles of Los Angeles Zone 1 computed in accordance with the method provided in the Distance Table.		
	MILES	RATES	
	Over      But Not Over	Minimum Weight	
		20,000 Pounds	40,000 Pounds
6710	0                      3	9 $\frac{1}{2}$	6 $\frac{3}{4}$
	3                      5	10	8 $\frac{1}{4}$
	5                      10	11 $\frac{1}{2}$	9 $\frac{1}{4}$
	10                     15	14	10
	15                    20	16 $\frac{1}{2}$	11 $\frac{1}{2}$
	20                    25	18 $\frac{1}{2}$	12 $\frac{1}{2}$
	25                    30	20 $\frac{1}{2}$	13 $\frac{1}{2}$
	30                    35	23	14 $\frac{1}{2}$
	35                    40	25	15 $\frac{1}{2}$
	40                    45	27 $\frac{1}{2}$	17
	45                    50	30	18
	50                    60	(1)	20 $\frac{1}{2}$
	60                    70		23
	70                    80		25
	80                    90		27 $\frac{1}{2}$
	90                    100		28 $\frac{1}{2}$
	100                   110		29 $\frac{1}{2}$
	110                   120		30
	120                   130		32
	130                   140		33
	140                   150		34
	150                   -		(2)
	<p>(1) Over 50 miles, 4th Class rates apply.</p> <p>(2) Over 150 miles, rates in this item do not apply. Apply rates in Item No. 690 or Class B rates, whichever are lower.</p> <p>NOTE 1.—With shipments of the commodities listed above, there may be included, at the rates provided herein, in quantities not to exceed 10 percent of the weight of the entire shipment, articles listed under the headings: "Lumber Group" and "Building Woodwork Group" in the Governing Classification.</p>		

NOTE 2.-Length not to exceed 24 feet, except Poles and Piling which shall not exceed 50 feet in length.

NOTE 3.-Applies on Boards or Sheets, flat, sawdust or ground wood, preservatives treated or not treated, but not plasticized, with or without added resin binder not exceeding 10 percent by weight, compressed. Metal Molding or Fasteners may be included in the shipment with Boards or Sheets but shall not exceed 5 percent of the weight of the entire shipment.

NOTE 4.-Applies on Plywood or Veneering, with or without paper or pulpboard facing or backing.

Change )  
Increase ) Decision No. 67443

EFFECTIVE AUGUST 1, 1964

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

Correction No. 1482

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)							
720	<p><b>HOURLY RATES FOR OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES AND FOR SERVICE OF STRINGING PIPE</b></p> <p>Rates in this item apply for transportation of property necessary or incidental to the establishment, maintenance or dismantling of oil, gas or water wells, pipe lines, refineries and cracking or casing head plants, and only when the point of origin is at a well site or within an oilfield and the point of destination is also at a well site or within the same or another oilfield (See Note 1).</p> <p>Rates in this item apply also for stringing pipe as provided in Item No. 175.</p> <p>Rates in this item apply only for distances not exceeding 35 miles.</p>								
	Type of Equipment	◊ Rates in Dollars Per Hour (See Note 2 in Item No. 720-1)							
	Trucks, Tractors, Trailers, Semi-Trailers or any combination thereof moving as a single unit:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding-left: 20px;">3-Ton or Less Capacity _____</td> <td style="text-align: right;">9.60</td> </tr> <tr> <td style="padding-left: 20px;">Over 3-Ton But Not Over 6-Ton Capacity _____</td> <td style="text-align: right;">10.60</td> </tr> <tr> <td style="padding-left: 20px;">Over 6-Ton But Not Over 10-Ton Capacity _____</td> <td style="text-align: right;">12.50</td> </tr> <tr> <td style="padding-left: 20px;">Over 10-Ton Capacity _____</td> <td style="text-align: right;">15.05</td> </tr> </table>	3-Ton or Less Capacity _____	9.60	Over 3-Ton But Not Over 6-Ton Capacity _____	10.60	Over 6-Ton But Not Over 10-Ton Capacity _____	12.50	Over 10-Ton Capacity _____
3-Ton or Less Capacity _____	9.60								
Over 3-Ton But Not Over 6-Ton Capacity _____	10.60								
Over 6-Ton But Not Over 10-Ton Capacity _____	12.50								
Over 10-Ton Capacity _____	15.05								
<p>NOTE 1.—When rates are provided in this item on the shipment transported, the rates in this item will apply regardless of class or commodity rates in other items in this tariff except when carrier is notified in advance of shipment that the charges accruing under rates in other items in this tariff are desired to be applied in lieu thereof. When such notification is given, the rates provided in this item shall not be applied.</p> <p>(Continued in Item No. 720-1)</p>									
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%; vertical-align: middle;">                             ◊ Change                              ◊ Increase                         </td> <td style="width: 5%; vertical-align: middle;">                             )                         </td> <td style="width: 75%; vertical-align: middle;">                             Decision No. <b>67443</b> </td> </tr> </table>			◊ Change ◊ Increase	)	Decision No. <b>67443</b>				
◊ Change ◊ Increase	)	Decision No. <b>67443</b>							
<p>EFFECTIVE AUGUST 1, 1964</p>									
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 1453</p>									

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In Cents Per 100 Pounds		
	COMMODITY	BETWEEN	AND	RATE
6730	SOAP, LARD, AND RELATED ARTICLES, viz.:  Acid, Boracic, Borax (Sodium Borate), Compounds, Bleaching, Cleaning, Scouring, Washing, Disinfectants, other than medicinal, Drain Pipe Solvent, Lime, Chlorinated (Chloride of Lime Bleach or Bleaching Powder), Lye, concentrated, Soap, Soap Chips, Soap, liquid, Soap Powder, Sodium (Soda), viz.: washing soda (washing crystals), washing powders, Starch, liquid, Lard, solid, not otherwise specified, Lard Substitutes, not otherwise specified, Monoglycerides, diglycerides or triglycerides of fat-forming fatty acids, or mixtures thereof, edible, other than shortening, with or without other edible acids, Oil, cooking, Oil, salad, Vegetable Oil Shortening.  Minimum Weight 30,000 pounds	SAN FRAN- CISCO TERRI- TORY as described in Item No.270-3.  SACRA- MENTO (See Item No.260-7)	LOS AN- GELES BASIN TERRI- TORY as described in Item No. 270.	(1) 51
(1) Subject to Items Nos. 900 and 900-1.				
◊ Change } Decision No. 67443 ◊ Increase }				
EFFECTIVE AUGUST 1, 1964				
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 1484				



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Cancel

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MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents Per 100 Pounds	
	COMMODITY	BETWEEN	AND	RATE
6740	Sugar, in packages Minimum Weight 42,000 Pounds	SPRECKELS  SAN FRANCISCO (See Item No. 260-7)  CROCKETT	LOS ANGELES BASIN TER- RITORY as described in Item No. 270.	(1) 054
	(1) Subject to Items Nos. 900 and 900-1.			
◇ Change } Decision No. 67443 ◇ Increase }				
EFFECTIVE AUGUST 1, 1964				
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 1485				

Item No.	SECTION NO. 3		COMMODITY RATES (Continued)									
			In Cents Per 100 Pounds									
			MILES		RATES							
			Over	But Not Over	MINIMUM WEIGHT							
25,000 Pounds		35,000 Pounds			43,000 Pounds		50,000 Pounds					
		(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)			
	0	3	10½	10	9	8½	8½	7½	8½	7		
	3	5	11½	10½	10	9½	9½	6½	9½	8½		
	5	10	12½	13	11	11	10½	9½	10	9		
	10	15	15	14	12½	11½	11½	10½	11	10		
	15	20	17½	17	14	13	12½	11½	12	11		
	20	25	18½	17½	17	15½	13½	12½	13	12		
	25	30	21½	20	18	17	15	13½	14	13		
	30	35	22½	21½	19	18	17	14½	15½	14		
	35	40	25	23	21	20½	18½	15½	18	15		
	40	45	27½	25	22	21	19½	17	19	16½		
	45	50	30	28½	25	23	20½	18	20	17½		
	50	60	33	30	28½	26	22	20	21½	19		
	60	70	35	32	30	27½	24	21½	23	20½		
	70	80	37	33	32	28½	26	23	25	22		
6745	80	90	40	37	34	30	28½	24½	27½	23½		
	90	100	42	39	36	33	29½	26	28½	25		
	100	110	45	41	38	35	32	28	30	26		
	110	120	47	43	40	37	33	29½	32	27½		
	120	130	49	45	42	38	35	31	33	28½		
	130	140	51	47	43	39	37	33	34	29½		
	140	150	56	48	45	41	38	34	35	30		
	150	160	57	51	47	43	40	36	37	32		
	160	170	59	55	49	44	42	37	39	34		
	170	180	62	57	50	45	44	38	41	35		
	180	190	64	59	53	48	46	39	43	36		
	190	200	66	61	55	50	48	40	44	37		
	200	220	69	63	60	54	50	43	46	39		
	220	240	72	66	63	57	54	46	49	42		
	240	260	76	68	66	59	57	49	53	45		
	260	280	79	70	69	62	60	53	56	48		
	280	300	83	76	72	64	63	56	59	51		
	300	325	87	77	77	68	67	60	62	55		
	325	350	91	81	81	71	71	63	66	58		
	350	375	93	83	84	72	76	66	69	61		
	375	400	97	86	87	78	79	69	72	64		
	400	425	99	88	89	80	82	72	76	67		
	425	450	102	91	92	83	85	76	78	69		
	450	475	104	96	97	87	88	79	80	71		
	475	500	108	99	101	90	91	82	82	74		
	500	-	(3)	(3)	(3)	(3)	(4)	(4)	(4)	(4)		

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

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

NOTE 1.-The rates do not alternate with the class rates named in Section No. 2 of this tariff.

NOTE 2.-The rates are not subject to Item No. 85 - Shipments Transported in Multiple Lots; Item No. 142 - Delays to Equipment; Item No. 160 - Split Pickup; or Paragraphs 1 or 2 of Item No. 240 - Accessorial Services Not Included in Common Carrier Rates.

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NOTE 3.-The initial weighing of shipments at point of origin may be performed by the carrier at the carrier's expense. For reweighing of shipments the carrier shall assess a charge of not less than 55 cents.

NOTE 4.-Rates do not include pumping service when rendered with carrier's equipment. When pumping service is performed by the carrier's equipment, a charge of one cent per 100 pounds will be made. Pumping service means the discharge of sugar from the carrier's equipment by the means of blowers.

NOTE 5.-The shipping document issued for each shipment transported shall show the trailer numbers and identification of the ownership of the trailers used to perform the transportation.

↗ Change      )  
 ↘ Increase    )    Decision No.   **67443**

EFFECTIVE AUGUST 1, 1964

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

Correction No. 2486