

ORIGINAL

Decision No. 67531

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

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

Case No. 5432
(Petition for Modification No. 324)

In the Matter of the Investigation into the constructive mileages, and related rules and provisions of all common carriers, highway carriers and city carriers relating to the transportation of any and all commodities between all points in California (including, but not limited to, constructive mileages provided in the Distance Table).

Case No. 7024
(Petition for Modification No. 10)

(Appearances are listed in Appendix A)

O P I N I O N

By these petitions, filed February 13, 1964, the California Trucking Association asked that the Commission staff investigate and prepare recommendations to accomplish the adoption of Distance Table No. 5 as the basis for determining constructive mileages in connection with Minimum Rate Tariff No. 2. Pursuant to this request on or about March 6, 1964, the Commission's Transportation Division mailed to interested parties its proposed tariff revisions to accomplish this purpose.

Public hearing on the petitions was held before Examiner Turpen at San Francisco on May 4 and 5, 1964, and at Los Angeles on May 12, 1964. A rate expert from the staff testified with respect to the proposed tariff revisions. The witness was cross-examined by representatives of petitioner, various shippers and organizations.

Following extensive public hearings, issuance of an examiner's proposed report, exceptions and replies thereto, Decision No. 64802, dated January 15, 1963, found that Distance Table No. 5 should be adopted as the constructive miles, with governing rules, to be used in connection with the minimum rate tariffs issued by the Commission, but that its application to the various tariffs should be deferred until separate proceedings are held for each minimum rate tariff. The table was printed for service with, and by reference made a part of, Decision No. 66578, dated January 7, 1964. The Commission heretofore, by ex parte orders, has made Distance Table No. 5 applicable to Minimum Rate Tariffs No. 3-A (livestock)^{1/}, No. 10 (cement)^{2/}, No. 11-A (new furniture)^{3/} and No. 14-A (hay, grain and related commodities)^{4/}.

The staff proposal would change the reference in the tariff from Distance Table No. 4 to Distance Table No. 5, eliminate the described pickup and delivery zones and change certain descriptions in the rules and various point-to-point rate items to conform with the zoning system and rules of Distance Table No. 5. No changes in the levels of the rates are proposed. The rate witness testified that Distance Table No. 4 became effective in 1952, and has not been revised in any material respect, and that since then the State of California has experienced a phenomenal rate of economic development and the network of highways throughout the State has been greatly changed. He further said that Distance Table No. 5 gives recognition and effect to this economic development and the changes in the State's highway system. Conversion from the old to the new distance table will result in numerous and varying increases and reductions in

^{1/} Decision No. 66788, dated February 11, 1964, in Case No. 5433.
^{2/} Decision No. 67123, dated April 21, 1964, in Case No. 5440.
^{3/} Decision No. 67364, dated June 10, 1964, in Case No. 5603.
^{4/} Decision No. 66625, dated January 14, 1964, in Case No. 5432.

constructive distances, which reflect current conditions.

Several parties opposed the adoption of Distance Table No. 5. In general, their opposition was based on features of the distance table they felt undesirable. These points were thoroughly explored in the prior proceeding and found to be reasonable and adopted by the Commission. The California Manufacturers Association moved that action in this matter be deferred until such time as the staff has completed its cost and rate studies relating to Minimum Rate Tariff No. 2.

The distance rates in Minimum Rate Tariff No. 2 are determined by the use of constructive miles as set forth in the distance table. Constructive miles are determined by adjusting actual highway miles to recognize differences in physical conditions and in the costs of operating a truck over one highway mile as compared to another. As stated previously the State's highway system has changed greatly since Distance Table No. 4 became effective, and Distance Table No. 5 gives recognition to these changes. The Commission has found that Distance Table No. 5 should be adopted as the constructive mileages governing minimum rates. It follows that if a rate between two points is changed, either up or down, by the substitution of Distance Table No. 5 for Distance Table No. 4, the present rate does not reflect actual current operating conditions between these points, and to that extent is unreasonable. The change of distance tables will affect rate relationships between different sets of points. Similar changes in relationships would occur if the substitution is made at the present time or deferred until new cost and rate studies are completed. It does not appear advisable to retain rates based on mileages that have been found to be obsolete for the period of time it will take to complete the studies when we have available up-to-date mileages that have been found to be reasonable. The motion of the California Manufacturers Association to defer decision in this

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proceeding will be denied.

The Commission therefore finds that:

1. The constructive mileages set forth in Distance Table No. 5, when applied in conjunction with Minimum Rate Tariff No. 2, will result in just, reasonable and nondiscriminatory minimum rates for transportation governed by that tariff.

2. The provisions of Distance Table No. 5 are, and will be, reasonable provisions for the transportation of commodities subject to Minimum Rate Tariff No. 2 by common carriers as defined in the Public Utilities Act.

3. Rules, regulations and distances which are maintained by the common carriers for the transportation involved herein are, and for the future will be, unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the cost of other means of transportation insofar as they are lower in volume or effect than those set forth in Distance Table No. 5.

We conclude that the petitions should be granted.

O R D E R

IT IS ORDERED that:

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

2. The basis for constructively increasing highway mileages prescribed by the Commission in Decision No. 66578 dated January 7, 1964, in Case No. 7024, is hereby adopted, established and approved as the just, reasonable and nondiscriminatory basis for computing distances for use in applying distance rates in Minimum Rate Tariff No. 2 as hereinafter provided.

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3. The rates and charges set forth in Minimum Rate Tariff No.2 determined under the provisions of Distance Table No. 5 and the rules and regulations governing such rates and charges are hereby established as the minimum reasonable and sufficient rates and charges to be published, assessed, charged, collected and observed by all common carriers as defined in the Public Utilities Act for the transportation of commodities subject to the tariff between the points for which rates are provided in the tariff.

4. Common carriers need not file with this Commission a distance table for the transportation herein involved, but may instead publish in their tariffs the following provision to be made applicable only to distance rates for the transportation of said commodities:

"Distances to be used in connection with distance rates named herein shall be determined in accordance with Distance Table No. 5 issued by the Public Utilities Commission of the State of California."

5. Tariff publications required 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 such tariff publications shall be made effective not later than November 1, 1964.

6. Common carriers are hereby authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

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

8. The motion of the California Manufacturers Association to defer this proceeding is denied.

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

Dated at San Francisco, California, this 14th day of July, 1964.

Frederick B. Hallock
President

Everett C. McKeage

George T. Crowe

William M. DeWitt

Commissioners

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

APPENDIX A

List of Appearances

A. D. Poe, J. C. Kaspar and H. F. Kollmyer, for California Trucking Association, petitioner.

Armand Karp, W. N. Greenham, J. McSweeney, Richard C. Atkinson, William H. Kessler, William Dobrowski, Jackson W. Kendall, Warren Goodman, Anthony J. Konicki, Clyde R. Hoagland, and L. W. Duncan, for various highway carriers, respondents.

Ralph Hubbard, Chas. C. Miller, E. A. Read, V. A. Bordelon, A. E. Norrbom, Larry Borden, W. Paul Tarter, J. P. Hellman, J. R. McNicoll, Frank T. Malloy, Lowell D. Anderson, Frank E. Lawless, Edward H. Linder, Marvin D. Lewis, Tad Muraoka, H. R. Davis, A. T. Eche, Eugene R. Warren, Bill L. Hendrie, Keith M. Brown, Clifford J. Van Dukes, C. H. Costello, Gordon G. Gale, Harry W. Timmerman, W. A. Gough, James H. Mullen, Loren D. Olson, Curtis R. Merritt, R. A. Morin, Milton A. Walker, W. R. Donovan, William D. Wagstaffe, Ralph J. Graffis, B. R. Garcia, Gordon Larson, Reed B. Tibbetts, W. F. McCann, E. F. Westberg, R. J. Springer, A. T. Twyford, John E. Myers, W. M. Cheatham, E. J. Bertana, Howard E. Meyers, Glen R. Baker, Merrill E. Blau, R. C. Fels, H. M. Long, C. L. Elrod, C. A. Lyden, George M. McPheeters, J. B. Mullin, S. A. Rea, Edward H. Robertson, Leslie E. Still, Jr., and James H. McJunkin, for various shippers and organizations, interested parties.

R. A. Lubich and Edward E. Tanner, for the Commission's staff.

APPENDIX B TO DECISION NO. 67531

Revised Pages to Minimum Rate Tariff No. 2

Authorized by said Decision

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Twenty-sixth Revised Page 11
Twenty-second Revised Page 18
Tenth Revised Page 28
First Revised Page 28-A
Eighth Revised Page 29
Fifth Revised Page 29-A
Seventh Revised Page 30
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(End of Appendix B)

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MINIMUM RATE TARIFF NO. 2

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Shipments Transported in Multiple Lots -----	85
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Split Delivery -----	170
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Temperature Control Services -----	185--186-1
Territorial Descriptions -----	270--270-3
Units of Measurement to Be Observed -----	257
Volume Incentive Service -----	292

* Addition

** Pickup and Delivery Zones eliminated. }

Decision No. 67531

EFFECTIVE . NOVEMBER 1, 1964

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

Correction No. 1487

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION
	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Items Nos. 10 and 11)</p> <p>ARMORED CAR means any motor truck and/or other highway vehicle which has been armored with bullet resistant metal and/or bullet proof glass, and which is manned by an armed crew.</p> <p>CARRIER means a radial highway common carrier, a highway contract carrier or a cement contract carrier as defined in the Highway Carriers' Act, or a household goods carrier as defined in the Household Goods Carriers Act.</p> <p>CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles operated as a single unit.</p> <p>COMMON CARRIER RATE means any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment; any interstate or foreign rate or rates of any common carrier railroad or railroads applying between points in California by an interstate or foreign route, lawfully in effect at time of shipment; also any interstate or foreign rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, applying between points in California and in effect at time of shipment and covering transportation exempt from rate regulation of the Interstate Commerce Commission under Section 203(b)(6) or Section 203(b)(8) of Part II of the Interstate Commerce Act.</p> <p>CONSIGNOR means the person, firm or corporation shown on the shipping document as the shipper of the property received by the carrier for transportation.</p> <p>DANGEROUS ARTICLES means articles described in Motor Carriers' Explosives and Dangerous Articles Tariff 11, Cal.P.U.C. 6 of American Trucking Associations, Inc., Agent, and supplements thereto or reissues thereof.</p> <p>DISTANCE TABLE means Distance Table No. 5.</p> <p>ESCORT SERVICE means the furnishing of pilot cars or vehicles by a carrier as may be required by any governmental agency to accompany a shipment for highway safety.</p> <p>ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p>EXCEPTION RATINGS TARIFF means Exception Ratings Tariff No. 1 issued by the Commission.</p> <p>GOVERNING CLASSIFICATION means National Motor Freight Classification A-7(Cal) as governed by National Motor Freight Classification A-7.</p> <p>INDEPENDENT-CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.</p>

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

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

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

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

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

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

(Continued in Item No. 11)

Change, Decision No. 67531

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Correction No. 1188

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>Distances to be used in connection with distance rates named herein shall be the shortest resulting mileage via any public highway route, computed in accordance with the method provided in the Distance Table, subject to the following exceptions:</p> <ol style="list-style-type: none"> 1. ** 2. Distances from and to points outside the San Francisco Bay Mileage Territory, on the one hand, and points within either the San Francisco Metropolitan Zone Group or the East Bay Metropolitan Zone Group, on the other hand, shall be the average of the distances from or to the San Francisco Metropolitan Zone Group and the East Bay Metropolitan Zone Group (computed in accordance with the method herein provided). (See Note) 3. For transportation under rates resulting from ratings in Item No. 377.5 from points in groups described in Item No. 724, distances shall be computed as follows: <ol style="list-style-type: none"> (a) For transportation from a point of origin within a group to a point of destination outside of the same group, the applicable distance shall be the distance between the basing point of the group and the point of destination. (b) For transportation between points within the same group, the applicable distance shall be the distance between the basing point of the group and the point of destination, except that such distance shall not be less than the distance between the point of origin and the basing point. (See Exception) <p>EXCEPTION: When the distance between point of origin and point of destination is less than the distance between point of origin and the basing point, the applicable distance shall be the distance between point of origin and point of destination.</p> 4. When a permit shipment or a shipment of dangerous articles is required to move via a circuitous route because of conditions imposed by a governmental agency, distances shall be computed along the shortest legal route available to the carrier in accordance with the method provided in the distance table. <p>NOTE.- The provisions of this paragraph will not apply in connection with split pickup or split delivery shipments having one or more components in the East Bay Metropolitan Zone Group and one or more components in the San Francisco Metropolitan Zone Group.</p>

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REFERENCES TO NAMED POINTS OR COMMUNITIES

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Unless otherwise provided, references herein to named points or communities shall include the extended areas of such points or communities as provided in the Distance Table.

∅ Change)	
* Addition)	
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⊖ Reduction)	
** Eliminate)	

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Correction No. 1489

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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
260-1	** ◊ ◊ Item Canceled.
	◊ Change) ◊ Increase) ◊ Reduction) ** Eliminate)
	Decision No. 67531
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
ø260-1.5	** ø ø Item Canceled.
	ø Change) ø Increase) ø Reduction) Decision No. 67531 ** Eliminate)
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
6260-2	** ◊ ◊ Item Canceled.
◊ Change) ◊ Increase) ◊ Reduction) ** Eliminate)	Decision No. 67531
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MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
ø260-3	** ø ø Item Canceled.
	ø Change) ø Increase) Decision No. 67531 ø Reduction) ** Eliminate)
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MINIMUM RATE TARIFF NO.2

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
Ø260-4	** Ø Ø Item Canceled.
	Ø Change) Ø Increase) Ø Reduction) Decision No. 67531 ** Eliminate)
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>ø260-5</p>	<p>** ø ø Item Canceled.</p>
<p>ø Change) ø Increase) ø Reduction) ** Eliminate)</p>	<p>Decision No. 67531</p>
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<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 1495</p>	

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MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
ø260-5.5	<p style="text-align: center;">**øø Item Canceled.</p>
	<p>ø Change) ø Increase) ø Reduction) ** Eliminate)</p> <p style="text-align: right;">Decision No. 67531</p>
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
ø260-5.7	**ø Item Canceled.
	ø Change) ø Increase) ø Reduction) ** Eliminate) Decision No. 67531
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MINIMUM RATE TARIFF NO. 2

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ø260-6	<p>***øø Item Canceled.</p>
	<p>ø Change) ø Increase) Decision No. 67531 ø Reduction) ** Eliminate)</p>
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6260-7	** ◇ 6 Item Canceled.
	∅ Change) ◇ Increase) Decision No. 67531 ∅ Reduction) ** Eliminate)
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<p>260-7.5</p>	<p>** ◇ & Item Canceled.</p>
<p> / Change) ◇ Increase) & Reduction) ** Eliminate) </p>	<p>Decision No. 67531</p>
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MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
6260-8	<p style="text-align: center;">**0Item Canceled.</p>
◊Change) ◊Increase) ◊Reduction) **Eliminate)	Decision No. 67531
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<p>Ø260-9</p>	<p>***ØØItem Canceled.</p>
	<p> ΔChange) ◊Increase) δReduction) ***Eliminate) </p> <p>Decision No. 67531</p>
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	<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 1502</p>

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MINIMUM RATE TARIFF NC. 2

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
260-10	** ◊ ◊ Item Canceled.
	◊ Change) ◊ Increase) Decision No. 67531 ◊ Reduction) ** Eliminate)
EFFECTIVE NOVEMBER 1, 1964	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 1503	

Item No.	SECTION NO. 2				CLASS RATES (Continued) In Cents Per 100 Pounds												
Class Rates shown below are intermediate in application subject to Note 1.																	
BETWEEN		AND		Any Quantity				Minimum Weight 5,000 Pounds.									
				1	2	3	4	1	2	3	4						
		SAN FRANCISCO METROPOLITAN ZONE GROUP		211	217	193	169	98	88	78	69						
		EAST BAY METROPOLITAN ZONE GROUP		239	215	191	167	95	86	76	67						
SAN JOSE METROPOLITAN ZONE GROUP				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)									
				1	2	3	4	1	2	3	4	5	A	B	C	D	E
		SAN FRANCISCO METROPOLITAN ZONE GROUP		68	61	54	48	45	41	36	33	28	30	25	22½	21	18
		EAST BAY METROPOLITAN ZONE GROUP		66	60	53	47	44	40	35	32	27	29	24½	22	20	17½

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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 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.

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.

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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.

NOTE 4.-Subject to the provisions of Item No. 292 for volume incentive service.

Change)
Increase)
Reduction)

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

Correction No. 1504

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.														
		MINIMUM WEIGHT												
/06 510	SAN FRAN- CISCO TERRITORY as de- scribed in Item No. 270-3	AND	Any Quantity				5,000 Pounds				10,000 Pounds except as pro- vided in Note 2			
			1	2	3	4	1	2	3	4	1	2	3	4
			336	302	269	236	176	158	141	123	111	127	113	99
	LOS ANGELES TERRI- TORY as described in Item No. 270-3		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)							
	SACRA- MENTO		1	2	3	4	5	A	B	C	D	E		
	NORTH SACRA- MENTO		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>														
/ Change) / Increase) / Reduction)		Decision No. 67531												
EFFECTIVE NOVEMBER 1, 1964														
Issued by the Public Utilities Commission of the State of California, San Francisco, California.														
Correction No. 1505														

Thirteenth Revised Page 44-B
 Cancels
 Twelfth Revised Page 44-B

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 2		CLASS RATES (Concluded) In Cents Per 100 Pounds							
520	<p>∅Rates in this item apply only to shipments having point of origin in the San Francisco Metropolitan Zone Group and point of destination in the East Bay Metropolitan Zone Group and to shipments having point of origin in the East Bay Metropolitan Zone Group and point of destination in the San Francisco Metropolitan Zone Group.</p>									
	<p>Minimum Weight 20,000 Pounds except as provided in Note 1</p>				<p>Minimum Weight as provided in Governing Classification, Exception Ratings Tariff or this tariff, subject to Item No. 290 (See Note 2)</p>					
	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>∅Change) ∅Increase) Decision No. 67531 ∅Reduction)</p>										
<p>EFFECTIVE NOVEMBER 1, 1964</p>										
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 1506</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 NORTH SACRAMENTO STOCKTON		SAN JOAQUIN VALLEY TERRITORY and SACRAMENTO VALLEY TERRITORY as described in Item No. 270-2			
	MILES (See Item No. 100)		RATES (See Note)			
600 620		But Not	Minimum Weight (in pounds)			
	Over	Over	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.			

C. 5432 (Pet. 324) *

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

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

∅Change)
∅Increase) Decision No. 67531
∅Reduction)

EFFECTIVE NOVEMBER 1, 1964

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1507

-46-A-

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 NORTH SACRAMENTO STOCKTON	LOS ANGELES BASIN TERRITORY as described in Item No. 270
	RATES (See Note)	
/o 630	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) / Increase) Decision No. 67531 / Reduction)	
	EFFECTIVE NOVEMBER 1, 1964	
	Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
	Correction No. 1508	

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents Per 100 Pounds				
	GRAIN, RICE, GRAIN PRODUCTS AND RELATED ARTICLES as described in Lists Nos. 1 through 10 of Items Nos. 652-653. (See Item No. 653½ for Application of Rates in this item.)						
			RATES (See Note)				
	MILES But Not Over	Over	MINIMUM WEIGHT IN POUNDS				
10,000			20,000	30,000	40,000	(2)48,000	
654½	0	3	12½	10	8½	8	8
	3	5	13½	11½	9	8½	8½
	5	10	14½	12½	10	9½	9½
	10	15	15½	13½	12	11	10½
	15	20	18	14½	13	12	11½
	20	25	20	15½	14	13	12½
	25	30	21	16½	15	14	13½
	30	35	23	18	16	15	14½
	35	40	24	19	17½	16	15½
	40	45	26	20	18½	17½	16½
	45	50	28	21½	20	18½	17½
	50	60	31	23	21	20	19
	60	70	33	24	22	21	20
	70	80	35	25	23	22	21
	80	90	37	27	24	23	22
	90	100	40	28	25	24	23½
	100	110	42	30	27	25	25
	110	120	45	31	28	26	26
	120	130	47	32	29	27	27
	130	140	50	34	31	29	29
	140	150	53	36	32	30	30
	150	160	55	38	33	31	31
	160	170	57	39	35	33	32
	170	180	59	40	36	34	33
	180	190	61	42	37	36	34
	190	200	65	44	40	37	36
	200	220	68	47	43	39	38
	220	240	71	49	45	41	40
	240	260	75	52	48	43	42
	260	280	78	55	50	45	44
280	300	82	58	53	48	45	
300	325	85	60	55	50	46	
325	350	88	62	58	52	48	
350	375	91	66	60	54	50	
375	400	95	68	62	56	52	
400	425	98	71	64	58	54	
425	450	102	74	67	60	56	
450	475	105	78	70	62	58	
475	500	108	80	72	64	60	
500	-	Over 500 miles, class rates apply				(1)	(1)

C. 5432 (Pet. 324) *

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

(b) ***~~6~~

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

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

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

∅ Change)	Decision No. 67531
◊ Increase)	
◊ Reduction)	
** Eliminate Note (b))	

EFFECTIVE NOVEMBER 1, 1964

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1509

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In Cents Per 100 Pounds															
	<p>LUMBER AND FOREST PRODUCTS, treated or untreated, not finished beyond sanding and priming (See Notes 1 and 2), viz.:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">Boards (See Note 3)</td> <td style="width: 50%;">Railroad Ties</td> </tr> <tr> <td>Cross Arms, wooden</td> <td>Shakes</td> </tr> <tr> <td>Lumber</td> <td>Sheets (See Note 3)</td> </tr> <tr> <td>Piling</td> <td>Shingles</td> </tr> <tr> <td>Plywood (See Note 4)</td> <td>Shook, Box or Crate</td> </tr> <tr> <td>Poles</td> <td>Timbers</td> </tr> <tr> <td>Posts</td> <td>Veneering (See Note 4)</td> </tr> </table>			Boards (See Note 3)	Railroad Ties	Cross Arms, wooden	Shakes	Lumber	Sheets (See Note 3)	Piling	Shingles	Plywood (See Note 4)	Shook, Box or Crate	Poles	Timbers	Posts	Veneering (See Note 4)
Boards (See Note 3)	Railroad Ties																
Cross Arms, wooden	Shakes																
Lumber	Sheets (See Note 3)																
Piling	Shingles																
Plywood (See Note 4)	Shook, Box or Crate																
Poles	Timbers																
Posts	Veneering (See Note 4)																
	<p>∅Territorial Application: Rates named in this item apply between points of origin and destination, all of which are located within 150 constructive miles of Metropolitan Zone 229 computed in accordance with the method provided in the Distance Table.</p>																
	MILES	RATES															
	But Not Over	Minimum Weight															
	Over	20,000 Pounds	40,000 Pounds														
∅∅∅ 710	0 3 5 10 15 20 25 30 35 40 45 50 60 70 80 90 100 110 120 130 140 150	3 5 10 15 20 25 30 35 40 45 50 60 70 80 90 100 110 120 130 140 150	9½ 10 11½ 14 16½ 18½ 20½ 23 25 27½ 30 (1)	6½ 8½ 9½ 10 11½ 12½ 13½ 14½ 15½ 17 18 20½ 23 25 27½ 28½ 29½ 30 32 33 34 (2)													

- (1) Over 50 miles, 4th Class rates apply.
- (2) Over 150 miles, rates in this item do not apply. Apply rates in Item No. 690 or Class B rates, whichever are lower.

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

∅ Change)
◊ Increase) Decision No. 67531
◊ Reduction)

EFFECTIVE NOVEMBER 1, 1964

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1510

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
		<p>(Applies in connection with rates making specific reference hereto)</p> <p style="text-align: center;">DESCRIPTION OF ORIGIN GROUPS</p> <p style="text-align: center;">GROUP "A" - MILEAGE BASING POINT - PINOLE</p> <p>Beginning at the San Francisco Bay and the prolongation of 98th Avenue (in Oakland), thence easterly and northerly along said prolongation and 98th Avenue to MacArthur Boulevard, northerly and westerly along MacArthur Boulevard and West MacArthur Boulevard to San Pablo Avenue; northerly, westerly and easterly along San Pablo Avenue and U. S. Highway No. 40 to its intersection with State Route No. 4; easterly along State Route No. 4 to Willow Pass Road; thence due north along an imaginary line to the shoreline of Suisun Bay; westerly, southerly and easterly along the shoreline of Suisun Bay, San Pablo Bay and San Francisco Bay to the point of beginning.</p> <p style="text-align: center;">GROUP "B" - MILEAGE BASING POINT - METROPOLITAN ZONE 242</p> <p>Beginning at the Pacific Ocean and the projected line of Sunset Boulevard, easterly along said projected line and Sunset Boulevard to the western city limits of Beverly Hills, northerly, easterly and southerly along the city limits of Beverly Hills to Doheny Road, easterly along Doheny Road to Sunset Boulevard, easterly along Sunset Boulevard to Fairfax Avenue, northerly along Fairfax Avenue to Hollywood Boulevard, easterly along Hollywood Boulevard to Sierra Bonita Avenue, northerly along Sierra Bonita Avenue to Franklin Avenue, easterly along Franklin Avenue to Vermont Avenue, southerly on Vermont Avenue to Sunset Boulevard, southeasterly on Sunset Boulevard to Fountain Avenue, easterly along Fountain Avenue to Hyperion Avenue, northeasterly along Hyperion Avenue to Glendale Boulevard, southerly along Glendale Boulevard to Riverside Drive, southeasterly along Riverside Drive to Fletcher Drive, northeasterly along Fletcher Drive to Casitas Avenue, northerly along Casitas Avenue to Tyburn Avenue, easterly along Tyburn Avenue to San Fernando Road, northerly along San Fernando Road to Rosslyn Street, easterly along Rosslyn Street to the Union Pacific Railroad Company's right of way, southeasterly on the northeasterly line of the Union Pacific Railroad Company's right of way to Marguerite Street, northeasterly on Marguerite Street to West Avenue 32, southeasterly on West Avenue 32 to Edward Avenue, southwesterly on Edward Avenue to San Fernando Road, southeasterly on San Fernando Road to Macon Street, easterly along Macon Street to Isabel Street, southeasterly along Isabel Street to Anabel Street, southeasterly along Anabel Street to North Figueroa Street, northeasterly along North Figueroa Street to Pasadena Avenue, southerly along Pasadena Avenue to Avenue 35, easterly along Avenue 35 to Griffin Avenue, southerly along Griffin Avenue to North Broadway, easterly along North Broadway to Mission Road, southwesterly along Mission Road to Valley Boulevard, easterly along Valley Boulevard to Marianna Avenue, southerly along Marianna Avenue to the Los Angeles city limits, easterly in a direct line to the intersection of Peck Road and the San Gabriel River, thence due southeast to the intersection of Scott Avenue and Whittier</p>

600
724

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

o Change)	Decision No. 67531
o Increase)	
o Reduction)	

EFFECTIVE NOVEMBER 1, 1964

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1511

Ninth Revised Page 51-H
 Cancels
 Eighth Revised Page 51-H

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3		COMMODITY RATES (Continued)	
	COMMODITY	BETWEEN	AND	RATES
606 726	Petroleum and Petroleum Products in Packages as described in Item No. 723.	GROUP "A" POINTS as described in Item No. 724.	GROUP "B" POINTS as described in Item No. 724.	Apply class rates shown in Item No. 510 (See Note 1).
		SAN FRANCISCO TERRITORY as described in Item No. 270.	LCS ANGELES TERRITORY as described in Item No. 270-3.	
		SACRAMENTO NORTH SACRAMENTO		
Note 1.-Subject to Items Nos. 377.5, 900 and 900-1.				

/ Change)
 o Increase) Decision No. **67531**
 o Reduction)

EFFECTIVE NOVEMBER 1, 1964

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

Correction No. 1512

Item No.	SECTION NO. 3			
	COMMODITY RATES (Continued) In Cents Per 100 Pounds			
	COMMODITY	∅BETWEEN	AND	RATE
730	SOAP, LARD, AND RELATED ARTICLES, viz.:			
	Acid, Boracic, Borax (Sodium Borate), Compounds, Bleaching, Cleaning, Scouring, Washing, Disinfectants, other than medicinal, Drain Pipe Solvent, Lime, Chlorinated (Chloride of Lime Bleach or Bleaching Powder), Lye, concentrated, Soap, Soap Chips, Soap, liquid, Soap Powder, Sodium (Soda), viz.: washing soda (washing crystals), washing powders, Starch, liquid, Lard, solid, not otherwise specified, Lard Substitutes, not otherwise specified, Monoglycerides, diglycerides or triglycerides of fat-forming fatty acids, or mixtures thereof, edible, other than shortening, with or without other edible acids, Oil, cooking, Oil, salad, Vegetable Oil Shortening. Minimum Weight 30,000 pounds	SAN FRANCISCO TERRITORY as described in Item No. 270-3 SACRAMENTO NORTH SACRAMENTO	LOS ANGELES BASIN TERRITORY as described in Item No. 270	(1) 51
(1) Subject to Items Nos. 900 and 900-1.				
∅ Change) ◇ Increase) Decision No. 67531 ◊ Reduction)				
EFFECTIVE NOVEMBER 1, 1964				
Issued by the Public Utilities Commission of the State of California, San Francisco, California.				
Correction No. 1513				

Seventh Revised Page 51-J

Cancels

Sixth Revised Page 51-J

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents Per 100 Pounds	
	COMMODITY	ØBETWEEN	AND	RATE
	Sugar, in packages Minimum Weight 42,000 Pounds	SPRECKELS SAN FRANCISCO METROPOLITAN ZONE GROUP CROCKETT	LOS ANGELES BASIN TER- RITORY as described in Item No. 270	(1)54
ØØØ 740	(1) Subject to Items Nos. 900 and 900-1.			
Ø Change) Ø Increase) Ø Reduction) Decision No. 67531				
EFFECTIVE NOVEMBER 1, 1964				
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 1514				

Second Revised Page..... 52-A

Cancel

First Revised Page..... 52-A

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In Cents Per 100 Pounds		
	COMMODITY	FROM	TO	RATE
758	<p>Tubs, woodenware (planter boxes) nested or not nested, loose or in packages, in truckloads</p> <p>Minimum Weight 30,000 Pounds, subject to Note 2.</p> <p>NOTE 1.-Apply Class A rate in Item No. 507 for the constructive mileage distance from Atwater to Central Los Angeles Metropolitan Zone Group as described in the Distance Table.</p> <p>NOTE 2.-The minimum weight applies to each unit of equipment in which the shipment is transported.</p>	ATWATER	CENTRAL LOS ANGELES METROPOLITAN ZONE GROUP	See Note 1

◊ Change)
 ◊ Increase) Decision No. 67531
 ◊ Reduction)

EFFECTIVE NOVEMBER 1, 1964

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San Francisco, California.
Correction No. 1515

Item No.	SECTION NO. 4	ROUTING
200 900		<p>When applied via the highway routes shown herein, rates making specific reference to this item will also apply from, to or between all points within Metropolitan Zones, incorporated cities, unincorporated communities, or the extended areas thereof through which the route passes and to all points within a distance of one actual highway mile from such route.</p> <p>**</p> <p>(The following routes apply in either direction.)</p> <p>ROUTE NO. 1: From San Francisco Territory via U.S. Highway No. 40 to its junction with unnumbered highway near Crockett; easterly via unnumbered highway generally paralleling Southern Pacific Company right of way located along the shore line of Carquinez Strait and Suisun Bay to Martinez; via County Road generally paralleling Southern Pacific Company right of way through Port Chicago to its junction with State Route 4, 4.0 miles west of Pittsburg; State Route 4 to its junction with County Road 1.6 miles north of Byron; said County Road through Byron to its junction with U. S. Highway No. 50, 3.9 miles west of Tracy; U. S. Highway No. 50 to its junction with State Highway No. 120, 5.0 miles west of Manteca; State Highway No. 120 to Manteca; via U. S. Highway No. 99 to Los Angeles Territory or to Los Angeles Basin Territory.</p> <p>ROUTE NO. 2: From San Francisco Territory via U. S. Highway No. 50 to its junction with State Highway No. 120, 5.0 miles west of Manteca; State Highway No. 120 to Manteca; via U. S. Highway No. 99 to Los Angeles Basin Territory.</p> <p>ROUTE NO. 3: From San Francisco Territory via Niles Canyon Highway through Sunol, Pleasanton and Livermore to its junction with U. S. Highway No. 50 east of Livermore; U.S. Highway No. 50 to its junction with State Highway No. 120, 5.0 miles west of Manteca; State Highway No. 120 to Manteca; via U. S. Highway No. 99 to Los Angeles Territory or to Los Angeles Basin Territory.</p> <p>(Continued)</p>

C. 5432 (Pet. 324)*

∅Change)	Decision No. 67531
◊Increase)	
◊Reduction)	
**Eliminate)	

EFFECTIVE NOVEMBER 1, 1964

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San Francisco, California.
Correction No. 1516

- 67-A -

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

∅06
900-1

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

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

∅ Change	}	Decision No. 67531
◇ Increase		
◊ Reduction		
** Route No. 9 eliminated		

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Correction No. 1517