

Decision No. 69330**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

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

Case No. 5432
 Petition for Modification
 No. 377
 (Filed April 21, 1965)

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

Application No.
 47563
 (Filed May 7, 1965)

(Appearances are listed in Appendix A)

O P I N I O N

By this petition the California Trucking Association seeks upward adjustments in the minimum rates named in Minimum Rate Tariff No. 2 for the transportation by highway carriers of general commodities statewide. By the application the Pacific Southcoast Freight Bureau, on behalf of the California railroads, seeks similar increases in class rates and certain competitive carload commodity rates. The two matters were consolidated for hearing on a common record.

Public hearing was held before Examiner Turpen at Los Angeles on May 24, 1965, and at San Francisco on May 27, 1965. Evidence was presented by petitioner's director of transportation economics and by three officials of the railroads on behalf of applicant. Representatives of shippers and of the Commission staff assisted in developing the record by cross examination of the witnesses.

The last adjustment of the minimum rates reflected the costs as of July 1, 1964. Petitioner's witness testified that the labor contract signed last year provided for further wage increases effective July 1, 1965. The witness explained that he took the cost figures used in last year's proceeding and substituted the 1965 wage factors for the 1964 figures. He also took into account an increase in fuel taxes, health and welfare payments, and workmen's compensation insurance. From these revised cost figures, he calculated the percentage increase in costs over last year and increased the minimum rates by the same percentages, making minor adjustments to retain proper relationships between the rates. He said that the increases range from 2 to 5 percent and average about 3 percent, the higher increases being on short-haul, low weight rates and the lower increases on long-haul high weight rates. Some provisions of the tariff have been or are being considered in other proceedings and accordingly no changes in such provisions are being sought here. The central coastal surcharge is being reduced some due to a reduction in the wage differential between that area and the rest of the State.

Witnesses for the railroads offered testimony and exhibits in support of the Pacific Southcoast Freight Bureau application. Their testimony shows that the carload rates sought to be increased had originally been published on 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. One of the rail witnesses described the methods of handling less-than-carload traffic. According to this witness approximately 90 percent of Southern Pacific's less-than-carload traffic moves in substituted truck service and the other rail lines handle less-than-carload traffic in a similar manner. He testified that the costs of such truck operations are the same as that developed by the California Trucking Association for other motor carriers.

The evidence is clear that the carriers engaged in transportation subject to the minimum rates here involved will experience increased costs, effective July 1, to the extent set forth in petitioner's exhibits.

Upon consideration of all of the facts and circumstances of record, the Commission finds that the minimum rates established in the order which follows are the just, reasonable and nondiscriminatory minimum rates for the transportation governed thereby, and that the increases are justified and are necessary to assure to the public the maintenance of adequate and dependable transportation services by highway carriers.

The Commission further finds that to the extent that the provisions of Minimum Rate Tariff No. 2 have been found heretofore to constitute reasonable minimum rates and rules for common carriers as defined in the Public Utilities Act, said provisions, as hereinafter adjusted, are, and will be, reasonable minimum rate provisions for said common carriers. To the extent that the 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.

The evidence shows that the vast majority of California intrastate rail-billed less-than-carload shipments move in substituted motor truck service and that the drivers of said trucks receive the same wage and benefits as drivers employed by highway carriers. From the evidence we find that the minimum rates which will be prescribed in the order herein are the just, reasonable and nondiscriminatory rates to be assessed by railroads for less-than-carload transportation service.

With regard to the proposed increases in carload rates, the rates involved have been maintained at the level of the minimum rates for many years. The rail lines were authorized to publish those rates in order to remain competitive with highway carriers. It has been shown that, in general, increases resulting in rates the same as or greater than those sought herein have been found by the Commission in prior proceedings to have been justified. In decisions in prior proceedings in this case we have found that the preservation of adequate service requires that the class rates and the commodity rates of the railroads involved herein be maintained at competitive levels. The record herein supports such finding. We find that the increases in carload rates sought herein by the rail lines are justified.

In addition to increases in the rates and charges in Minimum Rate Tariff No. 2, petitioner's proposals in this matter also include a request that certain common carriers be authorized to make corresponding increases in their rates for the transportation of exempt commodities, commodities which are not subject to the rates in Minimum Rate Tariff No. 2. Requests in this proceeding for similar authority have heretofore been found to be justified in those instances in which the exempt commodities are transported at the level of the minimum class rates and under the same transportation conditions as those which apply to transportation which is subject to the minimum class rates. Inasmuch as in these circumstances the increased costs shown herein would also apply to the transportation of the exempt commodities, we find that increases as sought in the rates for the exempt commodities are likewise justified.

In connection with the establishment of increased rates in conformity with the order herein, petitioner asks that common carriers be relieved from the so-called long- and short-haul prohibitions of Article XII, Section 21, of the Constitution of the State of

California and of Section 460 of the Public Utilities Code. Where common carriers have been heretofore authorized to depart from the long- and short-haul prohibitions, their outstanding authorities will be modified to the extent necessary to carry out the effect of the order herein.

The Commission concludes that Petition for Modification No. 377 in Case No. 5432, and Application No. 47563 should be granted and that Minimum Rate Tariff No. 2 should be amended accordingly.

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, 1965, the supplement and revised pages attached hereto and listed in Appendix B, also attached hereto, which supplement, pages and appendix by this reference are made a part hereof.
2. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to said Decision No. 31606, as amended, be and they are directed to establish in their tariffs the increases necessary to conform with the further adjustments herein of that decision.
3. Any provisions concurrently maintained in common carrier tariffs which are more restrictive than, or which produce charges greater than, those contained in Minimum Rate Tariff No. 2, are authorized to be maintained in connection with the increased rates and charges directed to be established by Ordering Paragraph 2 hereof.
4. The increased class rates, surcharges, minimum charges, and accessorial service charges directed to be established by Ordering Paragraph 2 hereof be and they are authorized to be made applicable also for the transportation of traffic now subject to class rates in common carrier tariffs:

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

5. 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. 47563, 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 five 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. 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 fifth day after the effective date of this order, on not less than five days' notice to the Commission and to the public; such tariff publications as are required shall be made effective not later than August 1, 1965; and 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.

8. Common carriers, in establishing and maintaining the rates authorized hereinabove, 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.

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

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

Dated at San Francisco, California, this 29th day of June, 1965.

Fredrick B. Halbach
President
George L. Hoover
Secretary
William L. Brand
Commissioners

APPENDIX A

Appearances

- A. D. Poe, J. C. Kaspar and H. F. Kollmyer, for California Trucking Association, petitioner.
- Randolph Karr, A. L. Friedman, C. W. Burkett, Jr., Walter G. Treanor, E. C. Renwick and Frederick C. Pfrommer, for Pacific Southcoast Freight Bureau, applicant.
- W. N. Greenham, Anthony J. Konicki, James C. Haugh, Robert C. Ellis, T. R. Dwyer, John McSweeney, Armand Karp, Harold M. Brake, G. L. Chappela, Gordon S. Ranev, Marion L. Frost, Jr., Walter D. James, Richard D. Stokes, for various highway carriers, respondents.
- E. A. Read, Ralph Hubbard, V. A. Bordelon by Eugene A. Swenson, A. E. Norrbom, E. J. Langhofer, R. C. Fels, Jefferson H. Myers, James M. Cooper, Charles C. Miller, David B. Porter, William J. Newlove, William Mitze, R. T. Hunt by J. M. Johanson, Earl W. Gerloff, G. R. Arvedson, Morton S. Colgrove, D. H. Marken, Robert R. Schwenig, Glen R. Baker, Charles H. Caterino, B. F. Bolling, W. D. Wall, G. S. Gilkey, A. E. Evers, C. B. Seamans, Loren D. Olsen, George W. Burns, Larry Binsacca, Meyer Kupler, Keith M. Brown, James H. Mullen, Marvin D. Lewis, John E. Myers, Gordon G. Gale, T. E. Carlton, K. L. Whitehead, W. Paul Tarter, W. R. Donovan, John P. Hellman, Charles H. Costello, Norman I. Molaug, Charles R. Harryman, Gordon Larsen, Gary E. Kaliber, Tad Muraoka, Robert H. Bava, for various organizations, associations and shippers, interested parties.
- John R. Laurie and R. A. Lubich, for the Commission staff.

APPENDIX B TO DECISION NO. 69330

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

Supplement No. 66
Twentieth Revised Page 19
Sixteenth Revised Page 19-B
Eighth Revised Page 19-C
Twenty-sixth Revised Page 20
First Revised Page 20-B
Twenty-seventh Revised Page 21
Twelfth Revised Page 36
Eighth Revised Page 37-B
Twenty-third Revised Page 41
Twenty-second Revised Page 42
Nineteenth Revised Page 43
Nineteenth Revised Page 43-A
Twenty-seventh Revised Page 44
Fourteenth Revised Page 44-B
Fourteenth Revised Page 46-A
Twenty-first Revised Page 47
Fourteenth Revised Page 48
Twelfth Revised Page 51
Eleventh Revised Page 51-A
Fifth Revised Page 51-C
Seventh Revised Page 51-CC
Eleventh Revised Page 51-D
Tenth Revised Page 51-DD
Eighteenth Revised Page 51-I
Eighth Revised Page 51-J
Sixth Revised Page 52

(END OF APPENDIX B LIST)

SUPPLEMENT NO. 66

(Cancels Supplements Nos. 63 and 64)

(Supplements Nos. 65 and 66 Contain All Changes)

TO

MINIMUM RATE TARIFF NO. 2

NAMING

MINIMUM RATES, RULES AND REGULATIONS

FOR THE

TRANSPORTATION OF PROPERTY OVER THE

PUBLIC HIGHWAYS WITHIN THE

STATE OF CALIFORNIA

BY

RADIAL HIGHWAY COMMON CARRIERS

HIGHWAY CONTRACT CARRIERS

CEMENT CONTRACT CARRIERS

AND

HOUSEHOLD GOODS CARRIERS

APPLICATION OF SURCHARGES
(See Page 2 of This Supplement)

Decision No. **69330**

EFFECTIVE AUGUST 1, 1965

Issued by the
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA
State Building, Civic Center
San Francisco, California

APPLICATION OF SURCHARGES

1. The surcharges herein provided apply only to shipments, or component parts of split pickup shipments or split delivery shipments, having point of origin, point of destination, or point of origin and point of destination within the CENTRAL COASTAL TERRITORY as described in Item No. 270.

2. The surcharges herein provided apply only in connection with rates and charges named in Sections Nos. 2 and 3, small shipment service charges provided in Item No. 149 and minimum charges provided in Item No. 150 of this tariff.

3. The surcharges herein provided will not apply in connection with the following:

**

(a) Shipments of the commodities described in Items Nos. 652, 652½, 652-3/4 and 653 when transported at rates subject to minimum weights of 10,000 pounds or more.

(b) Shipments transported under the rates set forth in Items Nos. 690, 720, *720-1, 720-2 and 745 of this tariff.

(c) The intermediate application of rates which make reference to Item No. 900 or 900-1 of this tariff when neither point of origin nor point of destination is within CENTRAL COASTAL TERRITORY.

4. The surcharges herein provided shall be in addition to all other surcharges provided by this tariff.

5. Compute the amount of charges in accordance with the rates named in this tariff (including any surcharges otherwise applicable) and increase the amount so computed by the amounts set forth in Surcharge Table "A" or "B" as follows:

(a) SURCHARGE TABLE "A"

(Applies only in connection with shipments other than split pickup shipments or split delivery shipments.)

Weight of Shipment (Pounds)		b Surcharge in Cents per Shipment	
Over	But Not Over	Column 1	Column 2
0	100	10	20
100	500	15	30
500	1,000	30	60
1,000	2,000	45	90
2,000	4,000	60	120
4,000	10,000	90	180
10,000	20,000	115	230
20,000	30,000	145	290
30,000	50,000	200	400
For each additional 10,000 pounds, or fraction thereof, add an additional charge of		45	90

Column 1 Surcharges: Apply when point of origin or point of destination is located within the CENTRAL COASTAL TERRITORY.

Column 2 Surcharges: Apply when both point of origin and point of destination are located within the CENTRAL COASTAL TERRITORY.

(b)

SURCHARGE TABLE "B"

(Applies only in connection with split pickup shipments or split delivery shipments)

Weight of Shipment or Component Part Thereof (Pounds)		¢ Surcharge in Cents Per Shipment or Per Component Part Thereof
<u>Over</u>	<u>But Not Over</u>	
0	100	10
100	500	15
500	1,000	30
1,000	2,000	45
2,000	4,000	60
4,000	10,000	90
10,000	20,000	115
20,000	30,000	145
30,000	50,000	200

For each additional 10,000 pounds, or fraction thereof, add an additional charge of 45

(1) When the point of origin of any component part of a split pickup shipment or the point of destination of any component part of a split delivery shipment is within the CENTRAL COASTAL TERRITORY, apply Surcharge Table "B" to the actual weight of each such component part; and

(2) When the point of destination of a split pickup shipment or the point of origin of a split delivery shipment is within the CENTRAL COASTAL TERRITORY, apply Surcharge Table "B" to the total weight of the shipment.

THE END

♠ Change
* Addition
♠ Reduction
** Former subparagraph
3(a) eliminated

Decision No. 69330

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																					
120	<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates in this tariff, and common carrier rates applied under the provisions of Items nos. 200, 210, 220 and 230, subject to minimum weights of less than 10,000 pounds, include loading into and unloading from the carrier's equipment. When the carrier picks up or delivers a shipment subject to a minimum weight of less than 10,000 pounds and weighing more than 100 pounds, at a point not at street level, and no vehicular elevator service or vehicular ramp is provided and made available to the carrier, an additional charge of 10½ cents per 100 pounds, minimum additional charge 75 cents per shipment, shall be assessed for the service of handling shipment beyond the carrier's equipment.</p> <p>Rates in this tariff, subject to minimum weights of 10,000 pounds or more, include loading into and unloading from carrier's equipment at established depots. At points of origin or points of destination other than established depots, rates in this tariff (other than common carrier rates, applied under the provisions of Items Nos. 200, 210, 220 and 230), subject to minimum weights of 10,000 pounds or more, include the services of one man (driver or helper) for loading or unloading of the carrier's equipment, subject to the provisions of Item No. 140.</p>																					
124	<p style="text-align: center;">CHARGES FOR ESCORT SERVICE</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring escort service:</p> <p>(a) A charge of \$6.25 per hour, plus 2½ 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;">MINUTES</th> <th></th> </tr> <tr> <th style="text-align: center;">Over</th> <th style="text-align: center;">But Not Over</th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">8</td> <td style="text-align: right;">omit</td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">23</td> <td style="text-align: right;">shall be 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>	MINUTES			Over	But Not Over		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
MINUTES																						
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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 \$7.80 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. 69330

EFFECTIVE AUGUST 1, 1965

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

Correction No. .1619

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¢ 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</u> <u>30 Minutes</u> <u>or Fraction</u>	<u>For Each</u> <u>Additional</u> <u>15 Minutes</u> <u>or Fraction</u>
145	(a) For driver, helper or other carrier employee, per man	340	170
	(b) For unit of equipment (each motor truck, trailer or semi-trailer, exclusive of motor tractors)	65	33

ADVERTISING ON EQUIPMENT

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

Change)
Increase) Decision No. 69330

EFFECTIVE AUGUST 1, 1965

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

Correction No. 1620

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																																																
	<p>SMALL SHIPMENT SERVICE (Not subject to the provisions of Item No. 150)</p> <p>Rates provided in this item shall apply only when the shipping document is annotated by shipper with the words: "Small Shipment Service Requested." By such request, the shipper agrees to the requirements set forth in this item as prerequisite to application of the charges provided herein. 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"> 1. Shipments including any commodity rated above 1st Class (100); nor 2. Shipments weighing less than 100 pounds which contain more than five pieces, or any shipment which contains more than 5 pieces per 100 pounds, or fraction thereof, of total shipment weight; nor 3. Shipments which require temperature control service, COD or order notify service, or which have origin or destination on steamship docks or oilwell sites; nor 4. Shipments picked up or delivered at private residences of retail customers; nor 5. Shipments containing personal effects, baggage or used household goods; nor 6. Shipments moving on government bill of lading. <p>Rates provided in this item do not alternate with other rates and charges in this tariff, and rates provided in this item may not be used in combination with any other rates.</p> <p>The charge per shipment for Small Shipment Service shall be as follows:</p> <table style="width: 100%; border-collapse: collapse;"> <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;">215</td> <td style="text-align: center;">350</td> </tr> <tr> <td style="text-align: center;">25</td> <td style="text-align: center;">50</td> <td style="text-align: center;">260</td> <td style="text-align: center;">350</td> </tr> <tr> <td style="text-align: center;">50</td> <td style="text-align: center;">75</td> <td style="text-align: center;">305</td> <td style="text-align: center;">350</td> </tr> <tr> <td style="text-align: center;">75</td> <td style="text-align: center;">100</td> <td style="text-align: center;">330</td> <td style="text-align: center;">350</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">150</td> <td style="text-align: center;">410</td> <td style="text-align: center;">495</td> </tr> <tr> <td style="text-align: center;">150</td> <td style="text-align: center;">200</td> <td style="text-align: center;">480</td> <td style="text-align: center;">600</td> </tr> <tr> <td style="text-align: center;">200</td> <td style="text-align: center;">250</td> <td style="text-align: center;">550</td> <td style="text-align: center;">715</td> </tr> <tr> <td style="text-align: center;">250</td> <td style="text-align: center;">300</td> <td style="text-align: center;">630</td> <td style="text-align: center;">815</td> </tr> <tr> <td style="text-align: center;">300</td> <td style="text-align: center;">400</td> <td style="text-align: center;">750</td> <td style="text-align: center;">990</td> </tr> <tr> <td style="text-align: center;">400</td> <td style="text-align: center;">500</td> <td style="text-align: center;">875</td> <td style="text-align: center;">1130</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	215	350	25	50	260	350	50	75	305	350	75	100	330	350	100	150	410	495	150	200	480	600	200	250	550	715	250	300	630	815	300	400	750	990	400	500	875	1130
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(E)
6149

§ (E) This item expires with June 30, 1966.

ϕ Change)
◇ Increase) Decision No. 69330

EFFECTIVE AUGUST 1, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1621

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	_____	250
25	50	_____	305
50	75	_____	355
75	100	_____	405
100	150	_____	480
150	200	_____	565
200	250	_____	645
250	300	_____	715
300	400	_____	835
400	500	_____	950
500		_____	1060

§(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	_____	435	500
100	150	_____	585	725
150	200	_____	695	865
200	250	_____	810	1010
250	300	_____	910	1165
300	400	_____	1085	1390
400	500	_____	1225	1615
500		_____	1350	1835

(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 60 cents per shipment for each such origin and destination.

Change }
Increase } Decision No. 69330

EFFECTIVE AUGUST 1, 1965

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

Correction No. 1622

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																																																																																
	<p>SPLIT PICKUP (Concluded) (Items Nos. 160 and 161)</p> <p>NOTE 1.-In addition to the rate for transportation, the following additional charges shall be assessed for split pickup service:</p> <p>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:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Weight of Component Part (Pounds)</th> <th style="text-align: center;">◇Split Pickup Charge for Each Component Part in Cents</th> <th style="text-align: center;">Weight of Component Part (Pounds)</th> <th style="text-align: center;">◇Split Pickup Charge for Each Component Part 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;">Over</th> <th style="text-align: center;">But Not Over</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">100.....</td> <td style="text-align: center;">1,000</td> <td style="text-align: center;">2,000.....</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">250.....</td> <td style="text-align: center;">2,000</td> <td style="text-align: center;">4,000.....</td> </tr> <tr> <td style="text-align: center;">250</td> <td style="text-align: center;">500.....</td> <td style="text-align: center;">4,000</td> <td style="text-align: center;">10,000.....</td> </tr> <tr> <td style="text-align: center;">500</td> <td style="text-align: center;">1,000.....</td> <td style="text-align: center;">10,000</td> <td style="text-align: center;">.....</td> </tr> <tr> <td></td> <td style="text-align: center;">185</td> <td></td> <td style="text-align: center;">330</td> </tr> <tr> <td></td> <td style="text-align: center;">215</td> <td></td> <td style="text-align: center;">425</td> </tr> <tr> <td></td> <td style="text-align: center;">225</td> <td></td> <td style="text-align: center;">500</td> </tr> <tr> <td></td> <td style="text-align: center;">250</td> <td></td> <td style="text-align: center;">565</td> </tr> </tbody> </table> <p>2. For split pickup shipments, except as provided in paragraph 1:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Weight of Component Part (Pounds)</th> <th style="text-align: center;">◇Split Pickup Charge for Each Component Part in Cents</th> <th style="text-align: center;">Weight of Component Part (Pounds)</th> <th style="text-align: center;">◇Split Pickup Charge for Each Component Part 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;">Over</th> <th style="text-align: center;">But Not Over</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">100.....</td> <td style="text-align: center;">1,000</td> <td style="text-align: center;">2,000.....</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">250.....</td> <td style="text-align: center;">2,000</td> <td style="text-align: center;">4,000.....</td> </tr> <tr> <td style="text-align: center;">250</td> <td style="text-align: center;">500.....</td> <td style="text-align: center;">4,000</td> <td style="text-align: center;">10,000.....</td> </tr> <tr> <td style="text-align: center;">500</td> <td style="text-align: center;">1,000.....</td> <td style="text-align: center;">10,000</td> <td style="text-align: center;">.....</td> </tr> <tr> <td></td> <td style="text-align: center;">210</td> <td></td> <td style="text-align: center;">565</td> </tr> <tr> <td></td> <td style="text-align: center;">255</td> <td></td> <td style="text-align: center;">700</td> </tr> <tr> <td></td> <td style="text-align: center;">275</td> <td></td> <td style="text-align: center;">835</td> </tr> <tr> <td></td> <td style="text-align: center;">380</td> <td></td> <td style="text-align: center;">965</td> </tr> </tbody> </table>	Weight of Component Part (Pounds)	◇Split Pickup Charge for Each Component Part in Cents	Weight of Component Part (Pounds)	◇Split Pickup Charge for Each Component Part in Cents	Over	But Not Over	Over	But Not Over	0	100.....	1,000	2,000.....	100	250.....	2,000	4,000.....	250	500.....	4,000	10,000.....	500	1,000.....	10,000		185		330		215		425		225		500		250		565	Weight of Component Part (Pounds)	◇Split Pickup Charge for Each Component Part in Cents	Weight of Component Part (Pounds)	◇Split Pickup Charge for Each Component Part in Cents	Over	But Not Over	Over	But Not Over	0	100.....	1,000	2,000.....	100	250.....	2,000	4,000.....	250	500.....	4,000	10,000.....	500	1,000.....	10,000		210		565		255		700		275		835		380		965
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<p>EFFECTIVE AUGUST 1, 1965</p>																																																																																	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 1623</p>																																																																																	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)					
	SPLIT DELIVERY (Concluded) (Items Nos. 170 and 171)					
	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:					
§171	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	Over	
	0	100	-----185	2,000	4,000	-----425
	100	250	-----215	4,000	10,000	-----500
	250	500	-----225	10,000		-----565
	500	1,000	-----250			
	1,000	2,000	-----330			
	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	Over	
	0	100	-----210	2,000	4,000	-----700
	100	250	-----255	4,000	10,000	-----835
	250	500	-----275	10,000		-----965
	500	1,000	-----380			
	1,000	2,000	-----565			
	§ Change)		Decision No. 69330			
	◇ Increase)					
EFFECTIVE AUGUST 1, 1965						
Issued by the Public Utilities Commission of the State of California, San Francisco, California.						
Correction No. 1624						

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">EXCEPTION TO GOVERNING CLASSIFICATION AND EXCEPTION RATINGS TARIFF</p> <p style="text-align: center;">VOLUME INCENTIVE SERVICE</p> <p style="text-align: center;">APPLICATION OF RATES</p> <p style="text-align: center;">(Applies only when reference is made hereto)</p> <p>(a) Rates in this item shall apply only on prepaid shipments when the shipping document is annotated by shipper certifying that the shipment meets the requirements of this item and requesting volume incentive service. Rates in this item do not apply to:</p> <ol style="list-style-type: none"> 1. Shipments which require temperature control service, split pickup or delivery service, collect on delivery (C.O.D.) or order notify service, or which have origin or destination on steamship docks or oilwell sites; nor 2. Shipments moving on government bill of lading; nor 3. Shipments which are not loaded in their entirety during one calendar day; nor 4. Shipments subject to Items Nos. 85, 90 or 365. <p>(b) The charge for service under the provisions of this item shall be determined and applied as follows:</p> <ol style="list-style-type: none"> 1. Determine the applicable classification truckload rating as provided in the Governing Classification for the shipment; and 2. Multiply the actual weight of the shipment (but not less than 45,000 pounds per unit of carrier's equipment used) by the applicable rate provided for the next lower rating (See Exception). <p style="padding-left: 40px;">EXCEPTION:-Rate shall also apply to a shipment weighing less than 45,000 pounds provided the charges are computed on a weight of not less than 45,000 pounds per unit of carrier's equipment.</p> <ol style="list-style-type: none"> 3. In no event shall the charge so determined be less than the charge for 50,000 pounds at the Class E rate. <p>(c) Rates provided in this item do not alternate with other rates and charges in this tariff, and rates provided in this item may not be used in combination with any other rates.</p>

(E)
6292

METHOD OF COMPUTING COMBINATION RATES

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

ACCESSORIAL CHARGES NOT TO BE OFFSET BY
TRANSPORTATION CHARGES

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

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

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

ø(E) This item expires with June 30, 1966.

ø Change, Decision No. 69330

EFFECTIVE AUGUST 1, 1965

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

Correction No. 1625

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
	EXCEPTIONS TO GOVERNING CLASSIFICATION AND EXCEPTION RATINGS TARIFF (Continued).	Class Rating
	<p>Carriers (used packages), second-hand, empty, as described in and subject to the provisions of Items Nos. 320 and 321 of the Exception Ratings Tariff, and</p> <p>Containers, aluminum bulk commodity shipping, nested, subject to Note 1 of Item No. 321 of the Exception Ratings Tariff.</p> <p>Less truckload ----- Truckload: Minimum Weight 12,000 pounds ----- Minimum Weight 30,000 pounds -----</p> <p>Carriers, malt beverage, viz.: Barrels, half barrels, casks, drums, hogsheads, kegs, puncheons, tierces, bottles, bottle carriers, pallets, subject to the provisions of Items Nos. 320 and 321 of the Exception Ratings Tariff.</p> <p>Less truckload ----- Truckload: Minimum Weight 20,000 pounds -----</p> <p>Freight Carts, hand, metal, knocked down flat, wheels on or off, subject to Note 1 of Item No. 321 of the Exception Ratings Tariff.</p> <p>Less truckload -----</p> <p>(1) Does not apply to Carriers, malt beverage. (2) Subject to minimum rate of 30 cents per hundred pounds or actual 4th class rate whichever is lower. On continuous through movements on which charges are obtained by use of combinations of separately established rates, the minimum rate stated above shall apply, not in connection with the separately established factors, but to the total of the combined rate applicable to the through continuous movement. (3) Not to exceed less-truckload rate.</p>	<p></p> <p>(1)(2)$\frac{1}{2}$ of 4</p> <p>(1)(3)B (1)(3)E</p> <p>Governing Classification Ratings apply</p> <p>D</p> <p>(2)$\frac{1}{2}$ of 4</p>

6330

Change
Increase)

Decision No. 69330

EFFECTIVE AUGUST 1, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1626

- 37-B -

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	228	205	182	160	80	72	64	57
	3	5	230	207	184	161	82	74	65	58
	5	10	233	210	186	163	84	76	67	59
	10	15	235	212	188	165	86	77	68	60
	15	20	238	214	190	167	88	79	70	62
	20	25	240	216	192	168	90	81	72	63
	25	30	243	219	194	170	93	83	74	65
	30	35	245	221	196	172	95	85	76	67
	35	40	248	223	198	174	97	87	77	68
	40	45	250	225	200	175	99	89	79	69
	45	50	253	228	202	177	101	91	81	71
	50	60	256	230	205	179	104	94	83	73
	60	70	259	233	207	181	107	96	86	75
	70	80	262	236	209	183	110	99	88	77
	80	90	265	239	211	185	113	102	90	79
◇ 500	90	100	268	241	214	187	116	104	93	81
	100	110	271	244	217	189	119	107	95	83
	110	120	274	247	219	192	121	109	97	85
	120	130	277	249	222	194	124	111	99	87
	130	140	280	252	224	196	126	113	101	88
	140	150	283	255	226	198	129	116	103	90
	150	160	286	257	229	200	131	118	105	92
	160	170	289	260	232	202	134	120	107	94
	170	180	292	263	234	204	136	122	109	95
	180	190	296	266	236	207	139	125	111	97
	190	200	299	269	239	209	141	127	113	99
	200	220	303	273	242	212	144	130	115	101
	220	240	308	277	246	215	148	133	118	104
	240	260	313	281	250	219	151	136	121	106
	260	280	317	285	254	221	154	139	123	108
	280	300	321	289	257	225	158	142	126	111
	300	325	326	293	261	228	161	145	129	113
	325	350	331	298	265	232	165	149	132	116
	350	375	337	303	270	236	170	153	136	119
	375	400	343	308	274	240	175	158	140	123
	400	425	348	313	278	244	180	162	144	126
	425	450	353	318	282	247	184	166	147	129
	450	475	359	323	287	251	189	170	151	132
	475	500	364	328	291	255	194	175	155	136
	500	525	370	333	296	259	199	179	159	139

525	550	375	338	300	262	204	184	163	143
550	575	380	343	305	266	209	188	167	146
575	600	386	348	309	270	213	192	170	149
600	625	393	353	314	275	218	196	174	153
625	650	399	359	319	279	223	201	178	156
650	675	404	364	323	283	228	205	182	160
675	700	410	369	328	287	233	210	186	163
700	725	416	374	333	291	238	214	190	167
725	750	421	379	337	295	243	219	194	170
750	775	427	384	342	299	248	223	198	174
775	800	433	390	346	303	253	228	202	177
800	850	440	396	352	308	258	232	206	181
850	900	448	403	358	314	263	237	210	184
900	950	455	410	364	318	268	241	214	188
950	1000	463	417	370	324	273	246	218	191
1000	1050	471	424	377	330	278	250	222	195
1050	1100	480	432	384	336	283	255	226	198
1100	1150	489	440	391	342	288	259	230	202
1150	1200	498	448	398	349	293	264	234	206

For distances
over 1200 miles
add for each
50 miles or
fraction
thereof in
excess of 1200
miles

09 08 07 06 05 05 04 04

◇ Increase, except as noted) Decision No. 69230
○ No change

EFFECTIVE AUGUST 1, 1965

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

Correction No. 1627

Item No.	SECTION NO. 2																CLASS RATES (Continued) In Cents Per 100 Pounds.									
																	Rates shown below will not apply to transportation for which rates are provided in Item No. 520									
	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										
0505	0	3	56	50	46	39	33	30	26	23	17½	19½	16½	15	14½	13										
	3	5	58	52	47	40	35	32	28	25	18½	20½	17½	16	15½	14										
	5	10	60	54	48	41	36	33	29	26	20	21½	18½	17	16½	14½										
	10	15	61	55	49	42	38	34	30	27	21	22½	19½	18	17	15										
	15	20	63	56	50	43	39	35	31	28	22	23½	21	19	17½	15½										
	20	25	64	57	51	44	40	36	32	29	23	24½	22	20	18	16										
	25	30	65	58	52	45	41	37	33	30	24	26	23	20½	18½	16½										
	30	35	66	59	53	46	43	39	34	31	25	28	24	21½	19	17										
	35	40	68	61	54	47	44	40	35	32	26	29	24½	22	20	17½										
	40	45	69	62	55	48	45	41	36	33	28	30	25	22½	21	18										
	45	50	71	64	56	50	47	42	37	34	29	31	26	23½	22	19										
	50	60	73	66	58	51	49	44	39	35	31	32	27½	24½	23	20										
	60	70	75	67	60	52	51	46	41	37	32	34	28½	26	24	21										
	70	80	77	69	62	54	54	48	43	38	33	35	30	27	25	22										
	80	90	80	72	64	56	56	50	45	39	34	36	31	29	26	23										
	90	100	82	74	66	57	58	52	46	41	35	38	32	30	27	24										
	100	110	85	76	68	59	60	54	48	43	37	40	34	31	28	25										
	110	120	87	78	70	61	63	57	50	44	38	41	35	32	29	26										
	120	130	90	81	72	63	65	59	52	46	40	42	37	33	30	27										
	130	140	92	83	74	64	68	61	54	48	41	44	39	34	31	28										
	140	150	95	85	76	66	70	63	56	49	43	46	40	35	32	29										
	150	160	97	87	78	68	73	66	58	51	44	47	41	36	33	30										
	160	170	100	90	80	70	75	68	60	53	45	49	43	38	34	31										
	170	180	103	93	82	72	78	70	62	55	46	51	44	39	35	32										
	180	190	106	95	84	74	80	72	64	56	48	52	45	40	37	33										
	190	200	109	98	87	76	83	75	66	58	49	53	46	41	38	34										
	200	220	111	100	89	78	85	77	68	60	52	55	48	43	39	35										
	220	240	114	102	92	80	88	80	71	62	54	57	49	44	40	36										
240	260	117	105	94	82	92	83	74	64	57	60	51	46	42	37											
260	280	121	109	97	85	96	86	76	67	61	62	53	48	44	39											

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, Decision No. 69330

EFFECTIVE AUGUST 1, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1628

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 Governing Classification, Exception Ratings, Tariff or this tariff, subject to Item No. 290 (See Note 3)					
	But	Not									5	A	B	C	D	E
	Over	Over	1	2	3	4	1	2	3	4						
	280	300	125	112	100	87	100	90	79	70	63	65	55	50	46	40
	300	325	129	116	103	90	104	94	83	73	66	68	58	52	48	42
	325	350	132	119	106	93	109	98	87	75	69	71	60	54	49	43
	350	375	136	122	109	96	114	103	91	80	72	74	63	57	51	45
	375	400	141	126	113	99	119	107	95	83	74	77	66	60	53	47
	400	425	145	130	116	101	123	111	98	86	76	80	69	62	55	49
	425	450	149	134	119	104	127	114	102	89	78	83	72	64	57	51
	450	475	152	137	122	106	131	118	105	92	80	85	74	66	59	52
	475	500	156	140	125	109	135	122	108	95	82	88	76	68	61	54
	500	525	160	144	128	112	139	125	111	97	84	90	79	70	63	56
	525	550	164	147	131	115	142	128	114	99	86	92	80	72	64	57
	550	575	167	150	134	117	146	131	117	102	88	95	82	74	66	58
	575	600	171	154	137	120	150	135	120	105	90	98	84	76	68	60
	600	625	175	157	140	122	154	138	123	108	92	100	86	78	69	62
	625	650	179	161	143	125	158	142	126	110	95	103	88	80	71	63
0507	650	675	183	165	147	128	162	145	129	113	97	105	90	82	73	65
	675	700	187	168	150	131	166	149	133	116	100	108	93	84	75	66
	700	725	191	172	153	134	170	153	136	119	102	111	95	86	77	68
	725	750	196	176	157	137	174	157	139	122	104	113	98	88	78	70
	750	775	201	181	161	141	178	160	142	125	107	115	100	90	80	71
	775	800	206	185	165	144	182	164	145	128	109	118	102	92	82	73
	800	850	212	191	170	149	186	168	149	131	112	121	104	94	84	74
	850	900	220	198	176	154	191	172	153	134	115	124	106	96	86	76
	900	950	227	204	182	159	196	176	157	137	118	127	108	98	88	78
	950	1000	235	211	188	164	200	180	160	140	120	130	110	100	90	80
	1000	1050	242	218	194	169	204	183	163	143	122	133	112	102	92	82
	1050	1100	250	225	200	175	208	187	166	146	125	135	114	104	94	83
	1100	1150	257	231	206	180	212	191	169	148	127	138	117	106	95	85
	1150	1200	265	238	212	185	216	194	173	151	130	141	119	108	97	87
	For distances over 1200 miles add for each 50 miles or fraction thereof in excess of 1200 miles		08	07	06	05	04	04	03	03	03	03	02	02	02	02

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 } Decision No. 69330
○ No change

EFFECTIVE AUGUST 1, 1965

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

Correction No. 1629

Cancels

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 FRAN- CISCO METROPOLI- TAN ZONE GROUP		253	228	202	177	101	91	81	71						
		EAST BAY METROPOLI- TAN ZONE GROUP		250	225	200	175	99	89	79	69						
SAN JOSE METRO- POLITAN 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 FRAN- CISCO METROPOLI- TAN ZONE GROUP		71	64	56	50	47	42	37	34	29	31	26	23½	22	19
		EAST BAY METRO- POLITAN ZONE GROUP		69	62	55	48	45	41	36	33	28	30	25	22½	21	18
<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 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>																	

◇
509

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.

◊Increase, Decision No. 69330

EFFECTIVE AUGUST 1, 1965

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

Correction No. 1630

Item No.	SECTION NO. 2		CLASS RATES (Continued) In Cents Per 100 Pounds											
			MINIMUM WEIGHT											
			Any Quantity				5,000 Pounds				10,000 Pounds except as provided in Note 2			
			1	2	3	4	1	2	3	4	1	2	3	4
0510	SAN FRANCISCO TERRITORY as described in Item No. 270-3	LOS ANGELES TERRITORY as described in Item No. 270-3	348	313	278	244	180	162	144	126	115	130	116	101
			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	A	B	C	D	E		
							123	111	98	86	76	80	69	62
<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>o Increase, Decision No. 69330</p>														
EFFECTIVE AUGUST 1, 1965														
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>														
Correction No. 1631														

Item No.	SECTION NO. 2		CLASS RATES (Concluded) In Cents Per 100 Pounds							
	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.									
520	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
	44	40	35	32	26	29	24½	22	20	17½
	<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. 69330</p>										
<p>EFFECTIVE AUGUST 1, 1965</p>										
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 1632</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)			
6620	But Not		Minimum Weight (in pounds)			
	Over	Over	30,000	36,000	42,000	(1)45,000
	0	5	17½	16	15½	14
	5	10	18½	17	16½	14½
	10	15	19½	18	17	15
	15	20	21	19	17½	15½
	20	25	22	20	18	16
	25	30	23	20½	18½	16½
	30	35	24	21½	19	17
	35	40	24½	22	20	17½
	40	45	25	22½	21	18
	45	50	26	23½	22	19
	50	60	27½	24½	23	20
	60	70	28½	26	24	21
	70	80	30	27	25	22
	80	90	31	29	26	23
	90	100	32	30	27	24
	100	110	34	31	28	25
	110	120	35	32	29	26
	120	130	37	33	30	27
	130	140	39	34	31	28
	140	150	40	35	32	29
	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.

Change)
Increase) Decision No. 69330

EFFECTIVE AUGUST 1, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1633

Cancel

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 sub- ject 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)	
	Minimum Weight 42,000 Pounds	Minimum Weight 45,000 Pounds
630	(1) 62	(2) 55
	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. 69330	
	EFFECTIVE AUGUST 1, 1965	
	Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
	Correction No. 1634	

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents Per 100 Pounds		
	COMMODITY	FROM	TO	(1) RATES	Minimum Weight In Pounds
ø650	Earths, infusorial or diatomaceous	WHITE HILLS LOMPOC	SAN FRANCISCO	99	10,000
			TERRITORY	83	20,000
			as des- cribed in Item No. 270-3.	55	40,000
(1) Subject to Items Nos. 900 and 900-1.					

ø Change) Decision No. 69330
 ø Increase)

EFFECTIVE AUGUST 1, 1965

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 1635

Item No.	SECTION NO. 3 COMMODITY RATES (Continued)
APPLICATION OF RATES IN ITEMS MAKING SPECIFIC REFERENCE HERETO	
6653½	<p>1. Demurrage:</p> <p>(a) (Applies only in connection with shipments of grain as set forth in List No. 1 of Item No. 652.) Shall be computed in accordance with the provisions of Item No. 143.</p> <p>(b) (Applies only in connection with shipments of grain, rice, seeds, grain products and related articles as described in Lists 2 through 10, Items Nos. 652-653.) Shall be computed in accordance with the provisions of Item No. 142.</p> <p>2. Field pickup shipments:</p> <p>(a) Field pickup shipment means a quantity of property transported by one carrier for one shipper from more than one point in a single field or farm site. If in loading, truck equipment is not moved more than its own length, it shall not be considered as loaded at more than one point.</p> <p>(b) A single field or farm site is that area devoted exclusively to the production of grain or rice as described in Lists 1 and 10 of Items Nos. 652-653. In no event shall such field or farm site exceed 1 section (640 acres).</p> <p>(c) The point of origin of a field pickup shipment shall be the point in a single field or farm site nearest the point of destination.</p> <p>(d) A single shipping document for the entire field pickup shipment shall be issued prior to or at the time of the first pickup. Such shipping document shall show the name of the shipper, the name of the carrier, point of origin, point or points of destination, date, kind and estimated quantity of property to be transported.</p> <p>(e) A single freight bill for each field pickup shipment transported stating the rate and charge shall be issued no later than seven days from the date of the first pickup. Such freight bill shall show the point of origin, point of destination, the name of the shipper, the name of the carrier, date, description and weight of the property in each component part separately transported. A separate document may be issued for each component part, showing the point of origin, point of destination, date, description and weight of each component part so transported, and shall give reference to the single freight bill covering the entire field pickup shipment and shall be attached thereto and become a part thereof.</p>

3. Two stops in transit for inspection and receipt of delivery instructions or other purposes will be permitted in connection with each shipment of grain described in List No. 1, Item No. 652. Distances shall be computed via the transit points. A charge of \$2.05 shall be assessed for the second stop.

4. Premiums and Advertising Matter:

- (a) The rates on articles in packages containing premiums shall be 110 percent of the rates applicable to the same article without premiums.
- (b) Advertising matter, not to exceed 5 percent of the gross weight of the shipment, may be included at the rate applicable to the lowest rated article in the shipment.

APPLICATION OF RATES IN ITEM NO. 654¹ MAKING SPECIFIC REFERENCE HERETO

Rates referring to this item are subject to varying minimum weights per shipment, dependent upon the number of units of carrier's equipment used, as shown below, regardless of the weight loaded in each unit of equipment. In no event shall the minimum weight per shipment be less than 48,000 pounds, or actual weight, whichever is greater.

<u>Number of Units of Carrier's Equipment Used</u>	<u>Minimum Weight (In Pounds)</u>
1	48,000
2	96,000
3	144,000
4	192,000
Over 4	Add to the minimum weight for 4 units of carrier's equipment 48,000 pounds for each unit of carrier's equipment in excess of 4.

653-3/4

Change) Decision No. 69330
 Increase)

EFFECTIVE AUGUST 1, 1965

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 1636

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents Per 100 Pounds					
	GRAIN, RICE, SEEDS, GRAIN PRODUCTS AND RELATED ARTICLES as described in Lists Nos. 1 through 10 of Items Nos. 652-653. (See Item No. 653 $\frac{1}{2}$ for Application of Rates in this item.)							
	MILES But Not Over	Over	◇ RATES (See Note)					
MINIMUM WEIGHT IN POUNDS								
		10,000	20,000	30,000	40,000	(2)48,000		
	0	3	13	10 $\frac{1}{2}$	8 $\frac{1}{2}$	8 $\frac{1}{2}$	8 $\frac{1}{2}$	
	5	5	14	12	9 $\frac{1}{2}$	8 $\frac{1}{2}$	8 $\frac{1}{2}$	
	10	10	15	13	10 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	
	15	15	16	14	12 $\frac{1}{2}$	11 $\frac{1}{2}$	11	
	20	20	18 $\frac{1}{2}$	15	13 $\frac{1}{2}$	12 $\frac{1}{2}$	12	
	25	25	20 $\frac{1}{2}$	16	14 $\frac{1}{2}$	13 $\frac{1}{2}$	13	
	30	30	21 $\frac{1}{2}$	17	15 $\frac{1}{2}$	14 $\frac{1}{2}$	14	
	35	35	23 $\frac{1}{2}$	18 $\frac{1}{2}$	16 $\frac{1}{2}$	15 $\frac{1}{2}$	15	
	40	40	24 $\frac{1}{2}$	19 $\frac{1}{2}$	18	16 $\frac{1}{2}$	16	
	45	45	27	20 $\frac{1}{2}$	19	18	17	
	50	50	29	22	20 $\frac{1}{2}$	19	18	
	55	55	32	23 $\frac{1}{2}$	21 $\frac{1}{2}$	20 $\frac{1}{2}$	19 $\frac{1}{2}$	
	60	60	34	24 $\frac{1}{2}$	22 $\frac{1}{2}$	21 $\frac{1}{2}$	20 $\frac{1}{2}$	
	65	65	36	25	23 $\frac{1}{2}$	22 $\frac{1}{2}$	21 $\frac{1}{2}$	
	70	70	38	28	24 $\frac{1}{2}$	23 $\frac{1}{2}$	22 $\frac{1}{2}$	
	75	75						
	80	80						
	85	85						
	90	90	41	29	26	24 $\frac{1}{2}$	24	
	95	95	43	31	28	26	26	
	100	100	45	32	29	27	27	
	105	105	48	33	30	28	28	
	110	110	52	35	32	30	30	
	115	115						
	120	120						
	125	125						
	130	130						
	135	135						
	140	140						
	145	145						
	150	150	55	37	33	31	31	
	155	155	57	39	34	32	32	
	160	160	59	40	36	34	33	
	165	165	61	41	37	35	34	
	170	170	63	43	38	37	35	
	175	175						
	180	180						
	185	185						
	190	190	67	45	41	38	37	
	195	195	70	48	44	40	39	
	200	200	73	50	45	42	41	
	205	205	77	54	49	44	43	
	210	210	80	57	52	46	45	
	215	215						
	220	220						
	225	225						
	230	230						
	235	235						
	240	240						
	245	245						
	250	250						
	255	255						
	260	260						
	265	265						
	270	270						
	275	275						
	280	280						
	285	285						
	290	290						
	295	295						
	300	300	84	60	55	49	46	
	305	305	88	62	57	52	47	
	310	310	91	64	60	54	49	
	315	315	94	68	62	56	52	
	320	320	98	70	64	58	54	
	325	325						
	330	330						
	335	335						
	340	340						
	345	345						
	350	350						
	355	355						
	360	360						
	365	365						
	370	370						
	375	375						
	380	380						
	385	385						
	390	390						
	395	395						
	400	400						
	405	405						
	410	410						
	415	415						
	420	420						
	425	425	101	73	66	60	56	
	430	430	105	76	69	62	58	
	435	435	108	80	72	64	60	
	440	440	111	82	74	66	62	
	445	445						
	450	450						
	455	455						
	460	460						
	465	465						
	470	470						
	475	475						
	480	480						
	485	485						
	490	490						
	495	495						
	500	-						
			Over 500 miles, class rates apply					(1)

NOTE.--(a) Except as to Rice, Exception 1 of Item No. 100 will not apply in connection with rates in this item.

(b) 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, 0.2 $\frac{1}{2}$ 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)
◇ Increase, except as noted) Decision No. 69330
○ No Change)

EFFECTIVE. AUGUST 1, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1637

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)														
670	<p style="text-align: center;">CHARGES FOR WEIGHING SHIPMENTS</p> <p>The initial weighing of shipments of commodities described in Items Nos. 690 and 710 may be performed by the carrier and at carrier's expense. For reweighing such shipments, the carrier shall assess a charge of not less than 85 cents.</p>															
680	<p style="text-align: center;">PROVIDED WEIGHTS</p> <p>Provided weights contained in this item shall be used in lieu of actual gross weights in connection with the following transportation of Lumber and Forest Products:</p> <ol style="list-style-type: none"> 1. Shipments rated under the provisions of Items Nos. 690 and 700, when the distance from point of origin to point of destination, computed in accordance with the method provided in the Distance Table, does not exceed 50 constructive miles (See Note); and 2. Shipments rated under the provisions of Item No. 710. <table border="0" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 80%;"></th> <th style="text-align: right; vertical-align: bottom;">Pounds</th> </tr> </thead> <tbody> <tr> <td>Lumber, seasoned, viz.: cedar, cottonwood, fir, hemlock, pine, redwood and spruce, per 1,000 feet board measure -----</td> <td style="text-align: right; vertical-align: bottom;">2500</td> </tr> <tr> <td>Lumber, dry, machine finished, viz.: flooring, rustic, siding, ceiling, shiplap, per 1,000 feet board measure --</td> <td style="text-align: right; vertical-align: bottom;">2200</td> </tr> <tr> <td>Shakes, sawed or split, 2,500 will be considered the equivalent of 1,000 feet board measure -----</td> <td style="text-align: right; vertical-align: bottom;">Apply the provided weight applicable to the type of lumber used.</td> </tr> <tr> <td>Shingles (cedar) dry, per 1,000 -----</td> <td style="text-align: right; vertical-align: bottom;">150</td> </tr> <tr> <td>Shingles (cedar) green, per 1,000 -----</td> <td style="text-align: right; vertical-align: bottom;">210</td> </tr> <tr> <td>Shingles (pine or redwood), 8,000 will be considered the equivalent of 1,000 feet board measure -----</td> <td style="text-align: right; vertical-align: bottom;">Apply the provided weight applicable to the type of lumber used.</td> </tr> </tbody> </table> <p style="margin-top: 20px;">NOTE: -- For other transportation, the provisions of Item No. 70 will apply.</p>			Pounds	Lumber, seasoned, viz.: cedar, cottonwood, fir, hemlock, pine, redwood and spruce, per 1,000 feet board measure -----	2500	Lumber, dry, machine finished, viz.: flooring, rustic, siding, ceiling, shiplap, per 1,000 feet board measure --	2200	Shakes, sawed or split, 2,500 will be considered the equivalent of 1,000 feet board measure -----	Apply the provided weight applicable to the type of lumber used.	Shingles (cedar) dry, per 1,000 -----	150	Shingles (cedar) green, per 1,000 -----	210	Shingles (pine or redwood), 8,000 will be considered the equivalent of 1,000 feet board measure -----	Apply the provided weight applicable to the type of lumber used.
	Pounds															
Lumber, seasoned, viz.: cedar, cottonwood, fir, hemlock, pine, redwood and spruce, per 1,000 feet board measure -----	2500															
Lumber, dry, machine finished, viz.: flooring, rustic, siding, ceiling, shiplap, per 1,000 feet board measure --	2200															
Shakes, sawed or split, 2,500 will be considered the equivalent of 1,000 feet board measure -----	Apply the provided weight applicable to the type of lumber used.															
Shingles (cedar) dry, per 1,000 -----	150															
Shingles (cedar) green, per 1,000 -----	210															
Shingles (pine or redwood), 8,000 will be considered the equivalent of 1,000 feet board measure -----	Apply the provided weight applicable to the type of lumber used.															

Change)
Increase) Decision No. 69330

EFFECTIVE AUGUST 1, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1638

- 51-C -

MINIMUM RATE TARIFF NO. 2

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 Shaakes 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		
<u>MILES</u>		<u>R A T E S</u>				
	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 40,000	
6690	0 3	9	8 ³ / ₄	6 ³ / ₄	6 ¹ / ₄	5 ³ / ₄
	3 5	10	9 ³ / ₄	8	7 ¹ / ₂	6 ³ / ₄
	5 10	11 ³ / ₄	11	9 ³ / ₄	9	7 ³ / ₄
	10 15	13	12 ³ / ₄	10 ³ / ₄	10	9
	15 20	14	14	11 ¹ / ₂	12	10
	20 25	15	15 ¹ / ₂	13	13 ³ / ₄	11 ¹ / ₂
	25 30	17	17	14	14 ³ / ₄	12 ³ / ₄
	30 35	18	18	15	15 ³ / ₄	13
	35 40	19	19	16	17	14
	40 45	20	20	17 ¹ / ₂	18	15
	45 50	21	21	18 ¹ / ₂	19	16
	50 60	23 ³ / ₄	24 ¹ / ₂	19 ¹ / ₂	21	18
	60 70	26	26	20 ³ / ₄	22	19
	70 80	27	28 ¹ / ₂	21 ¹ / ₂	25	20
	80 90	29 ³ / ₄	30	23	26 ¹ / ₂	21
	90 100	30	31	25	29	22
	100 110	32	(1)	26	(1)	24
	110 120	34		29 ¹ / ₂		26 ¹ / ₂
	120 130	35		31		29 ³ / ₄
	130 140	37		33		31
	140 150	39		34		33
	150 160	41		36		34
	160 170	43		38		36
	170 180	45		40		37
	180 190	47		42		39

190	200	49	44	41
200	220	52	46	42
220	240	55	48	44
240	260	58	50	45
260	280	61	53	47
280	300	64	57	49
300	325	67	59	53
325	350	69	61	58
350	375	71	64	61
375	400	73	68	64
400	425	77	71	66
425	450	80	74	70
450	475	83	78	73
475	500	87	80	76
500	525	91	83	79
525	550	94	87	82
550	575	98	91	85
575	600	101	94	89
600	625	(2)	96	93
625	650		100	96
650	675		103	100
675	700		106	103
700	725		109	106
725	750		112	109
750	—		(3)	(3)

(1) Over 100 miles, Class B rates apply subject to minimum weight of 34,000 pounds.

(2) Over 600 miles, Class B rates apply subject to minimum weight of 40,000 pounds.

(3) Add to the rate for 750 miles, .03 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, except as noted
 No Change

Decision No. 69330

EFFECTIVE AUGUST 1, 1965

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 1637

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)	
		◇ A (Hornbrook)	◇ B (Yreka)
	1 (Seiad)	15½	16
	2 (Happy Camp)	19	19*
	3 (Indian Creek)	19½	20
	<p>NOTE 1.--(a) Rates are not subject to Item No. 85. The minimum weight applies to each unit of equipment.</p> <p>(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.</p> <p>(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>		
#700	<p>NOTE 2.--Production Zones are as follows:</p> <p>(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.</p> <p>(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.</p> <p>(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:</p> <p>(a) Zone A (Hornbrook) includes that area within a radius of three air-line miles of the Southern Pacific Co. Depot at Hornbrook.</p> <p>(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) Decision No. 69330</p>		
	EFFECTIVE AUGUST 1, 1965		
	Issued by the Public Utilities Commission of the State of California, San Francisco, California.		
	Correction No. 1640		

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%; vertical-align: top;"> <p>Boards (See Note 3) Cross Arms, wooden Lumber Piling Plywood (See Note 4) Poles Posts</p> </td> <td style="width: 50%; vertical-align: top;"> <p>Railroad Ties Shakes Sheets (See Note 3) Shingles Shook, Box or Crate Timbers Veneering (See Note 4)</p> </td> </tr> </table>			<p>Boards (See Note 3) Cross Arms, wooden Lumber Piling Plywood (See Note 4) Poles Posts</p>	<p>Railroad Ties Shakes Sheets (See Note 3) Shingles Shook, Box or Crate Timbers Veneering (See Note 4)</p>
<p>Boards (See Note 3) Cross Arms, wooden Lumber Piling Plywood (See Note 4) Poles Posts</p>	<p>Railroad Ties Shakes Sheets (See Note 3) Shingles Shook, Box or Crate Timbers Veneering (See Note 4)</p>				
	<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			
		Minimum Weight			
	But Not Over	20,000 Pounds	40,000 Pounds		
710	Over				
	0	9½	7		
	3	10½	8½		
	5	12	9½		
	10	14½	10½		
	15	17	12		
	20	19	13		
	25	21	14		
	30	23½	15		
	35	26	16		
	40	28½	17½		
	45	31	18½		
	50	(1)	21		
	60		23½		
	70		26		
	80		28½		
	90		29½		
	100		30		
	110		31		
	120		33		
	130		34		
	140		35		
	150		(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, subject to a minimum weight of 40,000 pounds, 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, 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.

of Change) Decision No. 69330
of Increase)

EFFECTIVE AUGUST 1, 1965

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

Correction No. 1641

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In Cents Per 100 Pounds		
COMMODITY		BETWEEN	AND	RATE
730	<p>SOAP AND RELATED ARTICLES, viz.:</p> <p>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.</p> <p>Minimum Weight-30,000 pounds</p>	<p>SAN FRAN- CISCO TERRI- TORY as described in Item No. 270-3</p> <p>SACRA- MENTO</p> <p>NORTH SACRA- MENTO</p>	<p>LOS AN- GELES BASIN TERRI- TORY as described in Item No. 270</p>	<p>(1) ◇ 53</p>
	<p>(1) Subject to Items Nos. 900 and 900-1.</p>			
<p>◇ Change ◇ Increase</p>		<p>Decision No. 69330</p>		
<p>EFFECTIVE AUGUST 1, 1965</p>				
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>				
<p>Correction No. 1642</p>				

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents Per 100 Pounds	
	COMMODITY	BETWEEN	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)55
6740	(1) Subject to Items Nos. 900 and 900-1.			
<p> <input type="checkbox"/> Change) <input type="checkbox"/> Increase) Decision No. 69330 </p>				
EFFECTIVE AUGUST 1, 1965				
<p> Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 1643 </p>				

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents Per 100 Pounds							
	SUGAR, Granulated, in bulk (See Item No. 755 for application of rates.)									
	MILES		RATES							
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	010 $\frac{1}{2}$	010	9 $\frac{1}{2}$	8 $\frac{1}{2}$	8 $\frac{1}{2}$	7 $\frac{1}{2}$	8 $\frac{1}{2}$	7 $\frac{1}{2}$	
	3 5	011 $\frac{1}{2}$	010 $\frac{1}{2}$	010	10	9 $\frac{1}{2}$	8 $\frac{1}{2}$	9 $\frac{1}{2}$	8 $\frac{1}{2}$	
	5 10	13	13 $\frac{1}{2}$	011	011	010 $\frac{1}{2}$	9 $\frac{1}{2}$	010	9 $\frac{1}{2}$	
	10 15	15 $\frac{1}{2}$	14 $\frac{1}{2}$	13	011 $\frac{1}{2}$	011 $\frac{1}{2}$	010 $\frac{1}{2}$	011	010	
	15 20	18	17 $\frac{1}{2}$	14 $\frac{1}{2}$	13 $\frac{1}{2}$	13	011 $\frac{1}{2}$	012	011	
	20 25	19	18	17 $\frac{1}{2}$	16	14	13	13 $\frac{1}{2}$	012	
	25 30	22	20 $\frac{1}{2}$	18 $\frac{1}{2}$	17 $\frac{1}{2}$	15 $\frac{1}{2}$	14	14 $\frac{1}{2}$	13 $\frac{1}{2}$	
	30 35	23	22	19 $\frac{1}{2}$	18 $\frac{1}{2}$	17 $\frac{1}{2}$	15	16	14 $\frac{1}{2}$	
	35 40	25 $\frac{1}{2}$	23 $\frac{1}{2}$	21 $\frac{1}{2}$	21	19	16	18 $\frac{1}{2}$	15 $\frac{1}{2}$	
	40 45	28	25 $\frac{1}{2}$	22 $\frac{1}{2}$	21 $\frac{1}{2}$	20	17 $\frac{1}{2}$	19 $\frac{1}{2}$	17	
	45 50	31	29	25 $\frac{1}{2}$	23 $\frac{1}{2}$	21	18 $\frac{1}{2}$	20 $\frac{1}{2}$	18	
	50 60	34	31	29	26 $\frac{1}{2}$	22 $\frac{1}{2}$	20 $\frac{1}{2}$	22	19 $\frac{1}{2}$	
	60 70	36	33	31	28	24 $\frac{1}{2}$	22	23 $\frac{1}{2}$	21	
	70 80	38	34	33	29	26 $\frac{1}{2}$	23 $\frac{1}{2}$	25 $\frac{1}{2}$	22 $\frac{1}{2}$	
6745	80 90	41	38	35	31	29	25	28	24	
	90 100	43	40	37	34	30	26 $\frac{1}{2}$	29	25 $\frac{1}{2}$	
	100 110	46	42	39	36	33	28 $\frac{1}{2}$	31	26 $\frac{1}{2}$	
	110 120	48	44	41	38	34	30	33	28	
	120 130	50	46	43	39	36	32	34	29	
	130 140	52	48	44	40	38	34	35	30	
	140 150	57	49	46	42	39	35	36	31	
	150 160	58	52	48	44	41	37	38	33	
	160 170	60	56	50	45	43	38	40	35	
	170 180	63	58	51	46	45	39	42	36	
	180 190	65	60	54	49	47	40	44	37	
	190 200	67	62	56	51	49	41	45	38	
	200 220	70	64	61	55	51	44	47	40	
	220 240	73	67	64	58	55	47	50	43	
	240 260	78	69	67	60	58	50	54	46	
	260 280	81	71	70	63	61	54	57	49	
	280 300	85	78	73	65	64	57	60	52	
	300 325	89	81	79	69	68	61	63	56	
	325 350	93	83	83	72	72	64	67	59	
	350 375	95	85	86	73	78	67	70	62	
	375 400	99	88	89	80	81	70	73	65	
	400 425	101	90	91	82	84	73	78	68	
	425 450	104	93	94	85	87	78	80	70	
	450 475	106	98	99	89	90	81	82	72	
	475 500	110	101	103	92	93	84	84	75	
	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, c3 cents per 100 pounds for each 25 miles or fraction thereof in excess of 500 miles.
- (4) Add to the rate for 500 miles, o2 cents per 100 pounds for each 25 miles or fraction thereof in excess of 500 miles.

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

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

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

§755

NOTE 3.-The initial weighing of shipments at point of origin may be performed by the carrier at the carrier's expense. For reweighing of shipments the carrier shall assess a charge of not less than 057 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, except as noted
 ○ No Change

Decision No. 69330

EFFECTIVE AUGUST 1, 1965

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

Correction No. 1644