

**ORIGINAL**Decision No. 70963

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  
(Petitions for Modification  
Nos. 416 and 419)

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

Application No. 48423

(Appearances are listed in Appendix A)

O P I N I O N

By Petition for Modification No. 416, filed April 5, 1966 the California Trucking Association (CTA) seeks upward adjustments of approximately three to five percent in certain rates and charges named in Minimum Rate Tariff No. 2 in order to offset increases in labor costs and other alleged operating expenses. By Petition for Modification No. 419 and Application No. 48423, filed April 21, 1966, the Pacific Southcoast Freight Bureau, on behalf of the California railroads, seeks similar increases in class rates and certain competitive carload commodity rates.<sup>1/</sup> The subject

<sup>1/</sup> Decision No. 70771, dated May 24, 1966, authorized the California rail lines to cancel their class rates named in Pacific Southcoast Freight Bureau Tariff No. 255-G, and to establish in their place the class rates named in Pacific Southcoast Freight Bureau Tariff No. 1016.

truck and rail matters were consolidated for hearing on a common record with the Commission's Orders Setting Hearings, dated August 31, 1965 and October 5, 1965, in Case No. 5432 and Case No. 7858, respectively. The Orders Setting Hearings were issued, upon request of the Commission's Transportation Division staff, for the receipt of evidence relating to consideration and determination of general revisions in or reissues of Minimum Rate Tariff No. 2 and Exception Ratings Tariff No. 1.

Public hearings were held before Commissioner Mitchell and Examiner Gagnon at San Francisco during May 1966. The initial series of hearings was to be limited to the receipt of direct evidence relative to CTA's Petition No. 416; the rails' Petition No. 419 and related Application No. 48423; direct evidence of the Commission staff involving rates, cost and financial studies relating to transportation under Minimum Rate Tariff No. 2 (Orders Setting Hearings, dated August 31, 1965 and October 5, 1965), and direct evidence of other parties relating to the truck-rail sought increase in rates and charges.

At the adjourned hearing on May 25, 1966, a motion was presented, on behalf of various interested shippers, requesting, among other things, that Petitions Nos. 416 and 419 in Case No. 5432 and Application No. 48423 be considered separately;<sup>2/</sup> that evidence relative thereto be taken first and a separate

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<sup>2/</sup> The motion to separate proceedings was made on behalf of: Wine Institute, California Brewers Association, Cannery League of California, San Francisco Chamber of Commerce (Rail and Motor Committee), San Diego Chamber of Commerce, Fibreboard Paper Products Corp., Container Corporation of America, Spreckles Sugar Co., Johnson and Johnson, Continental Can Co., Inc., Allied Chemical Corp., Kaiser Cement & Gypsum, The Clorox Company, Wm. Volker & Co., and California & Hawaiian Sugar Refining Corp.

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decision thereon be issued by the Commission. Except for the Commission's Transportation Division staff, the motion to separate the proceedings was supported by interested shipper and carrier representatives. In granting the subject motion, the presiding commissioner ruled that the direct evidence thus far received on the consolidated record would stand; that Petitions Nos. 416 and 419 in Case No. 5432 and Application No. 48423 would be considered separate from the Commission's Orders Setting Hearings, with the understanding that CTA's Exhibits Nos. 3 and 4 and the staff's financial studies (Exhibits 16 through 19) would be considered in connection with Petition No. 416.

Presentation of evidence pertaining solely to the CTA and rail lines sought increases in rates having been completed at the May 27, 1966 adjourned hearing, Petitions Nos. 416 and 419 in Case No. 5432 and Application No. 48423 were submitted. The matters are ready for decision.

The last upward adjustment in the minimum rates and charges named in Minimum Rate Tariff No. 2 reflected carrier labor costs and allied payroll expenses in effect as of July 1, 1965.<sup>3/</sup> Since such last revision, petitioner states that highway carriers providing service under Minimum Rate Tariff No. 2 have experienced additional increases in operating costs which have resulted principally from increases in wage rates and allied payroll expenses effective as of July 1, 1966. The CTA contends that federal and state legislative action has materially increased such allied payroll costs as carrier contributions to social welfare programs ("Medicare" and the California Unemployment Insurance Fund). Increases have also been experienced in workmen's compensation insurance rates and the California vehicle registration fee.

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<sup>3/</sup> Decision No. 69330, dated June 29, 1965 (64 Cal. P.J.C. 443)

Petitioner's witness presented evidence showing the various percentage increases in wages, health and welfare payments, taxes and workmen's compensation insurance which the highway carriers have experienced. Repeal of the emergency legislation that increased the fuel tax one cent per gallon was also reflected in the CTA's computations. The witness for CTA explained that he took cost figures accepted by the Commission in last year's proceeding (Decision No. 69330) and substituted the 1966 labor and allied payroll cost factors for the 1965 computations. From these revised cost figures the percentage increase in costs over last year were then calculated. Such percentage increases in costs were used as a basis for increasing the minimum 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, including the existing central coastal surcharge. The sought increases in rates range approximately from three to five percent, subject to a minimum increase of one cent per hundred pounds. Maximum increases are generally proposed in connection with accessorial charges and less-truckload distance class rates. The lowest increases are sought in connection with the truckload class and commodity rates.

The California rail lines were authorized to amend their Petition No. 419 and Application No. 48423 by deleting reference therein to Pacific Southcoast Freight Bureau Tariff No. 255-G, which was authorized to be canceled by Decision No. 70771.

Such action reduces the California rail lines interest

in the subject proceedings to certain rail-truck competitive rates named in Pacific Southcoast Freight Bureau Tariff No. 294-E (Trailer-On-Flat-Car Service) and Tariff No. 300. The rail lines presented testimony and exhibits in support of the Pacific Southcoast Freight Bureau amended application and related Petition No. 419. One of the rail witnesses testified that, for competitive reasons, the trailer-on-flat-car rates (Tariff No. 294-E) between points in California are generally the same as corresponding Minimum Rate Tariff No. 2 rates except for Classes B to E, inclusive, where the 5th class rates are observed as minimum. The rail witness further explained that trailer-on-flat-car services encompass pickup and delivery and substitute over-the-highway service by the railroads' motor carrier affiliates, which experience the same increases in costs as other highway carriers and are bound by the labor agreements negotiated by the CTA on their behalf.

The rail commodity rates on sugar named in Tariff No. 300 were originally established on the basis prescribed by the Commission as minimum for highway carriers. They have subsequently been increased, under authority of this Commission, on various occasions to the same extent as corresponding increases were made in the competitive motor carrier minimum commodity rates. The rail carriers are again requesting authority to take the same increases as may be granted the motor carriers so as to retain the existing truck-rail competitive rate parity.

The Traffic Managers Conference of California, while recognizing the fact that highway carriers have experienced increased operating expenses, expressed concern as to whether the conventional cost studies developed by the CTA and the Commission staff for minimum rate-making purposes provided sufficient criteria to measure the actual revenue needs of the highway carriers. The Traffic Managers Conference requested that the CTA be ordered to supplement its cost data with comprehensive studies of the financial results of operations of the highway carriers operating under Minimum Rate Tariff No. 2, including detailed data of carrier-affiliate financial and operating relationships and transactions. In the absence of such data the Conference was opposed to the granting of the CTA sought increase in rates.

The minimum rates set forth in Minimum Rate Tariff No. 2 are unit cost oriented, based on estimated costs of for-hire carrier operations as developed by the Commission staff and the highway carrier industry. The Commission, over the years, has determined that such methodology of rate making has resulted in sufficient, reasonable, just and nondiscriminatory minimum rates. In so doing, however, the Commission has not ruled out the evidentiary value of available pertinent information relative to the financial operating results of highway carriers under the minimum rates. Compliance with the comprehensive request of the Traffic Managers Conference in this proceeding would, in effect, terminate any further consideration of the CTA's petition for an indefinite period of time. In addition, certain of the financial data requested is highly controversial as to its possible probative

value. Finally, there is no assurance that even partial compliance with the Conference's request would produce any more fruitful results than that developed by the staff in its financial studies. The request was, therefore, denied.

The Commission's Transportation Division staff is opposed to any determination of the issues presented in Petition No. 416 without first giving consideration to the information set forth in its full-scale cost and rate studies which will be presented in evidence pursuant to the Commission's Orders Setting Hearings previously referred to herein. The staff also contends that its study of the financial results of operations of selected highway carriers indicates that the carriers are in a sufficient financial position to absorb the July 1, 1966 wage increases.

The increases in rates sought by the CTA were developed by the so-called offset or datum plane method whereby the present rates, previously found reasonable by the Commission, are increased by the same percent as the increase in the corresponding cost. This method is designed to do no more than restore the rates to the same relationship to carrier costs as they bore when the rates were initially established.

The present rates named in Minimum Rate Tariff No. 2 are predicated upon historical cost data developed by the California Trucking Association. In Decision No. 66453, dated December 10, 1963 (62 Cal. P.U.C. 14) the Commission found, in part, that "(1) The study presented by petitioner as Exhibit No. 233-26 is the best evidence available and is lawfully sufficient to serve as a basis for adjustment of rates and charges named in Minimum Rate Tariff No. 2;" and "(3) The minimum rates so established are the just, reasonable and nondiscriminatory minimum rates for the transportation governed

thereby." The Commission also instructed its staff "to diligently proceed to complete its studies relating to transportation subject to Minimum Rate Tariff No. 2...." Pending completion of such studies, the Commission has increased the rates established by Decision No. 66453 on two occasions to give effect to increased wage costs.<sup>4/</sup> In each instance the prior existing rates found reasonable by the Commission were increased by the so-called wage offset or datum plane method.

Evidence developed under the so-called wage offset method, in support of sought upward adjustments in minimum rates, is appropriate when full-scale cost and rate economic studies are not readily available or their presentation in evidence does not appear to be necessary. All parties in this proceeding are aware that the receipt of evidence relative to full-scale cost and rate studies to be presented at future hearings, pursuant to the aforementioned Commission's Orders Setting Hearings, will not be completed for several months. In light of these particular circumstances, the wage offset method utilized by CTA as a basis for its sought increase in the existing level of minimum rates constitutes, for the purposes of this decision, an acceptable procedure.

The Commission's Finance and Accounts Division presented a financial study of the results of operations of 138 selected highway carriers for the calendar year 1965. The revenue and expense data submitted by the carriers were not audited by the staff and are presented in evidence subject to numerous qualifications. The staff financial studies developed average operating

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<sup>4/</sup> Decision No. 67443, dated June 22, 1964 (unreported) and Decision No. 69330, dated June 29, 1965 (64 Cal. P.U.C. 463.)



ratios for twenty selected carriers based on 1965 results of operations, before federal income tax provisions, as follows:

Adjusted Average Operating Ratios  
For Twenty Selected Highway Carriers  
Based on 1965 Financial Results of Operations

<u>Calendar Year</u>	<u>Operating Ratio</u>	<u>Increase over Actual</u>
1965 - Actual	96.98%	-
1965 - Adjusted for July 1, 1966 increase in labor costs	100.18	3.20%
1966 - Adjusted 1965 revenues and labor costs at July 1, 1966 wage levels for one-half year	98.46	1.48
Rate Year - Adjusted 1965 revenues and labor costs at July 1, 1966 wage levels for 12-month period	99.89	2.91

The above tabulation indicates that the results of operations of highway carriers operating under Minimum Rate Tariff No. 2 will approximate the "break-even point" (100 percent operating ratio) in the event the carriers are denied any of the sought wage offset increase in rates and required to absorb the July 1, 1966 increase in wage costs.

Findings and Conclusions

The evidence clearly shows that highway carriers transporting traffic subject to Minimum Rate Tariff No. 2 have incurred increases in their wage costs which are not now reflected in the existing minimum rates heretofore found to be reasonable.

The CTA's current cost developments fairly measure the cost changes occurring since the last general revision of the tariff. The sought increase in rates, as developed by the CTA, when made subject to a maximum general overall increase of approximately three percent, fairly reflects the impact of direct wage cost changes.

Upon consideration of all the facts and circumstances we find that in relationship to the increased costs of service the present rates in Minimum Rate Tariff No. 2 are unreasonably low. We further find that the increases in said rates as provided in the order herein have been shown to be justified, and that the resulting increased rates are, and will be, just, reasonable and nondiscriminatory minimum rates and charges for the services to which they apply.

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.

We also find that the increases in rail rates, as proposed in Application No. 48423, as amended, subject to a maximum overall increase of three percent, are justified to the extent provided in the order which follows.

The Commission concludes that increased rates and charges should be granted to the extent authorized by the order which follows; and that, except to the extent herein granted, Application No. 48423, as amended, and Petitions Nos. 416 and 419 in Case No: 5432 should be denied. All motions not heretofore acted upon should also be denied.

#### O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 2 (Appendix D to Decision No. 31606, as amended) be and it is further amended by incorporating therein, to become effective August 28, 1966, the revised pages attached hereto and listed in Appendix B, also attached hereto, which pages and appendix by this reference are made a part hereof.
2. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to said Decision No. 31606, as amended, be and they are hereby directed to establish in their tariffs the increases necessary to conform with the further adjustments herein of that decision.
3. Any provisions concurrently maintained in common carrier tariffs which are more restrictive than, or which produce charges greater than, those contained in Minimum Rate Tariff No. 2, are authorized to be maintained in connection with the increased rates and charges directed to be established by ordering paragraph 2 hereof.

4. The increased class rates, surcharges, minimum charges and accessorial service charges directed to be established by ordering paragraph 2 hereof be and they are authorized to be made applicable also for the transportation of traffic now subject to class rates in common carrier tariffs:

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

5. In addition to the increases hereinbefore authorized or required, common carriers by railroad be and they are authorized to establish increases in the rates, charges and provisions in the tariffs or portions thereof identified in Exhibits C and D in Application No. 48423, as amended, to the levels of the comparable rates, charges and provisions of Minimum Rate Tariff No. 2 as established pursuant to ordering paragraph 1 hereof.

6. Common carriers maintaining, under outstanding authorizations permitting the alternative use of rail rates, rates below the specific minimum rate levels otherwise applicable on the commodities and between the points for which increases are authorized in ordering paragraph 5 hereof, are hereby authorized and directed to increase such rates, on not less than ten days' notice to the Commission and to the public, to the level of the rail rates established pursuant to ordering paragraph 5 hereof, or to the level of the specific minimum rates, whichever is lower; and 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 tenth day after the effective date of this order, on not less than ten days' notice to the Commission and to the public; such tariff publications as are required shall be made effective not later than August 28, 1966; 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.

10. Except to the extent hereinabove granted, Application No. 48423, as amended, and Petitions for Modifications Nos. 416

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and 419 in Case No. 5432, are hereby denied. Motions not previously disposed of are hereby denied.

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

Dated at San Francisco, California, this 15<sup>th</sup> day of JULY, 1966.

*John L. Mitchell*  
President  
*Fredrick B. Halbach*  
*Augusta*

Commissioners

Commissioner George G. Grover, being necessarily absent, did not participate in the disposition of this proceeding.

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

APPENDIX A

(List of Appearances)

FOR PETITIONER IN PETITION NO. 416: Arlo D. Poe, Richard W. Smith  
and J. C. Kaspar, for the California Trucking Association.

FOR PETITIONER IN PETITION NO. 419 and APPLICANT: Gary S. Anderson  
and John MacDonald Smith, for Pacific Southcoast Freight Bureau  
on behalf of California Rail Lines.

INTERESTED PARTIES, RESPONDENTS and PROTESTANTS: Arlo D. Poe, Richard  
W. Smith and J. C. Kaspar, for California Trucking Association;  
M. L. Frost, Jr., for Associated Freight Lines; Armand Karp, for  
Callison Truck Lines, Inc.; John T. Reed, for California Manu-  
facturers Association; A. E. Norrbom, for Traffic Managers  
Conference of California; Robert C. Ellis, for California Motor  
Transport Company and California Motor Express, Ltd.; James L.  
Roney, for Dart Transportation Service; J. R. Dwyer and John  
McSweeney, for Delta Lines; Richard D. Stokes, for Haslett  
Company; C. J. Boddington, for Oregon-Nevada-California Fast  
Freight; A. J. Konicki and W. N. Greenham, for Pacific Motor  
Trucking Company; Richard H. Murphy, for Richmond Crane Rigging  
and Drayage; J. Harvey Watson and William Dobrowski, for  
Ringsby-Pacific, Ltd.; Walter D. James, for Southern California  
Freight Lines, Ltd.; Colin Brodie, Jr. and Lloyd Rasmussen, for  
Trans-Bay Motor Express; W. G. Walkup, Jr., for Walkup's  
Merchants Express; D. H. Marken, for The Airox Company, Charles  
Pfizer & Co., Inc., Pennsalt Chemical Corporation; Gordon Larsen,  
for the American Can Company; Ralph Hubbard, for California  
Farm Bureau Federation; J. J. Kelly, for California & Hawaiian  
Sugar Refining Corporation, Ltd.; John T. Reed, for California  
Manufacturers Association; E. F. Westberg, for California  
Retailers Association; David B. Porter, for Canners League of  
California; William A. Gough, for Certain-Teed Products Corpo-  
ration; Gordon G. Gale, for The Clorox Company; W. F. McCann,  
for Container Corporation of America; John T. Wright and C. H.  
Costello, for Continental Can Company, Inc.; R. D. Robertson,  
for City Traffic Service; W. P. Gunn, for Corn Products Company;  
W. M. Cheatham, for Dohrmann Company; Russell Bevans, for  
Draymen's Association of San Francisco, Inc.; Robert L. Lambert,  
for Durkee Famous Foods; Ernest J. Leach, for Economics  
Laboratory, Inc.; Lloyd E. Murdick, for Ferry-Morse Seed Company;  
Milton A. Walker and R. A. Morin, for Fibreboard Paper Products  
Corporation; E. R. Chapman, for Foremost Dairies, Inc.; R. C. Fels,  
for Furniture Manufacturers Association of California; P. Ronald  
Gottshall, for Hercules, Incorporated; J. R. Copeland, for  
Holly Sugar Corporation; Earl W. Gerloff, for Humble Oil and  
Refining Company; Tad Muraoka, for IBM Corporation; Theron L.  
Carrothers, for Kaiser Aluminum and Chemical Corporation;  
James H. Mullen, for Kaiser Steel Corporation; J. R. McNicoll, for  
E. J. Lavino & Company; Kenneth C. Delaney, for the Los Angeles  
Chamber of Commerce; Laurence E. Binsacco, for M.J.B. Company  
and Western Can Company; Arden Riess, for Northrup, King &  
Company and California Seed Association; Reed B. Tibbetts and  
Donald M. Enos, for Owens-Illinois, Inc.; Norman I. Molaug, for  
J. C. Penney Company; W. R. Czaban, for Purex Corporation, Ltd.;

APPENDIX A

(List of Appearances)

Morton S. Colgrove, for The Northwest Paper Co., Potlatch Forests, Inc.; Larry Borden, for Safeway Stores, Inc.; E. J. Langhofer, for the San Diego Chamber of Commerce; James M. Cooper, for the San Francisco Chamber of Commerce; Jefferson H. Myers, for San Francisco Port Authority; Robert R. Schwenig, for Sears, Roebuck and Company; M. Robert Day, for Shell Oil Company; Asa Button and Keith M. Brown, for Spreckels Sugar Company; D. R. Ranche, for Standard Brands, Inc.; William J. Newlove for Radio Corporation of America; Max A. Hill, for Union Carbide Corporation; W. Paul Tarter, for William Volker & Company; R. G. Moon, for Western Motor Tariff Bureau; Charles R. Harryman, for Masonite Corporation; Mario Cioletti, for The Sherwin Williams Co.; J. P. Hellmann, for Allied Chemical Corporation; C. R. Merritt, for American Smelting & Refining Co.; Grover C. Willis, for Kraft Foods; Harvey E. Hamilton, for Certain-Teed Products Corp; Richard Warren, for Warren Transportation Co.; A. E. Fere, for Kaiser Cement & Gypsum Co.; Jack P. Sanders, for Gerber Products Co. Richard H. Murphy, for Richmond Crane Rigging & Drayage; Loren D. Olsen, for Kaiser Gypsum Co., Inc.; Don B. Shields, for Highway Carriers Association; Frank Loughran, for Wine Institute, Christian Brothers, Mont La Salle Vineyards, Almaden Vineyards, Beringer Bros., Binceglia Bros. Wine Company, Brookside Vineyard Company, California Growers Winery, California Wine Association, Cucamonga Vineyards Company, Eastside Winery, Guild Wine Company, Korbel Champagne Cellars, Paul Masson Vineyards, Regina Grape Products Company, Roma Wine Company, United Vintners, Incorporated, Weibel, Incorporated; Harry W. Timmerman, for Zellerbach Paper Company.

FOR THE COMMISSION STAFF: R. A. Lubich, John R. Laurie and G. M. Blankenship.



APPENDIX B TO DECISION NO. 70963

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

First Revised Page 18-B  
Twenty-second Revised Page 19  
Seventeenth Revised Page 19-B  
Eleventh Revised Page 19-C  
Twenty-seventh Revised Page 20  
Third Revised Page 20-B  
Twenty-ninth Revised Page 21  
Sixth Revised Page 21-A  
Fourteenth Revised Page 36  
Twelfth Revised Page 37-B  
First Revised Page 37-BB  
Twenty-fifth Revised Page 41  
Twenty-fourth Revised Page 42  
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Twenty-first Revised Page 43-A  
Twenty-ninth Revised Page 44  
Sixteenth Revised Page 44-B  
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Thirteenth Revised Page 51  
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Eighth Revised Page 51-CC  
Twelfth Revised Page 51-D  
Eleventh Revised Page 51-DD  
Ninth Revised Page 51-J  
Seventh Revised Page 52

(END OF APPENDIX B LIST)

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																					
120	<p style="text-align: center;"><b>APPLICATION OF RATES</b></p> <p>Rates in this tariff, and common carrier rates applied under the provisions of Items nos. 200, 210, 220 and 230, subject to minimum weights of less than 10,000 pounds, include loading into and unloading from the carrier's equipment. When the carrier picks up or delivers a shipment subject to a minimum weight of less than 10,000 pounds and weighing more than 100 pounds, at a point not at street level, and no vehicular elevator service or vehicular ramp is provided and made available to the carrier, an additional charge of 10½ cents per 100 pounds, minimum additional charge 75 cents per shipment, shall be assessed for the service of handling shipment beyond the carrier's equipment.</p> <p>Rates in this tariff, subject to minimum weights of 10,000 pounds or more, include loading into and unloading from carrier's equipment at established depots. At points of origin or points of destination other than established depots, rates in this tariff (other than common carrier rates, applied under the provisions of Items Nos. 200, 210, 220 and 230), subject to minimum weights of 10,000 pounds or more, include the services of one man (driver or helper) for loading or unloading of the carrier's equipment, subject to the provisions of Item No. 140.</p>																					
124	<p style="text-align: center;"><b>CHARGES FOR ESCORT SERVICE</b></p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring escort service:</p> <p>(a) A charge of \$7.20 per hour, plus 8½ cents per mile computed in accordance with the provisions of Item No. 100, shall be made for each escort vehicle and driver furnished, for the time and distance said vehicle and driver are engaged in such service (See Note).</p> <p>(b) A charge shall be made equal to the actual cost of any bridge or ferry tolls incurred for each escort car.</p> <p>(c) A charge of \$7.25 per twenty-four (24) hour period shall be assessed for subsistence for each escort driver if service requires over-night delay.</p> <p>NOTE.-Charges for fractions of an hour shall be determined in accordance with the following table:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">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																						
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																				

Change }  
Increase } Decision No. 70963

EFFECTIVE AUGUST 28, 1966

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 1767

- 18-B -

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
0128	<p style="text-align: center;">CHARGES FOR PERMIT SHIPMENTS</p> <p>(a) Rates for transportation of permit shipments which are required to move via a circuitous route because of conditions imposed by a governmental agency, other than shipments subject to the provisions of Item No. 720, shall be distance rates utilizing distances determined under the provisions of Item No. 100.</p> <p>(b) In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on all permit shipments:</p> <ol style="list-style-type: none"> <li>1. A charge of \$8.20 shall be made for the service of securing each permit, and</li> <li>2. A charge shall be made equal to the fee, if any, assessed by the governmental agency for issuing each permit.</li> </ol>
129	<p style="text-align: center;">DANGEROUS ARTICLES</p> <p>Rates for transportation of shipments of dangerous articles which are required to move via a circuitous route because of conditions imposed by a governmental agency shall be distance rates utilizing distances determined under the provisions of Item No. 100.</p>
140	<p style="text-align: center;">ACCESSORIAL SERVICES</p> <p>When carrier performs, at shipper's or receiver's request or order, service such as tacking, 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.</p> <p>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.</p>

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.

◊ Increase, Decision No. 70963

EFFECTIVE AUGUST 28, 1966

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 1768

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
143	<p style="text-align: center;">DELAYS TO EQUIPMENT ON WHOLE GRAIN (See Note)</p> <p>1. Definitions</p> <p>(a) Actual placement. By actual placement is meant the placing of carriers' equipment at place designated by consignee or consignor for loading or unloading.</p> <p>(b) Constructive placement. By constructive placement is meant the holding of a unit of carriers' equipment at a point other than the designated loading or unloading place, due to the inability of consignee or consignor to accept for actual placement the unit of carriers' equipment after its tender for actual placement by the carrier. Constructive placement of equipment for purpose of loading or unloading shall not commence prior to the time specified in consignee's or consignor's oral or written equipment order, or at any time other than normal business days between the hours of 8:00 A.M. and 3:00 P.M. (the lunch hour between 12:00 noon and 1:00 P.M. excepted) Monday through Friday.</p> <p>(c) Unit of equipment. By unit of equipment is meant a motor truck, trailer, or semi-trailer, exclusive of motor tractor.</p> <p>2. Free Time</p> <p>(a) A period of four (4) hours will be allowed on each unit of equipment between constructive placement and time equipment has actually completed loading or unloading.</p> <p>(b) The provisions of this item shall not apply in connection with the actual placement of units of equipment under agreement with the consignor or consignee for loading by the consignor or unloading by the consignee, when such agreement is recorded on the shipping document.</p> <p>3. Demurrage on Equipment Held After Free Time Has Elapsed</p> <p>A charge of 2½¢ per 100 pounds will be made by the carrier on all shipments on all equipment unloaded or loaded after the free time has elapsed.</p> <p>4. Provisions of Item No. 145 of this tariff will not apply.</p> <p>NOTE.- Applies only on shipments of Whole Grain, in bags, subject to minimum weights of 10,000 pounds or more.</p>

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:

		<u>Charges in Cents</u>	
		<u>For First 30 Minutes or Fraction</u>	<u>For Each Additional 15 Minutes or Fraction</u>
145	(a) For driver, helper or other carrier employee, per man .....	◇360	◇180
	(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. 70963

EFFECTIVE AUGUST 28, 1966

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 1769

Item No.	SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
(E) Ø149	<p data-bbox="477 448 1345 512" style="text-align: center;">SMALL SHIPMENT SERVICE (Not subject to the provisions of Item No. 150)</p> <p data-bbox="376 542 1463 861">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 per article, weighing not over 500 pounds and moving for distances not in excess of 400 constructive miles or under the provisions of Item No. 510.</p> <p data-bbox="472 889 1160 924">Rates in this item will not apply to:</p> <ol data-bbox="472 952 1412 1625" style="list-style-type: none"><li>1. Shipments including any commodity rated above 1st Class (100); nor</li><li>2. Shipments weighing less than 100 pounds which contain more than five pieces, or any shipment which contains more than 5 pieces per 100 pounds, or fraction thereof, of total shipment weight; nor</li><li>3. Shipments which require temperature control service, COD or order notify service, or which have origin or destination on steamship docks or oilwell sites; nor</li><li>4. Shipments picked up or delivered at private residences of retail customers; nor</li><li>5. Shipments containing personal effects, baggage or used household goods; nor</li><li>6. Shipments moving on government bill of lading.</li></ol> <p data-bbox="379 1656 1463 1778">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>



The charge per shipment for Small Shipment Service shall be as follows:

Weight of Shipment (In Pounds)		◇ Charge in Cents	
Over	But Not Over	(1)	(2)
0	25 -----	220	360
25	50 -----	270	360
50	75 -----	315	360
75	100 -----	340	360
100	150 -----	420	510
150	200 -----	495	620
200	250 -----	565	735
250	300 -----	650	840
300	400 -----	775	1020
400	500 -----	900	1165

(1) Apply only on shipments moving distances not exceeding 150 constructive miles.

(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.

◇(E) This item expires with July 1, 1967.

◇ Change )  
◇ Increase ) Decision No. 70963

EFFECTIVE AUGUST 28, 1966

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

Correction No. 1770

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	260
25	50	315
50	75	365
75	100	415
100	150	495
150	200	580
200	250	665
250	300	735
300	400	850
400	500	990
500		1090

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

§150

- For 100 pounds at the class or commodity rate applicable thereto; or
- If shipment contains different articles, for 100 pounds at the class or commodity rate applicable to the article taking the highest rate; but
- In no event shall the minimum charge be less than:

Weight of Shipment (In Pounds)		Minimum Charge (In Cents)	
Over	But Not Over	(1)	(2)
0	100	450	515
100	150	605	745
150	200	715	890
200	250	835	1040
250	300	935	1200
300	400	1120	1430
400	500	1260	1665
500		1400	1890

- Applies only on shipments moving distances exceeding 150 constructive miles, but not exceeding 500 constructive miles.
- 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 065 cents per shipment for each such origin and destination.

Change )  
Increase ) Decision No. 70963

EFFECTIVE AUGUST 28, 1966

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

Correction No. 1771

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																																																																				
	<p>SPLIT PICKUP (Concluded) (Items Nos. 160 and 161)</p> <p>(e) In determining the charge for a split pickup shipment, component parts may be rated as separate shipments from point or points of origin of such component parts to any point on the split pickup route (as provided in paragraph (a) hereof); provided that the written instructions furnished to the carrier under paragraph (b) hereof show (1) the component parts to be treated as separate shipments and (2) the points between which the separate shipment rates are to be applied. The additional charges provided in Note 1 shall apply to all component parts of the split pickup shipment rated in accordance with the provisions of this paragraph, provided, however, where two or more component parts are rated under rates provided in this tariff as separate shipments to the same point on the split pickup route, the aforesaid two or more components shall be considered as one split pickup and the charge therefor shall be at the combined weight of the aforesaid component parts.</p> <p>NOTE 1.--In addition to the rate for transportation, the following additional charges shall be assessed for split pickup service:</p> <p>§161 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 border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">Weight of Component Part (Pounds)</th> <th rowspan="2" style="text-align: center;">◇Split Pickup Charge for Each Component Part in Cents</th> <th colspan="2" style="text-align: center;">Weight of Component Part (Pounds)</th> <th rowspan="2" 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;">190</td> <td style="text-align: center;">1,000</td> <td style="text-align: center;">2,000.....</td> <td style="text-align: center;">340</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">250.....</td> <td style="text-align: center;">220</td> <td style="text-align: center;">2,000</td> <td style="text-align: center;">4,000.....</td> <td style="text-align: center;">440</td> </tr> <tr> <td style="text-align: center;">250</td> <td style="text-align: center;">500.....</td> <td style="text-align: center;">230</td> <td style="text-align: center;">4,000</td> <td style="text-align: center;">10,000.....</td> <td style="text-align: center;">515</td> </tr> <tr> <td style="text-align: center;">500</td> <td style="text-align: center;">1,000.....</td> <td style="text-align: center;">260</td> <td style="text-align: center;">10,000</td> <td style="text-align: center;">.....</td> <td style="text-align: center;">580</td> </tr> </tbody> </table> <p>2. For split pickup shipments, except as provided in paragraph 1:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">Weight of Component Part (Pounds)</th> <th rowspan="2" style="text-align: center;">◇Split Pickup Charge for Each Component Part in Cents</th> <th colspan="2" style="text-align: center;">Weight of Component Part (Pounds)</th> <th rowspan="2" 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;">215</td> <td style="text-align: center;">1,000</td> <td style="text-align: center;">2,000.....</td> <td style="text-align: center;">580</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">250.....</td> <td style="text-align: center;">265</td> <td style="text-align: center;">2,000</td> <td style="text-align: center;">4,000.....</td> <td style="text-align: center;">720</td> </tr> <tr> <td style="text-align: center;">250</td> <td style="text-align: center;">500.....</td> <td style="text-align: center;">285</td> <td style="text-align: center;">4,000</td> <td style="text-align: center;">10,000.....</td> <td style="text-align: center;">860</td> </tr> <tr> <td style="text-align: center;">500</td> <td style="text-align: center;">1,000.....</td> <td style="text-align: center;">390</td> <td style="text-align: center;">10,000</td> <td style="text-align: center;">.....</td> <td style="text-align: center;">995</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.....	190	1,000	2,000.....	340	100	250.....	220	2,000	4,000.....	440	250	500.....	230	4,000	10,000.....	515	500	1,000.....	260	10,000	.....	580	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.....	215	1,000	2,000.....	580	100	250.....	265	2,000	4,000.....	720	250	500.....	285	4,000	10,000.....	860	500	1,000.....	390	10,000	.....	995
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Change }  
Increase } Decision No. 70963

EFFECTIVE AUGUST 28, 1966

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 1772

Item No.

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

SPLIT DELIVERY (Concluded)  
(Items Nos. 170 and 171)

(e) In determining the charge for a split delivery shipment, component parts may be rates as separate shipments from any point or points on the split delivery route (as provided in paragraph (a) hereof) to point or points of destination of such component parts; provided that the written instructions furnished to the carrier under paragraph (b) hereof show (1) the component parts to be treated as separate shipments and (2) the points between which the separate shipment rates are to be applied. The additional charges provided in Note 1 shall apply to all component parts of the split delivery shipment rated in accordance with the provisions of this paragraph, provided, however, where two or more component parts are rated under rates provided in this tariff as separate shipments from the same point on the split delivery route, the aforesaid two or more component parts shall be considered as one split delivery and the charge therefor shall be at the combined weight of the aforesaid component parts.

NOTE 1.—In addition to the rate for transportation, the following additional charges shall be assessed for split delivery service:

171

- For split delivery shipments transported under distance rates, when the distance computed in accordance with paragraph (a) hereof does not exceed 100 constructive miles:

Weight of Component Part (Pounds)		◇ Split Delivery Charge for Each Component Part in Cents	Weight of Component Part (Pounds)		◇ Split Delivery Charge for Each Component Part in Cents
Over	But Not Over		Over	But Not Over	
0	100.....	190	2,000	4,000.....	440
100	250.....	220	4,000	10,000.....	515
250	500.....	230	10,000	.....	580
500	1,000.....	260			
1,000	2,000.....	340			

- For split delivery shipments, except as provided in paragraph 1:

Weight of Component Part (Pounds)		◇ Split Delivery Charge for Each Component Part in Cents	Weight of Component Part (Pounds)		◇ Split Delivery Charge for Each Component Part in Cents
Over	But Not Over		Over	But Not Over	
0	100.....	215	2,000	4,000.....	720
100	250.....	265	4,000	10,000.....	860
250	500.....	285	10,000	.....	995
500	1,000.....	390			
1,000	2,000.....	580			

ϕ Change )  
◇ Increase ) Decision No. 70963

EFFECTIVE AUGUST 28, 1966

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 1773

Item No.	SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																			
6174	<p>STRINGING SERVICES (Items Nos. 174 and 175)</p> <p>When stringing is performed in connection with the transportation of the commodities listed below, the class or commodity rate shall be computed from point of origin to that point which produces the greatest constructive mileage. In addition to the class or commodity rates, a charge as set forth below shall be assessed for the stringing services. Subject to Notes 1, 2, 3, 4, 5 and 6.</p>																			
	Commodity Descriptions	Rates in cents per hour																		
	<p>Commodity List 1, Pipe and pipe fittings or connections ...</p> <p>Commodity List 2, Conduit (including clay or terra cotta conduit, single or multiple cell); culverts; fencing; poles; posts; tubing; and fittings or connections for any of the above .....</p>	<p>1235</p> <p>1135</p>																		
<p>NOTE 1.--The minimum charge shall be for <math>\frac{1}{2}</math> hour. After the total time has been determined it shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the following table:</p> <table border="0" style="margin-left: auto; margin-right: auto;"> <tr> <td colspan="3" style="text-align: center;"><u>Minutes</u></td> </tr> <tr> <td style="text-align: center;"><u>Over</u></td> <td style="text-align: center;"><u>But Not</u></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;"><u>Over</u></td> <td></td> </tr> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">8</td> <td style="text-align: center;">Omit</td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">38</td> <td style="text-align: center;">Shall be <math>\frac{1}{2}</math> hour</td> </tr> <tr> <td style="text-align: center;">38</td> <td style="text-align: center;">60</td> <td style="text-align: center;">Shall be 1 hour</td> </tr> </table> <p>NOTE 2.--For purposes of determining the stringing charge, when the carrier's equipment arrives at or prior to the arrival time specified on the bill of lading, time shall be computed from the time stringing commences, or the arrival time specified on the bill of lading (whichever is the earliest) to the time stringing is completed. When the carrier's equipment arrives subsequent to the arrival time stated on the bill of lading, time shall be computed from the time stringing service commences to the time stringing is completed. Time shall be calculated separately for each unit of equipment.</p> <p>In addition to the class or commodity rate, the hourly rate provided in this item shall be assessed for the time consumed in performing the stringing, less 5 minutes a ton for poles, and 8 minutes a ton for all other commodities. The free time shall be based on the weight on which transportation charges are computed. Allowance shall be made only for delays occasioned due to failure of carrier's equipment transporting the lading and time taken out for meals by the driver and/or helper.</p>			<u>Minutes</u>			<u>Over</u>	<u>But Not</u>			<u>Over</u>		0	8	Omit	8	38	Shall be $\frac{1}{2}$ hour	38	60	Shall be 1 hour
<u>Minutes</u>																				
<u>Over</u>	<u>But Not</u>																			
	<u>Over</u>																			
0	8	Omit																		
8	38	Shall be $\frac{1}{2}$ hour																		
38	60	Shall be 1 hour																		



NOTE 3.--Rate includes the exclusive services of vehicle and driver and does not include any power equipment to load or unload, other than a winch or hydraulic crane affixed to the tractor transporting the shipment from origin to destination. When carrier furnishes help in addition to the driver, such service shall be charged for at a rate of not less than \$7.20 per hour per extra man furnished. For those commodities listed under Commodity List 1, the carrier may furnish a supervising foreman in addition to the driver without additional charge. When the supervising foreman renders physical assistance, such service shall be charged for at a rate of not less than \$7.20 per hour.

(Continued in Item No. 175)

Change )  
Increase ) Decision No. 70963

EFFECTIVE AUGUST 28, 1966

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San Francisco, California.

Correction No. 1774

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p data-bbox="502 402 1257 468" style="text-align: center;">EXCEPTION TO GOVERNING CLASSIFICATION AND EXCEPTION RATINGS TARIFF</p> <p data-bbox="683 512 1125 545" style="text-align: center;">VOLUME INCENTIVE SERVICE</p> <p data-bbox="678 575 1053 608" style="text-align: center;">APPLICATION OF RATES</p> <p data-bbox="485 639 1290 672" style="text-align: center;">(Applies only when reference is made hereto)</p> <p data-bbox="299 695 1405 861">(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 data-bbox="447 894 1450 1276" style="list-style-type: none"> <li>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</li> <li>2. Shipments moving on government bill of lading; nor</li> <li>3. Shipments which are not loaded in their entirety during one calendar day; nor</li> <li>4. Shipments subject to Items Nos. 85, 90 or 365.</li> </ol> <p data-bbox="307 1307 1389 1378">(b) The charge for service under the provisions of this item shall be determined and applied as follows:</p> <ol data-bbox="447 1403 1483 1658" style="list-style-type: none"> <li>1. Determine the applicable classification truckload rating as provided in the Governing Classification for the shipment; and</li> <li>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).</li> </ol> <p data-bbox="508 1689 1422 1819" style="text-align: center;">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 data-bbox="447 1849 1422 1939" style="list-style-type: none"> <li>3. In no event shall the charge so determined be less than the charge for 50,000 pounds at the Class E rate.</li> </ol> <p data-bbox="307 1969 1438 2071">(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)  
6.292

METHOD OF COMPUTING COMBINATION RATES

295

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

297

ACCESSORIAL CHARGES NOT TO BE OFFSET BY  
TRANSPORTATION CHARGES

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

298

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

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

ø(E) This item expires with July 1, 1967.

ø Change, Decision No. 70963

EFFECTIVE AUGUST 28, 1967

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 1775

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
	EXCEPTIONS TO GOVERNING CLASSIFICATION AND EXCEPTION RATING TARIFF (Continued) (Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)	
		Class Rating
6330	<p>CARRIERS (USED PACKAGES), SECONDHAND, EMPTY, subject to Notes 1 and 2, viz.:</p> <p>(1) Bags (20480, 20510, 20520, 20530, 20540, 20600, 20620, 20640, 20660, 20680, 20700, 20710, 20720, 20780, 20800, 20810, 20830, 20850, 20890, 20910, 20930, 20950 or 21130),</p> <p>Barrels, loose (21730, 21740, 21760, 21770, 21780, 21840 or 219600),</p> <p>Blocks or Braces, wooden, viz.:</p> <p>Cable Reel (41322),</p> <p>Bottles (28660, 28680, 28700, 28703, 28920, 29207, 29860, 56520, 87680, 87700, 87720, 87740, 88520 or 156600), in boxes or crates, or in barrels, boxes or crates with or without covers,</p> <p>Boxes, fibreboard (29206, 29207 or 29110), KD or folded flat with or without inside fillers,</p> <p>Boxes, wooden (28960, 28990, 29020, 29080, 29110, 29140, 29180, 29200, 29300, 29330, 29350, 29420, 29430, 29470, 29600, 29720 or 29930),</p> <p>Cans, tin (52755, 52820 or 52830), loose or in packages,</p> <p>Carboys (40990, 41000, 87700, 87720, 87740 or 87840), in boxes, with or without neck protection,</p> <p>Carriers, bakery goods, wheeled (40800),</p> <p>Carriers, NOI (40850),</p> <p>Cases, egg (41190, 41200, 41210 or 41220), with or without fillers,</p> <p>Casks (21730, 21740 or 21760), loose,</p> <p>Chests, fruit (29350, 29600 or 40950), loose,</p> <p>Containers, rubber bulk commodity shipping (21770),</p> <p>Coops (41090, 41100, 41110 or 41120), loose,</p> <p>Cores (41130, 41140 or 41290), in bags, bundles, boxes or crates; loose or in packages, truckload,</p> <p>Crates (29880, 29930, 40883, 40885, 40890, 40900, 40910, 40920, 40930, 41090, 41100, 41110, 41120, 64830 or 146010),</p> <p>Cylinders, acid, ammonia, glycerine or gas (41150 or 41160), loose or in packages,</p> <p>Demi-johns (87700, 87720 or 87740), in barrels, boxes or crates, with or without tops,</p> <p>Drums (21760, 21770, 21780, 21800, 21810, 21820, 21840 or 21860), loose,</p> <p>Hogsheads (21730, 21740, 21760 or 21880), loose,</p> <p>Jugs (107840), in barrels, boxes or crates, less truckload; in packages named or packed in excelsior, hay straw or other similar material, truckload,</p> <p>Kegs (21730, 21740, 21760, 40830 or 52755), loose,</p> <p>(2) Packing Cushions or Pads:</p> <p>Shipping, cotton or jute (149140), cloth covered, in bundles or packages,</p> <p>Pails, iron or steel (52755, 174840 or 174860),</p>	

Pallets, metal or wooden, shipping (150370 or 150390), including inside spacers or supports for palletized loads,  
 Pallets, Platforms or Skids, for lift trucks (150390), loose or in packages,  
 Puncheons (21742 or 21760), loose,  
 Quicksilver Flasks (70075), loose or in packages,  
 Racks, shipping, engine cooling radiator (164390), SU or KD,  
 Reels (41290, 41330 or 41390), loose,  
 Spools, NOI, metallic or wooden (177450, 177470, 177500, 177580 or 177600), in bags, barrels, boxes or crates, less truckload; loose or in packages named, truckload,  
 Tierces (21742 or 21760), loose,  
 Vans, (other than lift) (41045 or 41050), knocked down or folded, loose, including pads or wrapping for packing.  
 Containers, aluminum bulk commodity shipping (41030), nested, subject to Notes 1 and 2.

Less truckload -----

Truckload:

Minimum Weight 30,000 pounds -----

(3)(4)  
 1/2 of 4

(3)(5)E

- (1) Freight charges on shipments of empty Cement or Plaster Bags must be prepaid.
- (2) Subject to less truckload rating only.
- (3) Does not apply to Carriers (Used Packages), malt beverage or cereal beverage (See Item No. 331 of this tariff).
- (4) Subject to minimum rate of 32 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.
- (5) Not to exceed less truckload rate.

NOTE 1.--Applies only on Carriers (used packages), second-hand, empty, returning, or when shipped for return paying load. Applies only when return movement is over same line, or lines, as outbound movement, subject to Item No. 291 of this tariff, except as provided in Note 2; and subject also to estimated weights, if any, which are published in the Governing Classification.

NOTE 2.--If the charge accruing under the rating in the Governing Classification is lower than the charge accruing under the exception rating contained herein, the lower charge resulting from the Governing Classification rating will apply.

Change )  
 Increase ) Decision No. 70963

EFFECTIVE AUGUST 28, 1966

Issued by the Public Utilities Commission of the State of California,  
 San Francisco, California.  
 Correction No. 1776

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
	<p style="text-align: center;">EXCEPTIONS TO GOVERNING CLASSIFICATION AND EXCEPTION RATINGS TARIFF (Continued)</p> <p>(Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)</p>	Class Rating
6331	<p>CARRIERS (USED PACKAGES), Malt Beverage or Cereal Beverage, wooden, metal, or wood and metal combined, subject to Notes 1 and 2, viz.:</p> <p>Barrels, Half Barrels, Casks, Drums, Hogsheads, Kegs, Puncheons, Merces (21720, 21740 or 21760),</p> <p>Bottle Carriers (bottle carrying boxes or crates with permanently fixed partitions)(40883, 40885, 40890, 40900, 40910, 40920 or 40930),</p> <p>Bottles (87680 or 87700)(old, capacity not exceeding one quart) in boxes, barrels, or in bulk securely braced.</p> <p>Less truckload -----</p> <p>Truckload: Minimum Weight 20,000 pounds -----</p> <p>Carts (Freight), hand, metal (188880), knocked down flat, wheels on or off, subject to Notes 1 and 2.</p> <p>Less truckload -----</p> <p>(1) With truckload shipments of commodities subject to this exception rating, there may be included: Malt Liquors, viz.: Ale, Beer, Porter or Stout (unfit for human consumption), quantity not to exceed 2,000 pounds. The weight of such Malt Liquors (actual weight of which must be certified to by the shipper on shipping order) is not to be used in determining the minimum truckload weight of the containers shipped.</p>	<p>Governing Classification Ratings Apply</p> <p>(1)D</p> <p>(2) <math>\frac{1}{2}</math> of 4</p>

(2) Subject to minimum rate of 32 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.

NOTE 1.--Applies only on Carriers (used packages), secondhand, empty, returning, or when shipped for return paying load. Applies only when return movement is over same line, or lines, as out-bound movement, subject to Item No. 291 of this tariff, except as provided in Note 2; and subject also to estimated weights, if any, which are published in the Governing Classification.

NOTE 2.--If the charge accruing under the rating in the Governing Classification is lower than the charge accruing under the exception rating contained herein, the lower charge resulting from the Governing Classification rating will apply.

∅ Change )  
◇ Increase ) Decision No. 70963

EFFECTIVE AUGUST 28, 1966

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 1792

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	234	210	186	164	82	74	66	59
	3	5	236	212	188	165	84	76	67	60
	5	10	239	215	191	167	87	78	69	61
	10	15	241	217	193	169	89	79	70	62
	15	20	244	219	195	171	91	81	72	64
	20	25	246	221	197	172	93	83	74	65
	25	30	249	225	199	174	96	85	76	67
	30	35	251	227	201	176	98	88	78	69
	35	40	254	229	203	178	100	90	79	70
	40	45	256	231	205	179	102	92	81	71
	45	50	260	234	207	181	104	94	83	73
	50	60	263	236	210	183	107	97	85	75
	60	70	266	239	212	185	110	99	89	77
	70	80	269	242	214	187	113	102	91	79
	80	90	272	245	216	190	116	105	93	81
◇500	90	100	275	247	219	192	119	107	96	83
	100	110	278	250	222	194	123	110	98	85
	110	120	281	253	225	197	125	112	100	88
	120	130	284	255	228	199	128	114	102	90
	130	140	287	259	230	201	129	115	103	91
	140	150	290	262	232	203	132	118	105	92
	150	160	294	264	235	205	134	121	107	94
	160	170	297	267	238	207	137	123	109	96
	170	180	300	270	240	209	139	125	111	97
	180	190	304	273	242	212	142	128	113	99
	190	200	307	276	245	214	144	130	115	101
	200	220	310	280	248	217	147	133	117	103
	220	240	315	284	252	220	151	136	121	106
	240	260	320	288	256	225	155	139	124	108
	260	280	324	293	261	227	158	142	126	110
	280	300	329	297	264	231	162	145	129	113
	300	325	334	301	268	234	165	148	132	115
	325	350	339	306	272	238	169	152	135	118
	350	375	345	310	277	242	174	157	139	122
	375	400	351	315	281	246	179	162	143	126
	400	425	356	320	285	250	184	166	147	129
	425	450	362	325	289	253	188	170	150	132
	450	475	368	331	295	258	194	174	155	135
	475	500	373	336	299	262	199	179	159	139
	500	525	379	341	304	266	204	183	163	142



525	550	384	346	307	269	209	188	167	146
550	575	389	351	312	273	211	193	171	149
575	600	396	356	316	277	218	197	171	152
600	625	403	362	321	282	221	201	178	157
625	650	409	368	327	286	229	206	182	160
650	675	414	373	331	290	234	210	186	164
675	700	420	378	336	295	239	215	191	167
700	725	426	383	341	299	244	219	195	171
725	750	432	388	345	303	249	225	199	174
750	775	438	393	350	307	254	229	203	178
775	800	444	400	354	310	260	234	207	181
800	850	451	406	361	315	265	238	211	185
850	900	459	413	367	321	270	243	215	188
900	950	467	420	373	325	275	247	219	193
950	1000	475	427	379	332	280	252	224	196
1000	1050	483	435	386	338	285	256	228	200
1050	1100	492	443	393	344	290	262	232	203
1100	1150	502	451	401	350	296	266	236	207
1150	1200	511	459	408	357	301	271	240	211

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)  
○ No change

Decision No.

70963

EFFECTIVE AUGUST 28, 1966

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 1777

Item No.	SECTION NO. 2																CLASS RATES (Continued) In Cents Per 100 Pounds				
	MILES		Minimum Weight 10,000 Pounds except as provided in Note 1				Minimum Weight 20,000 Pounds except as provided in Note 2				Minimum Weight as provided in the Governing Classification, Exception Ratings Tariff or this tariff, subject to Item No. 290 (See Note 3)										
But Not Over Over		1	2	3	4	1	2	3	4	5	A	B	C	D	E						
0505	0	3	58	52	47	40	34	31	27	23½	18	20	17	15½	15	13½					
	3	5	60	54	48	41	36	33	29	26	19	21	18	16½	16	14½					
	5	10	62	56	49	42	37	34	30	27	20½	22	19	17½	17	15					
	10	15	63	57	50	43	39	35	31	28	21½	23	20	18½	17½	15½					
	15	20	65	58	52	44	40	36	32	29	22½	24	21½	19½	18	16					
	20	25	66	59	53	45	41	37	33	30	23½	25	22½	20½	18½	16½					
	25	30	67	60	54	46	42	38	34	31	24½	27	23½	21	19	17					
	30	35	68	61	55	47	44	40	35	32	26	29	24½	22	19½	17½					
	35	40	70	63	56	48	45	41	36	33	27	30	25	22½	20½	18					
	40	45	71	64	57	49	46	42	37	34	29	31	26	23	21½	18½					
	45	50	73	66	58	52	48	43	38	35	30	32	27	24	22½	19½					
	50	60	75	68	60	53	50	45	40	36	32	33	28½	25	23½	20½					
	60	70	77	69	62	54	53	47	42	38	33	35	29½	27	24½	21½					
	70	80	79	71	64	56	56	49	44	39	34	36	31	28	26	22½					
	80	90	82	74	66	58	58	52	46	40	35	37	32	30	27	23½					
	90	100	84	76	68	59	60	54	47	42	36	39	33	31	28	24½					
	100	110	88	78	70	61	62	56	49	44	38	41	35	32	29	26					
	110	120	90	80	72	63	65	59	52	45	39	42	36	33	30	27					
	120	130	93	83	74	65	67	61	54	47	41	43	38	34	31	28					
	130	140	95	85	76	66	70	63	56	49	42	45	40	35	32	29					
	140	150	98	88	78	68	72	65	58	50	44	47	41	36	33	30					
	150	160	100	90	80	70	75	68	60	53	45	48	42	37	34	31					
	160	170	103	93	82	72	77	70	62	55	46	50	44	39	35	32					
	170	180	106	96	84	74	80	72	64	57	47	53	45	40	36	33					
	180	190	109	98	87	76	82	74	66	58	49	54	46	41	38	34					
	190	200	112	101	90	78	85	77	68	60	50	55	47	42	39	35					
200	220	114	103	92	80	88	79	70	62	54	57	49	44	40	36						
220	240	117	105	95	82	91	82	73	64	56	59	50	45	41	37						
240	260	121	108	97	84	95	85	76	66	59	62	53	47	43	38						
260	280	125	112	100	88	99	89	78	69	63	64	55	49	45	40						

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. 70963

EFFECTIVE AUGUST 28, 1966

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 1778

Cancels

Item No.	SECTION NO. 2				CLASS RATES (Continued) In Cents Per 100 Pounds											
	MILES		Minimum Weight 10,000 Pounds except as provided in Note 1		Minimum Weight 20,000 Pounds except as provided in Note 2				Minimum Weight as pro- vided in Governing Classification, Excep- tion Ratings Tariff or in this tariff, sub- ject to Item No. 290 (See Note 3)							
	Over	But Not Over	1	2	3	4	1	2	3	4	5	A	B	C	D	E
0507	280	300	128	114	102	89	103	93	81	72	65	67	57	52	47	41
	300	325	132	118	105	92	107	97	85	75	68	70	60	54	49	43
	325	350	135	122	108	95	112	101	90	78	71	73	62	56	50	44
	350	375	139	125	111	98	117	106	94	82	74	76	65	59	53	46
	375	400	144	129	115	101	123	110	98	85	76	79	68	62	55	48
	400	425	148	133	118	103	127	114	101	89	78	82	71	64	57	50
	425	450	152	137	122	106	130	116	104	91	80	85	74	66	59	53
	450	475	156	140	125	108	134	121	107	94	82	88	76	68	61	54
	475	500	160	143	128	111	138	125	110	97	84	91	78	70	63	56
	500	525	164	147	131	114	142	128	113	99	87	93	80	72	65	58
	525	550	168	150	134	117	145	131	116	101	89	95	82	74	66	59
	550	575	171	153	137	119	149	134	119	104	91	98	84	76	68	60
	575	600	175	158	140	123	153	138	123	107	93	101	87	78	70	62
	600	625	179	161	143	125	158	142	126	110	95	102	89	80	71	64
	625	650	183	165	146	128	162	145	129	112	98	105	91	82	73	65
	650	675	187	169	150	131	166	148	132	115	100	107	93	84	75	67
	675	700	192	172	153	134	170	152	136	118	102	110	96	87	77	68
	700	725	196	176	157	137	174	157	139	122	104	113	98	89	79	70
	725	750	201	180	161	140	178	161	142	125	106	115	101	91	80	72
	750	775	206	185	165	144	182	164	145	128	109	117	102	93	82	73
	775	800	211	190	169	147	186	168	148	131	111	121	104	95	84	75
	800	850	217	196	174	152	191	172	152	134	114	124	106	97	87	76
	850	900	226	203	180	158	196	176	157	137	117	127	108	99	89	78
	900	950	233	209	186	163	201	180	161	140	121	130	110	101	91	80
	950	1000	241	216	193	168	205	184	164	143	123	133	112	102	93	82
	1000	1050	248	224	199	173	209	187	167	146	125	136	114	104	95	84
	1050	1100	256	231	205	179	213	192	170	149	128	138	116	106	97	85
	1100	1150	264	237	211	184	217	196	173	151	130	141	119	108	98	88
	1150	1200	272	244	217	190	221	199	177	155	133	144	122	110	100	90
	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

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. 70963  
○ No Change

EFFECTIVE AUGUST 28, 1966

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 1779

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		260	234	207	181	104	94	83	73						
				EAST BAY METROPOLITAN ZONE GROUP		256	231	205	179	102	92	81	71				
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
		SAN FRANCISCO METROPOLITAN ZONE GROUP		73	66	58	52	48	43	38	35	30	32	27	24	22½	19½
				EAST BAY METROPOLITAN ZONE GROUP		71	64	57	49	46	42	37	34	29	31	26	23

0509

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.

NOTE 3.--When applied in connection with truckload ratings, minimum weight will be as provided in 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.      **70963**

EFFECTIVE AUGUST 26, 1966

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 1780

Item No.	SECTION NO. 2		CLASS RATES (Continued) In Cents Per 100 Pounds											
Class Rates shown below are intermediate in application subject to Note 1.														
BETWEEN		AND	MINIMUM WEIGHT											
			Any Quantity				5,000 Pounds				10,000 Pounds except as provided in Note 2			
SAN FRAN- CISCO TERRITORY			1	2	3	4	1	2	3	4	1	2	3	4
as de- scribed in Item No. 270-3		LOS ANGELES TERRI- TORY as described in Item No. 270-3	356	320	285	250	184	166	147	129	148	133	118	103
SACRA- MENTO			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)							
NORTH SACRA- MENTO			1	2	3	4	5	A	B	C	D	E		
			127	114	101	89	78	82	71	64	57	50		
<p>NOTE 1.-If charges accruing under the Class Rates in this item, applied on shipments from, to or between points intermediate between origin and destination territories shown in this item via routes shown in Items Nos. 900 and 900-1 are lower than charges accruing under the Distance Class Rates in Items Nos. 500, 505 or 507 on the same shipment via the same route, such lower charges will apply.</p> <p>NOTE 2.-When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or this tariff, subject to Item No. 290.</p> <p>NOTE 3.-When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff (subject to Item No. 290) but in no event less than 20,000 pounds.</p> <p>NOTE 4.-Subject to the provisions of Item No. 292 for volume incentive service.</p>														
<p>◇ Increase, Decision No. <b>70963</b></p>														
<p>EFFECTIVE AUGUST 28, 1966</p>														
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>														
<p>Correction No. 1781</p>														



Cancel

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. (See Note 3)							
◇ 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						
	45   41   36   33	27   30   25   22½   20½   18						
<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>NOTE 3.-Except as provided in Items Nos. 160 and 170, rates are not applicable to split pickup or split delivery shipments.</p>								
◇ Increase, Decision No.        70963								
EFFECTIVE AUGUST 28, 1966								
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 1762</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 Items Nos. 320 and 320-1.					
	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)			
			Minimum Weight (in pounds)			
	Over	But Not Over	30,000	36,000	42,000	(1)45,000
	0	5	18	16½	16	14½
	5	10	19	17½	17	15½
	10	15	20	18½	17½	15½
	15	20	21½	19½	18	16
	20	25	22½	20½	18½	16½
	25	30	23½	21	19	17
	30	35	24½	22	19½	17½
	35	40	25	22½	20½	18
	40	45	26	23	21½	18½
	45	50	27	24	22½	19½
	50	60	28½	25	23½	20½
	60	70	29½	27	24½	21½
	70	80	31	28	26	22½
	80	90	32	30	27	23½
	90	100	33	31	28	24½
	100	110	35	32	29	26
	110	120	36	33	30	27
	120	130	38	34	31	28
	130	140	40	35	32	29
	140	150	41	36	33	30
	150		Class rates apply for distances over 150 miles			

6620

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. 70963

EFFECTIVE AUGUST 28, 1966

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

Correction No. 1783

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 Items Nos. 320 and 320-1. 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 BASIS TERRITORY as described in Item No. 270
	◊ RATES (See Note)	
	Minimum Weight 42,000 Pounds	Minimum Weight 45,000 Pounds
ø 630	(1) 64	(2) 57
	NOTE.-The rates named in this item are subject to the provisions of Items Nos. 900 and 900-I. (1) Applies only to shipments which are transported under temperature control service. (2) Not applicable to shipments which are subject to temperature control service.	
	ø Change ) ◊ Increase ) Decision No. <b>70963</b>	
	EFFECTIVE AUGUST 28, 1966	
	Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
	Correction No. 1784	

Item No.	SECTION NO. 3 COMMODITY RATES (Continued)
APPLICATION OF RATES IN ITEMS MAKING SPECIFIC REFERENCE HERETO	
6653†	<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>

63. 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 \$2.15 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. 651 $\frac{1}{2}$  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.

653-3/4

<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.

Change )  
Increase ) Decision No. 70963

EFFECTIVE AUGUST 28, 1966

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

Correction No. 1785

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 89 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"> <li>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</li> <li>2. Shipments rated under the provisions of Item No. 710.</li> </ol> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 80%;"></th> <th style="width: 20%; text-align: right; vertical-align: bottom;"><u>Pounds</u></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>			<u>Pounds</u>	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.
	<u>Pounds</u>															
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. 70963

EFFECTIVE AUGUST 28, 1966

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 1786

- 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 Shakes Shingles Shook, Box or Crate	Boards (See Note 3) Flywood (See Note 4) Sheets (See Note 3) Veneering (See Note 4)		Lumber Railroad Ties Timbers	
MILES						
RATES						
		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	
	But Not Over					
6690	0 3	9½	9	7	6½	5½
	3 5	10½	10	8½	7½	6½
	5 10	12	11½	9½	9¼	7½
	10 15	13½	13	11	10½	9¼
	15 20	14½	14½	12	12½	10½
	20 25	15½	16	13½	14	12
	25 30	17½	17½	14½	15	13
	30 35	18½	18½	15½	16	13½
	35 40	19½	19½	16½	17½	14½
	40 45	20½	20½	18	18½	15½
	45 50	21½	21½	19	19½	16½
	50 60	24	25	20	21½	18½
	60 70	27	27	21	22½	19½
	70 80	28	29½	22	25½	20½
	80 90	30½	31	23½	27½	21½
	90 100	31	32	25½	30	22½
	100 110	33	(1)	29	(1)	24½
	110 120	35		30½		27½
	120 130	36		32		30½
	130 140	38		34		32
	140 150	40		35		34
	150 160	42		37		35
	160 170	44		39		37
	170 180	46		41		38
	180 190	48		43		40

190	200	50	45	42
200	220	54	47	43
220	240	58	49	45
240	260	60	52	46
260	280	63	55	48
280	300	66	59	50
300	325	69	61	55
325	350	71	63	60
350	375	73	66	63
375	400	75	70	66
400	425	79	73	68
425	450	82	76	72
450	475	85	80	75
475	500	90	82	78
500	525	94	85	81
525	550	97	90	84
550	575	101	94	88
575	600	104	97	92
600	625	(2)	99	96
625	650		103	99
650	675		106	103
675	700		109	106
700	725		112	109
725	750		115	112
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, 3 cents per 100-pounds for each 25 miles or fraction thereof in excess of 750 miles.

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

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

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

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

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

Change

◇ Increase, except as noted

○ No Change

Decision No.

70963

EFFECTIVE AUGUST 28, 1966

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

Correction No. 1767

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents Per 100 Pounds	
<p>LUMBER AND FOREST PRODUCTS, viz.: Lumber, Timbers and Veneering Minimum Weight 40,000 pounds (See Note 1).</p>				
FROM Production Zone (See Note 2)		TO Delivery Zone (See Note 3)		
		◇ A (Hornbrook)	◇ B (Yreka)	
1 (Seiad)	16	16½		
2 (Happy Camp)	19½	20		
3 (Indian Creek)	20	20½		
<p>NOTE 1.--(a) Rates are not subject to Item No. 85. The minimum weight applies to each unit of equipment. (b) Rates are intermediate in application from points located on or within one actual highway mile on either side of State Highway No. 96 between Hamburg and Gottville. (c) In the event the charge accruing under the rates provided in Section No. 2 or Item No. 690 of this tariff is lower than the charge accruing under the rates named herein the charge accruing under Section No. 2 or Item No. 690 will apply.</p>				
6700	<p>NOTE 2.--Production Zones are as follows: (a) Zone 1 (Seiad) includes that area within ten actual highway miles on either side of State Highway 96 extending from Hamburg to Thompson Creek. (b) Zone 2 (Happy Camp) includes that area within three actual highway miles on either side of State Highway 96 between Thompson Creek and the point opposite the confluence of Elk Creek and the Klamath River. (c) Zone 3 (Indian Creek) includes that area within ten actual highway miles on either side of State Highway 96 between Thompson Creek and the point opposite the confluence of Elk Creek and the Klamath River except that area included in Zone 2.</p>			
<p>NOTE 3.--Delivery Zones are as follows: (a) Zone A (Hornbrook) includes that area within a radius of three air-line miles of the Southern Pacific Co. Depot at Hornbrook. (b) Zone B (Yreka) includes that area within a radius of six air-line miles of the intersection of Main Street and Miner Street, Yreka, and including all team tracks, side tracks, and spur tracks, together with loading areas, platforms and industries directly adjacent thereto, of the Southern Pacific Co. at Montague.</p>				
<p>◇ Change ) ◇ Increase )</p>		<p>Decision No. 70963</p>		
<p>EFFECTIVE AUGUST 28, 1966</p>				
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>				
<p>Correction No. 1788</p>				

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> <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>		
<p>710</p>	<p>MILES</p> <p>But Not Over</p>	<p>◇ RATES</p>	
		<p>Minimum Weight</p>	
	<p>20,000 Pounds</p>	<p>40,000 Pounds</p>	
<p>Over</p>			
<p>0</p>	<p>3</p>	<p>9½</p>	<p>7½</p>
<p>3</p>	<p>5</p>	<p>11</p>	<p>8½</p>
<p>5</p>	<p>10</p>	<p>12½</p>	<p>9½</p>
<p>10</p>	<p>15</p>	<p>15</p>	<p>11</p>
<p>15</p>	<p>20</p>	<p>17½</p>	<p>12½</p>
<p>20</p>	<p>25</p>	<p>19½</p>	<p>13½</p>
<p>25</p>	<p>30</p>	<p>21½</p>	<p>14½</p>
<p>30</p>	<p>35</p>	<p>24</p>	<p>15½</p>
<p>35</p>	<p>40</p>	<p>27</p>	<p>16½</p>
<p>40</p>	<p>45</p>	<p>29½</p>	<p>18</p>
<p>45</p>	<p>50</p>	<p>32</p>	<p>19</p>
<p>50</p>	<p>60</p>	<p>(2)</p>	<p>21½</p>
<p>60</p>	<p>70</p>		<p>24</p>
<p>70</p>	<p>80</p>		<p>27</p>
<p>80</p>	<p>90</p>		<p>29½</p>
<p>90</p>	<p>100</p>		<p>30½</p>
<p>100</p>	<p>110</p>		<p>31</p>
<p>110</p>	<p>120</p>		<p>32</p>
<p>120</p>	<p>130</p>		<p>34</p>
<p>130</p>	<p>140</p>		<p>35</p>
<p>140</p>	<p>150</p>		<p>35</p>
<p>150</p>	<p>-</p>		<p>(2)</p>

- (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, 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 ) Decision No. 70963  
Increase )

EFFECTIVE AUGUST 28, 1956

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San Francisco, California.

Correction No. 1789

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	ø(1)57
ø740	(1) Subject to Items Nos. 900 and 900-1.			
øChange            ) øIncrease         )     Decision No. <b>70963</b>				
EFFECTIVE AUGUST 28, 1966				
Issued by the Public Utilities Commission of the State of California, San Francisco, California.				
Correction No. 1790				

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	11	10½	9¾	9	9	7¾	8¾	7¾
	3	5	12	11	10¾	10½	10	9	9¾	8¾
	5	10	14	13½	11¾	11½	11	10	10¾	9¾
	10	15	16	15	13¾	12	12	11	11¾	10¾
	15	20	18½	18	15	14	13½	12	12½	11½
	20	25	19¾	18½	18	16½	11½	13½	14	12½
	25	30	22¾	21	19	18	16	14¾	15	14
	30	35	23¾	22¾	20	19	18	15¾	16½	15
	35	40	26¾	24	22	21½	19¾	16¾	19	16
	40	45	29	26¾	23	22	20¾	18	20	17½
	45	50	32	30	26¾	24	21¾	19	21	18½
	50	60	35	32	30	27½	23	21	22½	20
	60	70	37	34	32	29	25	22½	24	21½
	70	80	39	35	34	30	27¾	24	26¾	23
6745	80	90	42	39	36	32	30	25¾	29	24½
	90	100	44	41	38	35	31	27¾	30	26½
	100	110	47	43	40	37	34	29¾	32	27½
	110	120	49	45	42	39	35	31	34	29
	120	130	52	47	44	40	37	33	35	30
	130	140	54	49	45	41	39	35	36	31
	140	150	59	50	47	43	40	36	37	32
	150	160	60	52	49	45	42	38	39	34
	160	170	62	58	52	46	44	39	41	36
	170	180	65	60	53	47	46	40	43	37
	180	190	67	62	56	50	48	41	45	38
	190	200	69	64	58	53	50	42	46	39
	200	220	72	66	63	57	53	45	48	41
	220	240	75	69	66	60	57	48	52	44
	240	260	80	71	69	62	60	52	56	47
	260	280	83	73	72	65	63	56	59	50
	280	300	88	80	75	67	66	59	62	54
	300	325	92	83	81	71	70	63	65	58
	325	350	96	85	85	74	74	66	69	61
	350	375	98	88	89	75	80	69	72	64
	375	400	102	91	92	82	83	72	75	67
	400	425	104	93	94	84	87	75	80	70
	425	450	107	96	97	88	90	80	82	72
	450	475	109	101	102	92	93	83	84	74
	475	500	113	104	106	95	96	87	87	77
	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, 03 cents per 100 pounds for each 25 miles or fraction thereof in excess of 500 miles.
- (4) Add to the rate for 500 miles, 02 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.

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 060 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. 70963
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EFFECTIVE AUGUST 28, 1966

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San Francisco, California,  
Correction No. 1791