

ORIGINALDecision No. 72849

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. 451, 455 and 459)

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 petroleum and petroleum products in bulk (commodities for which rates are provided in Minimum Rate Tariff No. 6-A).

Case No. 5436
(Petition for Modification
No. 80)

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

Application No. 49382

(Appearances are listed in Appendix A)

O P I N I O N

By Petition for Modification No. 451, the California Trucking Association (CTA) seeks increases of approximately six percent and four percent in the less truckload and truckload rates, respectively, named in Minimum Rate Tariff No. 2 for the statewide transportation of general commodities by highway carriers. ^{1/} By

^{1/} Accessorial services representing practically all direct labor handling are proposed to be increased by approximately 7 percent; other miscellaneous accessorial service charges are proposed to be increased by 5-1/2 percent.

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Petitions for Modification Nos. 455 and 80, the C.T.A. requests that Distance Table 6 be adopted for Minimum Rate Tariffs Nos. 2 and 6-A for the determination of constructive mileages between points within California. By Petition for Modification No. 459 and Application No. 49382, the Pacific Southcoast Freight Bureau, on behalf of the California railroads, seeks authority to increase certain rates and charges published in Pacific Southcoast Freight Bureau Tariffs Nos. 1016, 294-E and 300, commensurate with the increases sought by the C.T.A. in Petition No. 451. These matters were consolidated for hearing on a common record.

Public hearings were held before Commissioner Morrissey and Examiner Gagnon at San Francisco on May 24 and 25, 1967, and at Los Angeles on June 8 and 9, 1967. Evidence was presented by the C.T.A.'s director of transportation economics, a railroad official on behalf of applicant, and the Commission staff. Shipper representatives also assisted in the development of the record. The matters were submitted subject to the filing of late-filed Exhibit No. 8 which has been received.

Petition No. 451

The established rates and charges named in Minimum Rate Tariff No. 2 reflect carrier labor costs and allied payroll expenses in effect as of July 1, 1966.^{2/} Petitioner states that since the minimum rates were last generally adjusted, highway carriers providing service under Minimum Rate Tariff No. 2 have experienced substantive increases in their operating costs. Such increases have resulted primarily from upward adjustments in wage rates and so-called fringe benefits payable to employees of highway carriers,

^{2/} Decision No. 70963, dated July 15, 1966 (65 Cal. P.U.C. 794)

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effective as of April 1, 1967, together with increases in related employers payroll expenses. The upward adjustment in wages and employee fringe benefits is the result of recent negotiations with union representatives which, on May 5, 1967, culminated in the ratification of a new three-year labor contract. Under the new labor agreement, which will assertedly affect substantially all categories of employees of highway carriers, basic hourly wage rates, exclusive of increases in so-called fringe benefits, were increased 25 cents per hour, including an 11-cents per hour cost-of-living adjustment. Petitioner's reference to upward adjustments in other allied payroll expenses relates to increases, which have occurred since July 1, 1966, in highway carrier contributions to social welfare programs (Social Security Taxes and the California Unemployment Insurance Fund) and in Workmen's compensation insurance rates.

Petitioner's witness presented evidence showing the various percentage increases in wages, health and welfare payments, taxes and workmen's compensation insurance which the carriers have experienced. The witness for C.T.A. explained that he took cost information previously accepted by the Commission (Decision No. 70963) and substituted the April 1, 1967 labor and allied payroll cost factors for the 1966 computations. From these revised cost calculations the percentage increase in 1967 operating costs over the 1966 cost information of record were determined. The resulting percentage increases in operating costs were then utilized as a basis for increasing the minimum rates.

The rates named in Minimum Rate Tariff No. 2 are unit cost oriented, based on estimated costs of for-hire carrier operations. The Commission has determined that such rate making procedure has

resulted, over the years, in sufficient, reasonable, just and non-discriminatory 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.

The California Trucking Association presented in evidence a financial study of the results of operations of some 93 highway carriers, selected by the C.T.A. as assertedly being predominantly engaged in transportation subject to Minimum Rate Tariff No. 2. The study developed consolidated operating ratios for the selected carriers, before provision for federal income taxes, as follows:

TABLE I

<u>YEAR</u>	<u>REVENUES</u>	<u>OPERATING</u> - <u>EXPENSES</u>	<u>OPERATING</u> <u>RATIOS</u>
1963	\$159,457,807	\$157,640,216	98.9%
1964	190,345,415	183,970,791	96.7
1965	201,755,004	195,308,414	96.8
1966 (1)	172,445,552	168,035,898	97.4

(1) Computation omits 14 selected carriers for whom financial studies were not available.

The above tabulation indicated that the prior cost offsets authorized by this Commission accomplished no more than originally intended, that is, to increase the level of minimum rates so as to produce additional operating revenues sufficient only to offset increases in labor and allied payroll costs actually experienced by the highway carriers.

The C.T.A. also introduced in evidence its estimate of the impact of the 1967 wage increases upon the operating revenues and expenses of the highway carriers involved. From an analysis of

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the payroll and related accounting records of the selected highway carriers, the C.T.A. developed that the 1967 upward adjustments in wages would increase the highway carrier's operating expenses by 5.22 percent. In an effort to demonstrate the dollar impact of the 1967 wage increases, the C.T.A. also presented a profit and loss summary of the selected carriers for the first six months of 1966, modified to reflect the effects of the 1967 increases in wages. The results of the C.T.A.'s profit and loss analysis are as follows:

TABLE 2

Profit and Loss Summary of Selected Highway Carriers, Engaged in Transportation Subject to Minimum Rate Tariff No. 2, for the First Six Months of 1966, Modified to Reflect the 1967 Increases in Wages.

ACTUAL

1. Operating Revenues	\$104,956,112	
2. Operating Expenses	\$101,591,359	
3. Operating Ratio		96.8%

MODIFICATION

4. Provision for Labor Increases (5.22%)	\$ 5,303,069	
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MODIFIED PROFIT AND LOSS SUMMARY

5. Operating Revenues	\$104,956,112	
6. Operating Expenses	\$106,894,428	
7. Operating Ratio		101.8%

The above tabulation suggests that the highway carriers operating under Minimum Rate Tariff No. 2 will be confronted with an operating loss in the event such carriers are denied the sought relief and required to absorb the April 1, 1967 increase in wage costs.

The proposed increases 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 factor. This method is intended to do no more than restore the rates to the same relationships to carrier operating costs as they bore when the rates were initially established.

The present rates 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". The Commission also instructed its staff "to diligently proceed to complete its studies relating to transportation subject to Minimum Rate Tariff No. 2...." The Commission subsequently has increased the rates established by Decision No. 66453 on three occasions to give effect to increased wage costs and allied payroll expenses.^{3/} In each instance the prior existing rates found reasonable by the Commission were increased by the so-called wage offset or datum plane method.

In fifteen separate proceedings held in Case No. 5432, during the period 1950-1966, the Commission authorized the rates and charges named in Minimum Rate Tariff No. 2 to be increased under the "offset" method, utilizing prior full-scale cost and rate studies as a datum plane. In most instances, such method resulted in percentage

^{3/} Decision No. 67443, dated June 22, 1964 (unreported); Decision No. 69330, dated June 29, 1965 (64 Cal. P.U.C. 443); and Decision No. 70963, dated July 15, 1966 (65 Cal. P.U.C. 794).

increases in rates averaging between three to five percent. Evidence developed under this procedure, in support of upward adjustments in minimum rates, is appropriate when full-scale cost and rate economics studies are not available or their presentation in evidence does not appear to be necessary. All parties are generally aware that the Commission is in the process of receiving evidence relative to the staff's full-scale cost and rate studies.^{4/} Extensive hearings have been held and further direct evidence and cross-examination of Commission staff and other interested party witnesses is contemplated. Final consideration of such full-scale cost and rate studies by the Commission is not imminent and cannot reasonably be anticipated in the immediate future. In the light of these circumstances, continued utilization of the so-called wage offset method by the C.T.A. as a basis for its sought increases in the existing rates of Minimum Rate Tariff No. 2 constitutes, in this particular instance, an acceptable procedure.

The Commission's Transportation Division staff, being of the opinion that the Commission may wish to have before it in its consideration of Petition No. 451 an updated revision of the staff's proposal in Case No. 5432 (Order Setting Hearing, dated August 31, 1965), presented in evidence revisions of its basic cost studies reflecting the impact of the April 1, 1967 wage costs and allied payroll expenses. The upward adjustments in the staff cost factors reflect percentage increases in for-hire carrier labor costs and related expenses substantially similar to the like adjustment in the C.T.A. cost studies introduced in evidence in support of its proposals.

^{4/} Case No. 5432 (Order Setting Hearing, dated August 31, 1965) and Case No. 7858 (Order Setting Hearing, dated October 5, 1965). The staff studies were offered in evidence at hearings which started in May, 1966.

It has been established that the highway carriers engaged in transportation subject to Minimum Rate Tariff No. 2 have incurred increases in their labor costs and allied payroll expenses which are not now reflected in the present rates. It has also been clearly demonstrated that petitioner's cost development fairly measures the cost increases experienced by the carriers since the last general revision in the minimum rates. The increase proposed by petitioner under the wage offset or datum plane procedure, deemed appropriate in this particular instance, reasonably reflects the increases in the wage costs and allied payroll expenses.

Petition No. 459
Application No. 49382

An official for a California rail line offered testimony and exhibits in support of the Pacific Southcoast Freight Bureau application and petition. Only the rail less-carload class rates are governed by the provisions of Minimum Rate Tariff No. 2. By Decision No. 70771, dated May 24, 1966, (65 Cal. P.U.C. 601) the California rail lines were authorized to cancel their class rates formerly 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. In Decision No. 70771 the Commission ordered that the application of the minimum less-carload charges in Tariff 1016 on California intrastate traffic be not less than those provided in Item 150 of Minimum Rate Tariff No. 2.^{5/} In Petition No. 459 the rail carriers seek the same increase in minimum charges as sought by the C.T.A. in Petition No. 451.

^{5/} The less-carload and carload class rates named in Tariff 255 were, with a few minor deviations, the same as those named in Minimum Rate Tariff No. 2; whereas the class rates in Tariff 1016 are generally on the level prescribed by the Interstate Commerce Commission for application within the Mountain Pacific Territory in ICC Docket No. 30416.

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Except for these minimum charge provisions, the California rail lines' interest in the proceedings is limited 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 (carload commodity rates on sugar). The rail witness explained that the trailer-on-flat-car rates (Tariff 294-E) between points in California are generally the same as corresponding Minimum Rate Tariff 2 rates except for Classes B to E, inclusive, where the 5th class rates are observed as minimum. The rail witness further stated that trailer-on-flat-car service also includes pickup, delivery and substitute over-the-highway service by the railroads' motor carrier affiliates, which experience the same increases in cost of performing the service as other motor carriers. Such motor carrier affiliates are members of the California Trucking Association and are bound by the new labor agreement negotiated by the trucking association on their behalf.

The rail commodity rates on sugar named in Tariff No. 300 were originally published on the basis prescribed by the Commission as minimum for highway carriers for the purpose of meeting highway competition. 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 lines are proposing here to take the same increases as sought in Petition No. 451 so as to retain the existing truck-rail competitive rate parity. In prior proceedings the Commission found that the preservation of adequate service requires that the class and commodity rates of the railroads be maintained at competitive levels. The record here supports a similar finding.

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Petition No. 455
Petition No. 80

By Decision No. 72081, dated February 28, 1967, in Case No. 7024 (Order Setting Hearing of July 19, 1966), the Commission found that Distance Table 6 and its separate Book of Maps contain the reasonable constructive miles and governing rules to be used in connection with the Commission's minimum rate tariffs, in lieu of the existing governing Distance Table No. 5, and that the resulting changes provide just and reasonable minimum rates and rules. Distance Table 6 and its separate Book of Maps became effective July 1, 1967. The Commission concluded that Distance Table 6 and its separate Book of Maps should be adopted to supersede Distance Table No. 5, and that minimum rate tariffs now referring to Distance Table No. 5 should be amended accordingly.

By Petition for Modification Nos. 455 and 80 the California Trucking Association requests that Distance Table 6 be made to govern the distance rates named in Minimum Rate Tariffs Nos. 2 and 6-A, effective with the general rate changes in such tariffs which may be authorized pursuant to Petition No. 451 herein^{6/} and in Petition No. 81 in Case No. 5436.^{7/}

The C.T.A. has expressed concern over the possibility that general revisions in Minimum Rate Tariffs Nos. 2 and 6-A, pursuant to proposals in Petition Nos. 451 and 81, respectively, may be authorized to become effective within the same relative period of time as the adoption of Distance Table No. 6 as the governing distance table. The trucking association contends that substantial

^{6/} Minimum Rate Tariff No. 2 governs the statewide highway transportation of general commodities, including petroleum and petroleum products, in packages. Minimum Rate Tariff No. 6-A governs the highway transportation of petroleum and petroleum products, in bulk, in tank vehicles.

^{7/} Public hearing relative to Petition for Modification No. 81 is scheduled for July 18, 1967.

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tariff complications and unnecessary expense to both shippers and carriers would be avoided if the effective dates of the contemplated tariff adjustments in Minimum Rate Tariffs Nos. 2 and 6-A, respectively, coincide. The C.T.A. also asserts that interested shippers and carriers of petroleum and petroleum products are desirous of having Distance Table 6 adopted as the governing distance table for Minimum Rate Tariff No. 6-A concurrently with any adjustments in rates which may be authorized pursuant to Petition No. 81.

The concern expressed by the C.T.A. is well founded. Its suggestion that the adoption of Distance Table 6 be made effective concurrently with the changes in Minimum Rate Tariff No. 2 rates and charges to be authorized by the order herein has merit. We also agree that the adoption of Distance Table 6 in connection with Minimum Rate Tariff No. 6-A should coincide with the effective date of any changes in rates and charges therein that may be authorized pursuant to Petition No. 81 in Case No. 5436.

Findings and Conclusions

The Commission finds that:

1. The for-hire carriers engaged in transportation subject to Minimum Rate Tariff No. 2 have incurred increases in their labor costs and allied payroll expenses generally effective as of April 1, 1967, to the extent set forth in petitioner's exhibits.
2. At present Minimum Rate Tariff No. 2 does not contain any provisions for compensating for-hire carriers for such increases in their labor costs and allied payroll expenses.
3. The sought increases in rates and charges fairly reflect the increases in labor and allied payroll cost factors.
4. The increases in the minimum rates and charges have been shown to be justified, and the resulting increased rates and charges

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established in the order which follows are the just, reasonable and nondiscriminatory minimum rates for the transportation governed thereby.

5. 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 the 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.

6. The increases in rail rates and charges, as proposed in Application No. 49382, are justified.

7. The constructive mileages set forth in Distance Table 6, when applied in conjunction with Minimum Rate Tariffs Nos. 2 and 6-A will result in just, reasonable and nondiscriminatory minimum rates for transportation governed by said tariffs.

8. The provisions of Distance Table 6 are, and will be, reasonable provisions for the statewide transportation of (a) general commodities and (b) petroleum and petroleum products, in bulk, in tank vehicles, by common carriers as defined in the Public Utilities Act.

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9. The rules and distances which are maintained by the common carriers for the transportation involved herein are, and for the future will be, unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the cost of other means of transportation insofar as they are lower in volume or effect than those set forth in Distance Table 6.

The Commission concludes that (a) Petitions for Modification Nos. 451, 455 and 459 in Case No. 5432; (b) Petition for Modification No. 80 in Case No. 5436; and (c) Application No. 49382 should be granted. Minimum Rate Tariff No. 2 will be amended by the order herein. In order to avoid duplication of tariff distribution, Minimum Rate Tariff No. 6-A will be amended by separate order.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 2 (Appendix D to Decision No. 31606, as amended, is further amended by incorporating therein, to become effective September 23, 1967, 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. The mileages prescribed by the Commission in Decision No. 72081 dated February 28, 1967, in Case No. 7024, are hereby adopted, established and approved as the just, reasonable and non-discriminatory basis for computing distances for use in applying distance rates in Minimum Rate Tariff No. 2.
3. The rates and charges set forth in Minimum Rate Tariff No. 2 determined under the provisions of Distance Table No. 6 and the rules governing such rates and charges are hereby established as the minimum reasonable and sufficient rates and charges to be

published, assessed, charged, collected and observed by all common carriers as defined in the Public Utilities Act for the transportation of commodities subject to the tariff between the points for which rates are provided in the tariff.

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

"Distances to be used in connection with distance rates named herein shall be determined in accordance with Distance Table 6 issued by the Public Utilities Commission of the State of California."

5. Common carriers are authorized to adopt Distance Table 6 as the basis for computing distances for use in applying distance rates in their common carrier tariffs for the transportation of:

- (a) commodities for which minimum rates have not been established, or
- (b) commodities which are subject to higher rates than, or more restrictive provisions than, the minimum rates or provisions otherwise applicable.

6. 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.

7. 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 6 hereof.

8. The increased class rates, surcharges, minimum charges and accessorial service charges directed to be established by ordering paragraph 6 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.

9. In addition to the increases hereinbefore authorized or required, common carriers by railroad be and they are authorized to establish increases in the rates, charges and provisions in the tariffs or portions thereof identified in Exhibits Nos. 3 through 6 in Application No. 49382, and in their carload class rates to the levels of the comparable rates, charges and provisions of Minimum Rate Tariff No. 2 as established pursuant to ordering paragraph 1 hereof.

10. 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 9 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 9 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.

11. Except for tariff publications required to be made by ordering paragraph 10 hereof, tariff publications required to be made by common carriers as a result of the order herein shall be

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made effective September 23, 1967, on not less than ten days' notice to the Commission and to the public and tariff publications which are authorized but not required to be made by common carriers as a result of the order herein may be made effective not earlier than September 23, 1967 and may be made effective on not less than ten days' notice to the Commission and to the public if filed not later than November 24, 1967.

12. 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.

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

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

Dated at San Francisco, California, this 1st
day of AUGUST, 1967.

[Signature]
President
[Signature]
[Signature]
[Signature]
Commissioners

APPENDIX A

APPEARANCES

Arlo D. Poe, J. C. Kaspar and H. F. Kollmyer, for California Trucking Association, petitioner in Petitions Nos. 451, 455 and 80.

Albert T. Suter and Walt A. Steiger, for Pacific Southcoast Freight Bureau, on behalf of California Rail Lines, petitioner in Petition No. 459 and applicant in Application No. 49382.

T. R. Dwyer, John McSweeney, W. N. Dennison, David Reid, Richard D. Stokes, M. L. Frost, Jr., Armand Karp, George E. Sloat, O. E. Peterson, John Odoxta, A. J. Konicki, W. N. Greenham, Sydney F. Jordan, Robert Minardi, B. R. Johnson, R. L. Ellis, O. P. Curtis, James O. Haugh, William Dobrowski, J. Harvey Watson, Charles J. Lawlor, Russel L. Warrick, C. J. Boddington, C. M. Alexander, Bruno Malucchi, W. A. Statton, Jas. L. Roney, Charles H. Atthowe, Walter D. James, Sam O. Sciortino, Louis A. Dore' Jr., F. S. Kohles, Clyde R. Hoagland, C. R. Hart, Duff Wertz, Raye Magness, for various highway carriers, respondents.

Edmund P. Webber, Robert J. Lilley and Edgar L. Larsen for various shippers, protestants.

D. H. Marken, Ralph Hubbard, Gordon G. Gale, T. E. Carlton, Russell Bevans, W. Paul Tarter, C. B. Seamans, John P. Hellmann, Reed B. Tibbetts, Larry Borden, John T. Reed, Robert R. Schwenig, David B. Porter, J. R. McNicoll, Norman I. Molaug, J. A. Ehrlich, Tad Muraoka, C. H. Costello, J. T. Wright, William D. Dewitt, James M. Cooper, Alphonse T. Eche, Harold Summerfield, T. W. Curley, Peter D. Merrill, Larry Binsacca, Charles C. Miller, Glen R. Baker, R. A. Morin, Milton A. Walker, Harry W. Timmerman, Gordon Larsen, Asa Button, G. C. Willis, John C. Lincoln, R. L. Larson, D. R. Ranche, Joseph E. Frias, David L. Borunda, Charles H. Caterino, R. C. Fels, Louis L. Fox, E. J. Langhofer, W. J. Knoell, E. J. Schilz, Burman W. Bodel, Joseph D. Cunliffe, John H. Vail, Eugene R. Rhodes, R. L. Walsh, A. Stanley Hayes, William D. Grindrod, for various organizations, associations and shippers, interested parties.

George H. Morrison and John R. Laurie, for the Commission staff.

APPENDIX B TO DECISION NO. 72849

List of Revised Pages to
Minimum Rate Tariff No. 2
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(END OF APPENDIX B LIST)

Item No.	SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION
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DEFINITION OF TECHNICAL TERMS
(Items Nos. 10, 11 and 12)

AIR-MILE means a statute mile measured in a straight line without regard to terrain features or differences in elevation.

ARMORED CAR means any motor truck and/or other highway vehicle which has been armored with bullet resistant metal and/or bullet proof glass, and which is manned by an armed crew.

CARRIER means a radial highway common carrier, a highway contract carrier or a cement contract carrier as defined in the Highway Carriers' Act, or a household goods carrier as defined in the Household Goods Carriers Act.

CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles operated as a single unit.

§10

COMMON CARRIER RATE means any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment; any interstate or foreign rate or rates of any common carrier railroad or railroads applying between points in California by an interstate or foreign route, lawfully in effect at time of shipment; also any interstate or foreign rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, applying between points in California and in effect at time of shipment and covering transportation exempt from rate regulation of the Interstate Commerce Commission under Section 203(b)(6) or Section 203(b)(8) of Part II of the Interstate Commerce Act.

CONSIGNOR means the person, firm or corporation shown on the shipping document as the shipper of the property received by the carrier for transportation.

DANGEROUS ARTICLES means articles described in Motor Carriers' Explosives and Dangerous Articles Tariff 12, Cal.P.U.C. 7, of American Trucking Associations, Inc., Agent, and supplements thereto or reissues thereof.

DEBTOR means the person obligated to pay freight charges to the carrier, whether consignor, consignee or other party.

§DISTANCE TABLE means Distance Table 6.

ESCORT SERVICE means the furnishing of pilot cars or vehicles by a carrier as may be required by any governmental agency to accompany a shipment for highway safety.

ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.

EXCEPTION RATINGS TARIFF means Exception Ratings Tariff No. 1 issued by the Commission.

GOVERNING CLASSIFICATION means National Motor Freight Classification A-9 (CAL) as governed by National Motor Freight Classification A-9.

INDEPENDENT-CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to result of the work only and not as to the means by which such result is accomplished.

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

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

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

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

(Continued in Item No. 11)

∅ Change, Decision No. 72849

EFFECTIVE SEPTEMBER 23, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1838

Cancels:

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																					
	<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates in this tariff, and common carrier rates applied under the provisions of Items Nos. 200, 210, 220 and 230, subject to minimum weights of less than 10,000 pounds, include loading into and unloading from the carrier's equipment. When the carrier picks up or delivers a shipment subject to a minimum weight of less than 10,000 pounds and weighing more than 100 pounds, at a point not at street level, and no vehicular elevator service or vehicular ramp is provided and made available to the carrier, an additional charge of 011 cents per 100 pounds, minimum additional charge 080 cents per shipment, shall be assessed for the service of handling shipment beyond the carrier's equipment.</p> <p>§120 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>																					
	<p style="text-align: center;">CHARGES FOR ESCORT SERVICE</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring escort service:</p> <p>(a) A charge of 067.75 per hour, plus 8$\frac{1}{2}$ 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>§124 (c) A charge of \$7.25 per twenty-four (24) hour period shall be assessed for subsistence for each escort driver if service requires over-night delay.</p> <p>NOTE.-Charges for fractions of an hour shall be determined in accordance with the following table:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;"><u>MINUTES</u></th> <th></th> </tr> <tr> <th style="text-align: center;"><u>Over</u></th> <th style="text-align: center;"><u>But Not Over</u></th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">8</td> <td style="text-align: right;">----- omit</td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">23</td> <td style="text-align: right;">----- shall be $\frac{1}{4}$ 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 $\frac{1}{2}$ 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 $\frac{3}{4}$ hour</td> </tr> <tr> <td style="text-align: center;">53</td> <td style="text-align: center;">60</td> <td style="text-align: right;">----- shall be 1 hour</td> </tr> </tbody> </table>	<u>MINUTES</u>			<u>Over</u>	<u>But Not Over</u>		0	8	----- omit	8	23	----- shall be $\frac{1}{4}$ hour	23	38	----- shall be $\frac{1}{2}$ hour	38	53	----- shall be $\frac{3}{4}$ hour	53	60	----- shall be 1 hour
<u>MINUTES</u>																						
<u>Over</u>	<u>But Not Over</u>																					
0	8	----- omit																				
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53	60	----- shall be 1 hour																				

Change)
Increase) Decision No. 72849

EFFECTIVE SEPTEMBER 23, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1837

- 18-B -

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
ø128	<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"> 1. A charge of ◊\$8.80 shall be made for the service of securing each permit, and 2. A charge shall be made equal to the fee, if any, assessed by the governmental agency for issuing each permit.
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 stacking, sorting, providing helpers for loading or unloading, or any other like service which is not authorized to be performed under rates named in this tariff, and for which a charge is not otherwise provided, additional charges per man shall be assessed as provided in Item No. 145(a). The charge provided in Item No. 145(b) for unit of equipment shall also apply whenever the accessorial or incidental service requires its use, or whenever the unit of equipment is inactivated by reason of the driver or helper being engaged in such service.</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.

∅ Change)
◇ Increase) Decision No. 72849

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Correction No. 1840

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
141	<p style="text-align: center;">FAILURE TO ACCOMPLISH DELIVERY (Applies only in connection with Items Nos. 176, 177 and 179)</p> <p>If the carrier, through no fault of its own, is unable to effect delivery of any shipment within 48 hours (excluding Saturdays, Sundays and holidays) after the first 7:00 a.m. following initial attempt of delivery, the shipment will be placed in storage and notice will be sent or given to consignor or consignee. Thereafter the shipment will be stored at carrier's terminal subject to the rates and charges set forth below, or at carrier's option, may be placed in a public warehouse at public storage rates.</p> <p style="padding-left: 40px;">For each of the first five days, 5½ cents per 100 pounds. For the sixth and each succeeding day, 7 ¾ cents per 100 pounds.</p> <p style="padding-left: 40px;">Minimum storage charge per shipment on freight held beyond 48 hours, 5 days or less--73 cents; 6 days or more--112 cents.</p> <p style="padding-left: 40px;">In computing time, any fractional part of 24 hours will be counted as one day.</p> <p style="padding-left: 40px;">In computing charges, any fractional part of 100 pounds will be computed as 100 pounds.</p> <p style="padding-left: 40px;">Shipments unloaded from vehicle and reloaded on vehicle for subsequent delivery will be subject to a charge of \$2.10 per ton in addition to all other charges set forth herein.</p> <p style="padding-left: 40px;">During period in which component part is held in storage carrier's liability for loss or damage will be that of a warehouseman.</p> <p style="padding-left: 40px;">Subsequent delivery from point of storage will be charged for as a new shipment.</p>
142	<p style="text-align: center;">(1) DELAYS TO EQUIPMENT</p> <p>Except as hereinafter noted, whenever the elapsed time between commencement and completion of the loading or unloading of shipments subject to minimum weights of 10,000 pounds or more, exceeds 8 minutes per ton (based on the weight on which transportation charges are computed) additional charges for delay time in excess of 8 minutes per ton shall be assessed as provided in Item No. 145. The charge provided in Item No. 145(b) for unit of equipment shall apply only when the accessorial or incidental service requires its use or when the unit of equipment is inactivated by reason of its driver or helper being engaged in such service. The provisions of the item shall not apply in connection with the placement of units of equipment under agreement with the shipper or consignee for loading by the shipper or unloading by the consignee, when such agreement is recorded on the shipping document.</p>

By unit of equipment is meant a motor truck, trailer or semi-trailer, exclusive of motor tractors.

The provisions of this item shall also apply in connection with:

(a) Component parts of shipments transported under the provisions of Items Nos. 160 and 170, when the component part picked up or delivered weighs 10,000 pounds or more. In such instances, the charges assessed shall be based on the actual weight of the component part loaded or unloaded.

(b) Shipments transported under the provisions of Items Nos. 200, 210, 220 and 230.

(1) Does not apply on shipments of Whole Grain, in bags, subject to minimum weights of 10,000 pounds or more.

Change)
Increase) Decision No. 72849

EFFECTIVE SEPTEMBER 23, 1967

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

Correction No. 1841

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:

Charges in Cents

		<u>For First 30 Minutes or Fraction</u>	<u>For Each Additional 15 Minutes or Fraction</u>
145	(a) For driver, helper or other carrier employee, per man	◇ 385	◇ 195
	(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 ◇\$6.95 per unit per shipment shall be assessed by the carrier.

◇ Change)
◇ Increase) Decision No. 72849

EFFECTIVE SEPTEMBER 23, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1842

Item No.	SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
(E) ø149	<p style="text-align: center;">SMALL SHIPMENT SERVICE (Not subject to the provisions of Item-No. 150)</p> <p>Rates provided in this item shall apply only when the shipping document is annotated by shipper with the words: "Small Shipment Service Requested." By such request, the shipper agrees to the requirements set forth in this item as prerequisite to application of the charges provided herein. Rates in this item will apply only to prepaid shipments, released to a value of 50 cents per pound or less 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>Rates in this item will not apply to:</p> <ol style="list-style-type: none">1. Shipments including any commodity rated above 1st Class (100); nor2. 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; nor3. Shipments which require temperature control service, COD or order notify service, or which have origin or destination on steamship docks or oilwell sites; nor4. Shipments picked up or delivered at private residences of retail customers; nor5. Shipments containing personal effects, baggage or used household goods; nor6. Shipments moving on government bill of lading. <p>Rates provided in this item do not alternate with other rates and charges in this tariff, and rates provided in this item may not be used in combination with any other rates.</p>

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 -----	235	385
25	50 -----	290	385
50	75 -----	335	385
75	100 -----	360	385
100	150 -----	445	545
150	200 -----	525	660
200	250 -----	600	780
250	300 -----	690	890
300	400 -----	825	1085
400	500 -----	955	1235

- (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 December 31, 1967.

∅ Change } Decision No. 72849
 ∅ Increase }

EFFECTIVE SEPTEMBER 23, 1967

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 1843

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	280
25	50	335
50	75	390
75	100	440
100	150	525
150	200	615
200	250	705
250	300	780
300	400	915
400	500	1050
500		1160

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

1. For 100 pounds at the class or commodity rate applicable thereto; or

150

2. If shipment contains different articles, for 100 pounds at the class or commodity rate applicable to the article taking the highest rate; but

3. In no event shall the minimum charge be less than:

Weight of Shipment (In Pounds)		Minimum Charge (In Cents)	
Over	But Not Over	(1)	(2)
0	100	480	550
100	150	645	790
150	200	760	945
200	250	890	1100
250	300	995	1270
300	400	1190	1515
400	500	1340	1760
500		1485	2000

(1) Applies only on shipments moving distances exceeding 150 constructive miles, but not exceeding 500 constructive miles.

(2) Applies only on shipments moving distances exceeding 500 constructive miles.

EXCEPTION: For shipments (a) having point of origin or point of destination on steamship wharves or docks, or (b) transported beyond public highways to or from oil or gas well sites, the minimum charges shall in no event be less than those set forth in paragraph (b) 3 plus an additional ¢70 cents per shipment for each such origin and destination.

Ø Change)
Ø Increase) Decision No. 72849

EFFECTIVE SEPTEMBER 23, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1844

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)					
	SPLIT PICKUP (Concluded) (Items Nos. 160 and 161)					
	<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>					
§161	<p>1. For split pickup shipments transported under distance rates, when the distance computed in accordance with paragraph (a) hereof does not exceed 100 constructive miles:</p>					
	Weight of Component Part (Pounds) But Not Over		◊Split Pickup Charge for Each Component Part in Cents	Weight of Component Part (Pounds) But Not Over		◊Split Pickup Charge for Each Component Part in Cents
	Over	Over		Over	Over	
	0	100.....	200	1,000	2,000.....	360
	100	250.....	235	2,000	4,000.....	465
	250	500.....	245	4,000	10,000.....	545
	500	1,000.....	275	10,000	610
	<p>2. For split pickup shipments, except as provided in paragraph 1:</p>					
	Weight of Component Part (Pounds) But Not Over		◊Split Pickup Charge for Each Component Part in Cents	Weight of Component Part (Pounds) But Not Over		◊Split Pickup Charge for Each Component Part in Cents
	Over	Over		Over	Over	
	0	100.....	230	1,000	2,000.....	615
	100	250.....	280	2,000	4,000.....	765
	250	500.....	300	4,000	10,000.....	905
	500	1,000.....	415	10,000	1050

Change }
Increase } Decision No. 72849

EFFECTIVE SEPTEMBER 23, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1845

Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)					
	SPLIT DELIVERY (Concluded) (Items Nos. 170 and 171)					
	<p>(e) In determining the charge for a split delivery shipment, component parts may be rated as separate shipments from any point or points on the split delivery route (as provided in paragraph (a) hereof) to point or points of destination of such component parts; provided that the written instructions furnished to the carrier under paragraph (b) hereof show (1) the component parts to be treated as separate shipments and (2) the points between which the separate shipment rates are to be applied. The additional charges provided in Note 1 shall apply to all component parts of the split delivery shipment rated in accordance with the provisions of this paragraph, provided, however, where two or more component parts are rated under rates provided in this tariff as separate shipments from the same point on the split delivery route, the aforesaid two or more component parts shall be considered as one split delivery and the charge therefor shall be at the combined weight of the aforesaid component parts.</p>					
	<p>NOTE 1.--In addition to the rate for transportation, the following additional charges shall be assessed for split delivery service:</p>					
171	<p>1. For split delivery shipments transported under distance rates, when the distance computed in accordance with paragraph (a) hereof does not exceed 100 constructive miles:</p>					
	Weight of Component Part (Pounds) But Not Over		◇ Split Delivery Charge for Each Component Part in Cents	Weight of Component Part (Pounds) But Not Over		◇ Split Delivery Charge for Each Component Part in Cents
	0	100.....	200	2,000	4,000.....	465
	100	250.....	235	4,000	10,000.....	545
	250	500.....	245	10,000	610
	500	1,000.....	275			
	1,000	2,000.....	360			
	<p>2. For split delivery shipments, except as provided in paragraph 1:</p>					
	Weight of Component Part (Pounds) But Not Over		◇ Split Delivery Charge for Each Component Part in Cents	Weight of Component Part (Pounds) But Not Over		◇ Split Delivery Charge for Each Component Part in Cents
	0	100.....	230	2,000	4,000.....	765
	100	250.....	280	4,000	10,000.....	905
	250	500.....	300	10,000	1050
	500	1,000.....	415			
	1,000	2,000.....	615			

Change)
Increase) Decision No. 72849

EFFECTIVE SEPTEMBER 23, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1846

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>																
	<p style="text-align: center;">Commodity Descriptions</p> <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); culvert; fencing; poles; posts; tubing; and fittings or connections for any of the above</p>	<p style="text-align: center;">Rates in cents per hour</p> <p style="text-align: center;">1285</p> <p style="text-align: center;">1185</p>															
<p>NOTE 1.--The minimum charge shall be for $\frac{1}{2}$ 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 style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;"><u>Minutes</u></th> <th style="text-align: center;"><u>But Not</u></th> <th></th> </tr> <tr> <th style="text-align: center;"><u>Over</u></th> <th style="text-align: center;"><u>Over</u></th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">8</td> <td>Omit</td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">38</td> <td>Shall be $\frac{1}{2}$ hour</td> </tr> <tr> <td style="text-align: center;">38</td> <td style="text-align: center;">60</td> <td>Shall be 1 hour</td> </tr> </tbody> </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>But Not</u>		<u>Over</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>But Not</u>																
<u>Over</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 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 \$7.70 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 \$7.70 per hour.

(Continued in Item No. 175)

Change)
Increase) Decision No. 72849

EFFECTIVE SEPTEMBER 23, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1847

Item No.	SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">TERRITORIAL DESCRIPTIONS (Concluded) (Items Nos. 270 through 270-3)</p> <p>3. SAN FRANCISCO TERRITORY includes that area consisting of the following Metropolitan Zones as set forth in Section 2-A of ϕ the Distance Table: 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 124, 125, 126, 127, 128, 129 and 130.</p> <p>4. LOS ANGELES TERRITORY includes that area consisting of the following Metropolitan Zones as set forth in Section 2-A of ϕ the Distance Table: ϕ270-3 203, 204, 205, 206, 207, 208, 214, 215, 216, 217, 218, 219, 220, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 240, 241, 242, 243, 247, 248, 249, 250, 251 and 252.</p>
	<p>ϕ Change, Decision No. 72849</p>
	<p style="text-align: center;">EFFECTIVE SEPTEMBER 23, 1967</p>
	<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 1343</p>

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
	EXCEPTIONS TO GOVERNING CLASSIFICATION AND EXCEPTION RATINGS 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 119600),</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 116010),</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 (119110), cloth covered, in bundles or packages,</p> <p>Pails, iron or steel (52755, 174840 or 174860),</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
	EXCEPTIONS TO GOVERNING CLASSIFICATION AND EXCEPTION RATINGS TARIFF (Continued)	Class Rating
6331	<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> <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, Tierces (21720, 21740, 21760 or 21780), Bottle Carriers (bottle carrying boxes or crates with permanently fixed partitions)(40883, 40885, 40890, 40900, 40910, 40920 or 40930), 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>Class Rating</p> <p>Governing Classification Ratings Apply</p> <p>(1)D</p> <p>(2) $\frac{1}{2}$ of 4</p>

(2) Subject to minimum rate of $\sqrt{34}$ 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.

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∅ Change)
◇ Increase) Decision No. 72849

EFFECTIVE SEPTEMBER 23, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1850

Item No.	CLASS RATES									
	SECTION NO. 2		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	249	224	198	175	87	78	70	62
	3	5	251	226	200	176	89	80	71	63
	5	10	254	229	204	178	92	82	73	64
	10	15	257	231	206	180	94	83	74	66
	15	20	260	233	208	182	96	85	76	68
	20	25	262	235	210	183	98	88	78	69
	25	30	265	239	212	186	101	90	80	71
	30	35	268	242	214	188	103	93	82	73
	35	40	271	244	216	190	106	95	83	74
	40	45	273	246	218	191	108	97	85	75
	45	50	277	249	220	193	110	99	88	77
	50	60	280	251	224	195	113	102	90	79
	60	70	283	254	226	197	116	105	94	81
	70	80	286	257	228	199	119	108	96	83
	80	90	289	260	230	202	122	111	98	86
	90	100	292	262	233	204	125	113	101	88
	100	110	295	266	236	207	129	116	103	90
◇500	110	120	299	269	239	209	132	118	105	93
	120	130	303	272	242	212	135	120	107	95
	130	140	305	275	244	214	137	121	109	96
	140	150	309	278	247	216	139	124	111	97
	150	160	313	281	250	219	141	127	113	99
	160	170	316	284	253	221	144	130	115	101
	170	180	319	287	255	223	146	132	117	102
	180	190	322	290	257	225	149	135	119	104
	190	200	326	293	260	227	151	137	121	106
	200	220	329	297	263	230	154	140	123	108
	220	240	334	301	267	234	159	143	127	111
	240	260	340	306	272	239	163	146	130	113
	260	280	345	311	277	242	166	149	133	116
	280	300	350	315	280	245	170	152	136	119
	300	325	355	320	284	249	173	155	139	121
	325	350	360	325	289	253	178	160	142	124
	350	375	366	329	294	257	183	165	146	128
	375	400	371	333	297	260	187	170	150	132
	400	425	377	338	301	264	192	174	154	135
	425	450	383	344	306	268	197	178	157	138
	450	475	389	350	312	273	203	182	162	141
	475	500	395	355	316	277	208	187	166	145
	500	525	401	361	321	281	214	192	171	149

525	550	407	366	325	285	219	197	175	153
550	575	413	372	330	289	224	202	179	156
575	600	419	377	334	293	228	206	182	159
600	625	426	383	339	298	234	210	186	164
625	650	432	389	346	302	240	216	190	167
650	675	438	394	350	307	245	220	194	171
675	700	444	399	355	312	250	225	200	175
700	725	450	405	360	316	255	229	204	179
725	750	456	410	364	320	260	235	208	182
750	775	463	416	370	324	266	239	212	186
775	800	469	422	374	328	272	245	216	189
800	850	476	429	381	333	277	249	221	193
850	900	485	436	388	339	282	254	225	197
900	950	493	444	394	345	288	258	229	202
950	1000	502	452	400	351	293	263	234	205
1000	1050	511	460	408	358	298	268	238	209
1050	1100	520	468	415	364	303	274	243	212
1100	1150	530	477	424	371	309	278	247	216
1150	1200	539	485	431	377	315	283	251	221
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. **72849**

EFFECTIVE SEPTEMBER 23, 1967

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 1851

Item No.	SECTION NO. 2				CLASS RATES (Continued) In Cents Per 100 Pounds											
					Except as provided in Items Nos. 160 and 170, rates shown below will not apply to transportation for which rates are provided in Item No. 520											
MILES		Minimum Weight 10,000 Pounds except as provided in Note 1				Minimum Weight 20,000 Pounds except as provided in Note 2				Minimum Weight as provided in the Governing Classification, Exception Ratings Tariff or this tariff, subject to Item No. 290 (See Note 3)						
But Not Over Over		1	2	3	4	1	2	3	4	5	A	B	C	D	E	
0505	0 3	62	56	50	42	36	33	28½	25	19	21	18	16½	16	14½	
	3 5	64	58	51	44	38	35	31	27½	20	22	19	17½	17	15½	
	5 10	66	59	52	45	39	36	32	28½	21½	23	20	18½	18	16	
	10 15	67	61	53	46	41	37	33	29½	22½	24	21	19½	18½	16½	
	15 20	69	62	55	47	42	38	34	31	23½	25	22½	20½	19	17	
	20 25	70	63	56	48	43	39	35	32	25	26	23½	21½	19½	17½	
	25 30	71	64	57	49	44	40	36	33	26	28½	24½	22	20	18	
	30 35	72	65	58	50	46	42	37	34	27½	30	25½	23	20½	18½	
	35 40	74	67	59	51	47	43	38	35	28½	31	26	23½	21½	19	
	40 45	75	68	61	52	49	44	39	36	30	32	27	24	22½	19½	
	45 50	78	70	62	55	51	45	40	37	31	33	28	25	23½	20½	
	50 60	80	72	64	56	53	47	42	38	33	35	30	26	24½	21½	
	60 70	82	74	66	57	56	50	44	40	35	37	31	28½	25½	22½	
	70 80	84	76	68	60	59	52	46	41	36	38	32	29½	27	23½	
	80 90	87	78	70	61	61	55	48	42	37	39	33	31	28	24½	
	90 100	89	80	72	62	63	57	49	44	38	41	34	32	29	25½	
	100 110	93	82	74	64	65	59	51	46	40	43	37	33	30	27	
	110 120	95	85	76	67	68	62	54	47	41	44	38	35	31	28	
	120 130	98	88	78	69	70	64	56	49	43	45	40	36	32	29	
	130 140	100	90	80	70	73	66	59	51	44	47	42	37	33	30	
	140 150	104	93	82	72	76	68	61	52	46	49	43	38	35	31	
	150 160	106	95	85	74	79	71	63	55	47	50	44	39	36	32	
	160 170	109	98	87	76	81	73	65	58	48	52	46	41	37	33	
	170 180	112	101	89	78	84	75	67	60	49	55	47	42	38	35	
	180 190	115	104	92	80	86	78	69	61	51	56	48	43	40	36	
	190 200	118	106	95	82	89	80	71	63	52	57	49	44	41	37	
200 220	120	108	97	84	92	83	73	65	56	59	51	46	42	38		
220 240	123	111	100	86	95	86	76	67	58	61	52	47	43	39		
240 260	127	114	102	88	99	89	79	69	62	65	55	49	45	40		
260 280	132	118	105	93	104	93	82	72	66	67	57	51	47	42		

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. **72849**

EFFECTIVE SEPTEMBER 23, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1852

Cancels

Item No.	SECTION NO. 2								CLASS RATES (Continued) In Cents Per 100 Pounds							
	MILES Over But Not Over		Minimum Weight 10,000 Pounds except as provided in Note 1				Minimum Weight 20,000 Pounds except as provided in Note 2				Minimum Weight as provided in Governing Classification, Exception Ratings Tariff or in this tariff, subject to Item No. 290 (See Note 3)					
			1	2	3	4	1	2	3	4	5	A	B	C	D	E
0507	280	300	135	120	107	94	108	97	85	75	68	70	60	54	49	43
	300	325	139	124	111	97	112	101	89	78	71	73	63	56	51	45
	325	350	142	128	114	100	117	106	94	82	74	76	65	58	52	46
	350	375	146	132	117	103	122	111	98	86	77	79	68	62	55	48
	375	400	151	135	121	106	128	115	102	89	79	82	71	65	57	50
	400	425	155	139	124	108	133	119	106	93	82	86	74	67	60	52
	425	450	159	144	128	111	136	121	109	95	84	89	77	69	62	55
	450	475	164	147	131	113	140	126	112	98	86	92	79	71	64	56
	475	500	168	150	134	116	144	131	115	101	88	95	82	73	66	58
	500	525	172	154	137	120	148	134	118	103	91	97	84	75	68	60
	525	550	176	157	140	123	152	137	121	106	93	99	86	77	69	62
	550	575	179	160	144	125	156	140	124	109	95	102	88	79	71	63
	575	600	183	166	147	129	160	144	128	112	97	105	91	81	73	65
	600	625	188	169	150	131	165	147	132	115	99	106	93	83	74	67
	625	650	192	173	153	134	169	151	135	117	102	109	95	85	76	68
	650	675	196	177	157	137	173	155	138	120	104	112	97	88	78	70
	675	700	201	180	160	140	177	158	142	123	106	114	100	91	80	71
	700	725	205	184	164	143	181	163	145	127	108	118	102	93	82	73
	725	750	210	188	168	146	186	168	148	130	110	120	105	95	84	75
	750	775	216	194	173	151	190	171	151	133	113	122	106	97	86	76
	775	800	221	199	177	154	194	175	154	136	115	126	108	99	88	78
	800	850	227	205	182	159	199	179	159	140	119	129	110	101	91	79
	850	900	236	212	188	165	204	183	164	143	122	132	112	103	93	82
	900	950	244	219	195	171	209	187	168	146	126	135	114	105	95	84
	950	1000	252	226	202	176	214	192	171	149	128	138	117	106	97	86
	1000	1050	260	234	208	181	218	195	174	152	130	141	119	108	99	88
	1050	1100	268	242	214	187	222	200	177	155	133	144	121	110	101	89
	1100	1150	276	248	221	193	226	204	180	157	135	147	124	112	102	92
	1150	1200	285	255	227	198	230	208	184	161	138	150	127	114	104	94
	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. 72849
○ No Change

EFFECTIVE SEPTEMBER 23, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1853

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						
0509 SAN JOSE METROPOLITAN ZONE GROUP		SAN FRANCISCO METROPOLITAN ZONE GROUP		277	249	220	193	110	99	88	77						
		EAST BAY METROPOLITAN ZONE GROUP		273	246	218	191	108	97	85	75						
				Minimum Weight 10,000 Pounds except as provided in Note 2		Minimum Weight 20,000 Pounds except as provided in Note 3		Minimum Weight as provided in Governing Classification, Exception Ratings Tariff or this tariff, subject to Item No. 290 (See Note 4)									
				1	2	3	4	1	2	3	4	5	A	B	C	D	E
		SAN FRANCISCO METROPOLITAN ZONE GROUP		78	70	62	55	51	45	40	37	31	33	28	25	23½	20½
		EAST BAY METROPOLITAN ZONE GROUP		75	68	61	52	49	44	39	36	30	32	27	24	22½	19½
<p>NOTE 1.--If charges accruing under the Class Rates in this item, applied on shipments from, to or between points intermediate between origin and destination points via Routes 8 and 10 shown in Item No. 900-1 are lower than charges accruing under the Distance Class Rates in Items Nos. 500 and 505 on the same shipment via the same route, such lower charges will apply.</p> <p>NOTE 2.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff, subject to Item No. 290.</p>																	

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. **72849**

EFFECTIVE SEPTEMBER 23, 1967

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

Correction No. 1854

Item No.	Section No. 2		CLASS RATES (Continued) In Cents Per 100 Pounds											
	BETWEEN	AND	MINIMUM WEIGHT											
			Any Quantity				5,000 Pounds				10,000 Pounds except as provided in Note 2			
			1	2	3	4	1	2	3	4	1	2	3	4
510	SAN FRANCISCO TERRITORY as described in Item No. 270-3	LOS ANGELES TERRITORY as described in Item No. 270-3	377	338	301	264	192	174	154	135	155	139	124	108
	SACRAMENTO		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 SACRAMENTO		1	2	3	4	5	A	B	C	D	E		
			133	119	106	93	82	86	74	67	60	52		
<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. 72849</p>														
<p>EFFECTIVE SEPTEMBER 23, 1967</p>														
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>														
<p>Correction No. 1855</p>														

Item No.	SECTION NO. 2		CLASS RATES (Concluded) In Cents Per 100 Pounds					
◊520	<p>Rates in this item apply only to shipments having point of origin in the San Francisco Metropolitan Zone Group and point of destination in the East Bay Metropolitan Zone Group and to shipments having point of origin in the East Bay Metropolitan Zone Group and point of destination in the San Francisco Metropolitan Zone Group (See Note 3).</p>							
	<p>Minimum Weight 20,000 Pounds except as provided in Note 1</p>	<p>Minimum Weight as provided in Governing Classification, Exception Ratings Tariff or this tariff, subject to Item No. 290 (See Note 2)</p>						
	<p>1 2 3 4</p>	<p>5 A B C D E</p>						
	<p>47 43 38 35</p>	<p>28½ 31 26 23½ 21½ 19</p>						
<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>								
<p>◊ Increase, Decision No. 72849</p>								
<p>EFFECTIVE SEPTEMBER 23, 1967</p>								
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 1856</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			
620	MILES (See Item No. 100)		♦ RATES (See Note)			
	Over	But Not Over	Minimum Weight (in pounds)			
			30,000	36,000	42,000	(1)45,000
	0	5	19	17½	17	15½
	5	10	20	18½	18	16
	10	15	21	19½	18½	16½
	15	20	22½	20½	19	17
	20	25	23½	21½	19½	17½
	25	30	24½	22	20	18
	30	35	25½	23	20½	18½
	35	40	26	23½	21½	19
	40	45	27	24	22½	19½
	45	50	28	25	23½	20½
	50	60	30	26	24½	21½
	60	70	31	28½	25½	22½
	70	80	32	29½	27	23½
	80	90	33	31	28	24½
	90	100	34	32	29	25½
	100	110	37	33	30	27
	110	120	38	35	31	28
	120	130	40	36	32	29
	130	140	42	37	33	30
	140	150	43	38	35	31
	150	---	Class rates apply for distances over 150 miles			

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

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

∅ Change)
◇ Increase) Decision No. 72849

EFFECTIVE SEPTEMBER 23, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1857

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	LOS ANGELES BASIS TERRITORY as described in Item No. 270
ø630	◊ RATES (See Note)	
	Minimum Weight 42,000 Pounds	Minimum Weight 45,000 Pounds
	(1) 67	(2) 60
	NOTE.-The rates named in this item are subject to the provisions of Items Nos. 900 and 900-1. (1) Applies only to shipments which are transported under temperature control service. (2) Not applicable to shipments which are subject to temperature control service.	
	ø Change) ◊ Increase) Decision No. 72849	
	EFFECTIVE SEPTEMBER 23, 1967	
	Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
	Correction No. 1858	

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 94 cents.</p>															
680	<p style="text-align: center;">PROVIDED WEIGHTS</p> <p>Provided weights contained in this item shall be used in lieu of actual gross weights in connection with the following transportation of Lumber and Forest Products:</p> <ol style="list-style-type: none"> 1. Shipments rated under the provisions of Items Nos. 690 and 700, when the distance from point of origin to point of destination, computed in accordance with the method provided in the Distance Table, does not exceed 50 constructive miles (See Note); and 2. Shipments rated under the provisions of Item No. 710. <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 70%;"></th> <th style="width: 30%; text-align: center;"><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: center;">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: center;">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: center;">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: center;">150</td> </tr> <tr> <td>Shingles (cedar) green, per 1,000 -----</td> <td style="text-align: center;">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: center;">Apply the provided weight applicable to the type of lumber used.</td> </tr> </tbody> </table> <p>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.															
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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.															

ϕ Change)
◇ Increase) Decision No. 72849

EFFECTIVE SEPTEMBER 23, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1859

- 51-C -

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		
<u>MILES</u>		<u>R A T E S</u>				
	But Not Over	Minimum Weight (In Pounds) 40,000 (See Note 5)	Minimum Weight (In Pounds) 34,000 44,000		Minimum Weight (In Pounds) 34,000 44,000	
6690	0 3 5 10 15 20 25 30 35 40 45 50 60 70 80 90 100 110 120 130 140 150 160 170 180	3 5 10 15 20 25 30 35 40 45 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190	9½ 11 12½ 14 15 16 18 19 20½ 21½ 22½ 25 28 29 31 32 34 36 37 40 42 44 46 48 50	9½ 10½ 12 13½ 15 16½ 18 19 20½ 21½ 22½ 26 28 30 32 33 (1) 30 31 33 35 36 38 41 43 45	7½ 8½ 10 11½ 12½ 14 15 16 17 18½ 20 21 22 23 24½ 26½ 30 31 33 35 36 38 41 43 45	6½ 7½ 9½ 11 13 14½ 15½ 16½ 16 19 20½ 22½ 23½ 26½ 28½ 31 (1) 23½ 25½ 28½ 31 33 35 36 38 40 42

190	200	52	47	44
200	220	56	49	45
220	240	60	51	47
240	260	62	54	48
260	280	66	57	50
280	300	69	61	52
300	325	72	63	57
325	350	74	66	62
350	375	76	69	66
375	400	78	73	69
400	425	82	76	71
425	450	85	79	75
450	475	88	83	78
475	500	94	85	81
500	525	98	88	84
525	550	101	94	87
550	575	105	98	92
575	600	108	101	96
600	625	(2)	103	100
625	650		107	103
650	675		110	107
675	700		113	110
700	725		116	113
725	750		120	116
750	-		(3)	(3)

- (1) Over 100 miles, Class B rates apply subject to minimum weight of 34,000 pounds.
- (2) Over 600 miles, Class B rates apply subject to minimum weight of 40,000 pounds.
- (3) Add to the rate for 750 miles, 03 cents per 100 pounds for each 25 miles or fraction thereof in excess of 750 miles.

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

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

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

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

NOTE 5.-In connection with straight shipments of Poles and Piling, the minimum weight shall be 27,000 pounds.

Change)
 Increase, except as noted) Decision No. **72849**
 No Change)

EFFECTIVE SEPTEMBER 23, 1967

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

Correction No. 1860

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In Cents Per 100 Pounds	
	LUMBER AND FOREST PRODUCTS, viz.: Lumber, Timbers and Veneering Minimum Weight 40,000 pounds (See Note 1).		
	FROM Production Zone (See Note 2)	TO Delivery Zone (See Note 3)	
		OA (Hornbrook)	OB (Yreka)
	1 (Seiad) 2 (Happy Camp) 3 (Indian Creek)	16½ 20½ 21	17 21 21½
	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 Sign Route 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.		
6700	NOTE 2.- Production Zones are as follows: (a) Zone 1 (Seiad) includes that area within ten actual highway miles on either side of State Sign Route 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 Sign Route 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 Sign Route 96 between Thompson Creek and the point opposite the confluence of Elk Creek and the Klamath River except that area included in Zone 2.		
	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.		
	∅ Change) ◇ Increase) Decision No. 72849		
	EFFECTIVE SEPTEMBER 23, 1967		
	Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 1861		

Item No.	SECTION NO. 3	COMMODITY RATES (Continued) In Cents Per 100 Pounds																																																																																									
	LUMBER AND FOREST PRODUCTS, treated or untreated, not finished beyond sanding and priming (See Notes 1 and 2), viz.:																																																																																										
	Boards (See Note 3) Cross Arms, wooden Lumber Piling Plywood (See Note 4) Poles Posts	Railroad Ties Shakes Sheets (See Note 3) Shingles Shook, Box or Crate Timbers Veneering (See Note 4)																																																																																									
	Territorial Application: Rates named in this item apply between points of origin and destination, all of which are located within 150 constructive miles of Metropolitan Zone 229 computed in accordance with the method provided in the Distance Table.																																																																																										
	MILES But Not Over	RATES Minimum Weight 20,000 Pounds 40,000 Pounds																																																																																									
710	<table border="1"> <tr><td>0</td><td>3</td></tr> <tr><td>3</td><td>5</td></tr> <tr><td>5</td><td>10</td></tr> <tr><td>10</td><td>15</td></tr> <tr><td>15</td><td>20</td></tr> <tr><td>20</td><td>25</td></tr> <tr><td>25</td><td>30</td></tr> <tr><td>30</td><td>35</td></tr> <tr><td>35</td><td>40</td></tr> <tr><td>40</td><td>45</td></tr> <tr><td>45</td><td>50</td></tr> <tr><td>50</td><td>60</td></tr> <tr><td>60</td><td>70</td></tr> <tr><td>70</td><td>80</td></tr> <tr><td>80</td><td>90</td></tr> <tr><td>90</td><td>100</td></tr> <tr><td>100</td><td>110</td></tr> <tr><td>110</td><td>120</td></tr> <tr><td>120</td><td>130</td></tr> <tr><td>130</td><td>140</td></tr> <tr><td>140</td><td>150</td></tr> <tr><td>150</td><td>-</td></tr> </table>	0	3	3	5	5	10	10	15	15	20	20	25	25	30	30	35	35	40	40	45	45	50	50	60	60	70	70	80	80	90	90	100	100	110	110	120	120	130	130	140	140	150	150	-	<table border="1"> <tr><td>10</td><td>7½</td></tr> <tr><td>11½</td><td>9</td></tr> <tr><td>13</td><td>10</td></tr> <tr><td>15½</td><td>11½</td></tr> <tr><td>18</td><td>13</td></tr> <tr><td>20½</td><td>14</td></tr> <tr><td>22½</td><td>15</td></tr> <tr><td>25</td><td>16</td></tr> <tr><td>28</td><td>17</td></tr> <tr><td>30</td><td>18½</td></tr> <tr><td>33</td><td>20</td></tr> <tr><td>(1)</td><td>22½</td></tr> <tr><td></td><td>25</td></tr> <tr><td></td><td>28</td></tr> <tr><td></td><td>30</td></tr> <tr><td></td><td>31</td></tr> <tr><td></td><td>32</td></tr> <tr><td></td><td>33</td></tr> <tr><td></td><td>35</td></tr> <tr><td></td><td>36</td></tr> <tr><td></td><td>37</td></tr> <tr><td></td><td>(2)</td></tr> </table>	10	7½	11½	9	13	10	15½	11½	18	13	20½	14	22½	15	25	16	28	17	30	18½	33	20	(1)	22½		25		28		30		31		32		33		35		36		37		(2)	
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- (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

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

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

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

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

◇ Change)
◇ Increase) Decision No. 72849

EFFECTIVE SEPTEMBER 23, 1967

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

Correction No. 1862

Item No.	SECTION NO. 3 COMMODITY RATES (Continued)	
	<p style="text-align: center;">HOURLY RATES FOR OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES (Subject to Items Nos. 720-1 and 720-2)</p> <p>Rates in this item apply for transportation of:</p> <p>A. Freight regardless of classification when transported from, to or between: an oil, gas or water well site; a site for drilling an exploratory oil, gas or water well; a pier, quay or wharf for trans-shipment from or to an off-shore drilling facility.</p> <p>B. Property necessary or incidental to the establishment, maintenance or dismantling of pipelines, refineries and cracking or casing head plants.</p> <p>Rates in this item apply only for distances not exceeding 30 air miles from point of origin.</p>	
6720	<p style="text-align: center;">Type of Equipment</p> <p>Truck Without Trailer 2 Axle 3 Axle</p> <p>Trucks, Tractors, Trailers, Semitrailers, Dollies or any combination thereof moving as a single unit Carrier owned</p> <p>Excess of Trailers or Semitrailers Carrier Owned</p> <p>Tractor and Driver Only (Shipper Owned Trailing Equipment)</p>	<p style="text-align: center;">Rates in Cents Per Hour</p> <p style="text-align: center;">1210 1460</p> <p style="text-align: center;">1675</p> <p style="text-align: center;">0270</p> <p style="text-align: center;">1525</p>
(Continued in Item No. 720-1)		
<p> <input type="checkbox"/> Change <input checked="" type="checkbox"/> Increase, except as noted <input type="checkbox"/> No change </p> <p style="margin-left: 300px;">} Decision No. 72849</p>		
EFFECTIVE SEPTEMBER 23, 1967		
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 1863</p>		

Item No.	SECTION NO. 3--COMMODITY RATES (Continued)															
	<p style="text-align: center;">HOURLY RATES FOR OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES (Continued)</p> <p>1. Charges shall be computed on the following basis: (See Exception.)</p> <p>The number of hours of service will be computed from the time the carrier's driver commences either operating the motor vehicle or performing other related service, whichever is earlier, and ending at the time that carrier's driver either ceases operating the motor vehicle or performing other related service, whichever is later.</p> <p>When the service performed extends over more than one day and the equipment is not returned to carrier's terminal, the period of time the driver is off duty shall not be included in the hours of service.</p> <p>EXCEPTION.--(a) Allowance shall be made for delays occasioned due to failure of carrier's equipment, or due to time taken out for meals.</p> <p>(b) After the total time has been determined it shall be converted into hours and fractions thereof. Minimum charge, one hour. Fractions of an hour shall be determined in accordance with the following table:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Minutes</th> <th style="text-align: center;">But Not</th> <th></th> </tr> <tr> <th style="text-align: center;">Over</th> <th style="text-align: center;">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: 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 1/2 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> </tbody> </table> <p>2. For transportation furnished under this item on Saturdays and Sundays, there shall be an additional charge of \$1.20 per hour in excess of those set forth in Item No. 720</p> <p>3. For transportation furnished under this item on holidays, there shall be an additional charge in excess of those set forth in Item No. 720, as follows:</p> <p>(a) On July 4th, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day, \$12.15 per hour.</p> <p>(b) On Washington's Birthday, Memorial Day and December 24th, \$6.05 per hour.</p> <p style="text-align: center;">(Continued in Item No. 720-2)</p>	Minutes	But Not		Over	Over		0	8	----- Omit	8	38	----- Shall be 1/2 hour	38	60	----- Shall be 1 hour
Minutes	But Not															
Over	Over															
0	8	----- Omit														
8	38	----- Shall be 1/2 hour														
38	60	----- Shall be 1 hour														

720-1

Change }
Increase }

Decision No.

72849

EFFECTIVE SEPTEMBER 23, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1864

-51-EE-

Item No.	SECTION NO. 3--COMMODITY RATES (Continued)
	<p style="text-align: center;">HOURLY RATES FOR OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES (Concluded)</p> <p>4. Rates include the exclusive services of vehicle and driver and do not include any equipment other than a winch affixed to the vehicle to load and unload. When carrier furnishes help other than the driver or supervising foreman, such service shall be charged for at a rate of not less than $\\$7.70$ per hour per extra man furnished.</p> <p>(a) On Saturdays and Sundays, the applicable helper rate shall be $\\$9.75$ per hour.</p> <p>(b) On July 4th, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day, the applicable helper rate shall be $\\$18.35$ per hour.</p> <p>(c) On Washington's Birthday, Memorial Day and December 24th, the applicable helper rate shall be $\\$12.55$ per hour.</p> <p>(d) The helper's hours of service for each day shall be computed from the time helper is engaged to perform loading, unloading, and other related service or is required to ride carrier's vehicle, whichever is earlier, and ending at the time the loading, unloading or other related service is completed, or the helper is returned to the point at which he was engaged at start of day, whichever is later.</p> <p>(e) Allowances shall be made for delays due to failure of carrier's equipment or time taken out for meals.</p> <p>(f) When the service performed extends over more than one day, the time the helper is off-duty shall not be included in the hours of service.</p> <p>(g) After the total time has been computed, it shall be converted into hours and fractions thereof as provided under the provisions of Item No. 720-1.</p> <p>(h) There shall be a minimum charge of one hour service at the applicable rate.</p> <p>5. When rates are provided in this item on the shipment transported, the rates in this item will apply regardless of class or commodity rates in other items in this tariff.</p>

720-2

6. Each shipping document issued in connection with transportation under this item shall, in addition to other requirements set forth in this tariff, identify the equipment used by its equipment number and description as provided in Item No. 720.
7. Each vehicle shall have stenciled or otherwise permanently displayed on it an equipment number.
8. Excess trailers means trailers or semi-trailers furnished by carrier in excess of the number of vehicles or combination of vehicles operated as a single unit.
9. Rates include converter gears (auxiliary dollies).
10. "Dollies" include pole or pipe dollies, stretch dollies, lowbed dollies, bolster type dollies, but not auxiliary dollies.

∕ Change)
◇ Increase) Decision No. 72849

EFFECTIVE SEPTEMBER 23, 1967

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 1865

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
ø724	(Applies in connection with rates making specific reference hereto.)	
	DESCRIPTION OF ORIGIN GROUPS	
	Group "A"--Mileage Basing Point--Pinole	
	Group "A" will consist of that area included within the following:	
	Beginning at the point where Contra Costa-Alameda County boundary line meets San Francisco Bay, easterly along said boundary line to Eastshore Freeway (U. S. Highway 40 - Interstate Highway 80), northerly and easterly on Eastshore Freeway and U. S. Highway 40 - Interstate Highway 80 to State Sign Route 4, easterly on State Sign Route 4 to Solano Way, northwesterly on Solano Way and its prolongation to Suisun Bay, westerly, northerly, southerly and easterly along the shore lines of Suisun Bay, Carquinez Strait, San Pablo Bay and San Francisco Bay to point of beginning; and the plant of the Chevron Asphalt Company located at 4525 San Leandro Street, Oakland (MZ 111).	
	Group "B"--Mileage Basing Point-- Metropolitan Zone 242	
	Group "B" will consist of that area included within the following Metropolitan Zones as described in Section 2-A of the Distance Table:	
	MZ 232, 240, 241, 242, 243, 247, 248, 249, 250, 251, 252; and the plants of the Chevron Asphalt Company located at 8707 Aviation Boulevard, Inglewood (MZ 233); the Powerine Oil Company located at 12354 Lakeland Road, Santa Fe Springs (MZ 237); and the Wilshire Oil Company, located at 13539 East Foster Road, Santa Fe Springs (MZ 244).	
ø Change, Decision No. 72849		
EFFECTIVE SEPTEMBER 23, 1967		
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 1866		

Tenth Revised Page 51-J
 Cancels
 Ninth Revised Page 51-J

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents Per 100 Pounds	
	COMMODITY	BETWEEN	AND	RATE
	Sugar, in packages Minimum Weight 42,000 Pounds	SPRECKELS SAN FRANCISCO METROPOLITAN ZONE GROUP CROCKETT	LOS ANGELES BASIN TER- RITORY as described in Item No. 270	◊(1) 60
◊740	(1) Subject to Items Nos. 900 and 900-1.			
<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: left;"> ◊ Change) ◊ Increase) </div> <div style="text-align: center;"> Decision No. 72849 </div> </div>				
EFFECTIVE SEPTEMBER 23, 1967				
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 1867				

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	11½	11	10	9½	9½	8	9	7½	
3	5	12½	11½	11	11	10½	9½	10	9	
5	10	14½	14	12	12	11½	10½	11	10	
10	15	16½	15½	14	12½	12½	11½	12	11	
15	20	19	18½	15½	14½	14	12½	13	12	
20	25	20½	19	18½	17	15	14	14½	13	
25	30	23½	22	20	18½	16½	15	15½	14½	
30	35	24½	23½	21	20	18½	16	17	15½	
35	40	27½	25	23	22½	20½	17	20	16½	
40	45	30	27½	24	23	21½	18½	21	18	
45	50	33	31	27½	25	22½	20	22	19	
50	60	36	33	31	28½	24	22	23½	21	
60	70	38	35	33	30	26	23½	25	22½	
70	80	41	36	35	31	28½	25	27½	24	
80	90	44	41	37	33	31	26½	30	25½	
90	100	46	43	40	36	32	28½	31	27½	
100	110	49	45	42	38	35	30	33	28½	
110	120	51	47	44	41	36	32	35	30	
120	130	54	49	46	42	38	34	36	31	
130	140	56	51	47	43	41	36	37	32	
140	150	61	52	49	45	42	37	38	33	
150	160	62	56	51	47	44	40	41	35	
160	170	64	60	54	48	46	41	43	37	
170	180	68	62	55	49	48	42	45	38	
180	190	70	64	58	52	50	43	47	40	
190	200	72	67	60	55	52	44	48	41	
200	220	75	69	66	59	55	47	50	43	
220	240	78	72	69	62	59	50	54	46	
240	260	83	74	72	64	62	54	58	49	
260	280	86	76	75	68	66	58	61	52	
280	300	92	83	78	70	69	61	64	56	
300	325	96	86	84	74	73	66	68	60	
325	350	100	88	88	77	77	69	72	63	
350	375	102	92	93	78	83	72	75	67	
375	400	106	95	96	85	86	75	78	70	
400	425	108	97	98	87	90	78	83	73	
425	450	111	100	101	92	94	83	85	75	
450	475	113	105	106	96	97	86	87	77	
475	500	118	108	110	99	100	90	90	80	
500	-	(3)	(3)	(3)	(3)	(4)	(4)	(4)	(4)	

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- (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.

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NOTE 3.-The initial weighing of shipments at point of origin may be performed by the carrier at the carrier's expense. For reweighing of shipments the carrier shall assess a charge of not less than ø63 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.

ø Change
 ø Increase, except as noted } Decision No. 72849
 ø No Change

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