

ORIGINALDecision No. 75520

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 car-
riers and city carriers relating to
the transportation of any and all
commodities between and within all
points and places in the State of
California (including, but not limited
to, transportation for which rates are
provided in Minimum Rate Tariff No. 2).

Case No. 5432
Petition for Modification
No. 523
(Filed December 10, 1968)

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

Application No. 50757
(Filed December 18, 1968)

A. D. Poe, J. C. Kaspar and H. F. Kollmyer, for Cali-
fornia Trucking Association, petitioner.
Larry W. Telford, for Pacific Southcoast Freight Bureau,
applicant.
Eric K. Anderson, C. J. Boddington, Charles Carbonaro,
Harold F. Culy, R. D. Davis, T. R. Dwyer, R. C. Ellis,
M. L. Frost, W. N. Greenham, Armand Karp, Norman
Kirman, A. J. Konicki, Daniel A. Marshall, J. McSweeney,
John Odoxta, Lee Pfister, James L. Roney, George E.
Sloat, Richard D. Stokes, Peter Vinick, Jack W. Vogt,
for various highway carriers, respondents.
Joseph Barker, Philip G. Blackmore, Asa Button, Charles
H. Caterino, R. C. Feis, Gordon G. Gale, M. Robert Day,
Kenneth Delaney, W. T. Hill, R. N. Homleid, Walter L.
Keeney, Joan Kraemer, E. L. Larsen, D. H. Marken,
William D. Mayer, N. I. Molaug, R. G. Moon, Joseph R.
McNicoll, C. R. Nickerson, James Quintrall, John T.
Reed, Arden Reiss, W. Paul Tarter, Russell L. Walsh,
Ronald M. Zaller, for various organizations, associa-
tions and shippers, interested parties.
R. J. Carberry and John R. Laurie, for the Commission
staff.

INTERIM OPINION

By Petition for Modification No. 523, the California
Trucking Association (CTA) seeks an increase of approximately four
percent in the rates and charges named in Minimum Rate Tariff No. 2,

governing the statewide transportation of general commodities by highway carriers. By Application No. 50757, the Pacific Southcoast Freight Bureau (PSFB), on behalf of the California railroads, requests authority to increase certain rates and charges published in PSFB Tariffs Nos. 1016, 294-E and 300-A commensurate with the increase sought by the CTA in Petition No. 523. These matters were consolidated for hearing on a common record.

Public hearings were held before Examiner Gagnon at San Francisco on January 6, 1969 and at Los Angeles on January 20 and 21, 1969. Evidence was presented by petitioner and applicant only. The Commission staff submitted a motion that either the sought relief be consolidated with the staff's full-scale cost and rate proposals currently pending before the Commission^{1/} or, alternatively, that Petition No. 523 be denied. The motion was vigorously opposed by petitioner and received no affirmative support from other interested parties. The matter now stands submitted for decision.

Petition No. 523

Minimum Rate Tariff No. 2 (MRT 2) established rates and charges reflecting carrier labor costs and allied payroll expenses in effect as of April 1, 1968.^{2/} Since the last revision in rates, the CTA states that the cost of transporting property by motor vehicle under the provisions of MRT 2 has increased substantially, especially as of April 1, 1969 when wage rates and related so-called fringe benefits were increased pursuant to annual wage provisions

1/ Order Setting Hearing of 8-31-65, in Case No. 5432.
Order Setting Hearing of 10-5-65, in Case No. 7858.

2/ The last general rate adjustment in MRT 2 was effective on April 27, 1968, pursuant to Decision No. 73816 of March 5, 1968.

contained in labor contracts negotiated for the period 1967 to 1970. Such agreements affect substantially all categories of employees of highway carriers. Basic hourly wage rates were increased 15 cents per hour. Petitioner also made reference to a 3-cent per hour increase for cost of living allowance, not previously reflected in prior MRT 2 supporting cost studies, plus an additional 4-cent per hour cost of living adjustment, effective April 1, 1969 under provisions of existing labor agreements. Recent increases in highway carrier contributions to the Federal Social Security program and other related payroll taxes were also explained, as was the reduction in California Workmen's Compensation rates.

The director for the CTA's Division of Transportation Economics submitted evidence showing the various increases in direct labor and allied payroll expenses which the carriers have experienced since the MRT 2 rates were last generally adjusted. The director explained that he took cost information previously accepted by the Commission (Decision No. 73816) and substituted the April 1, 1969 labor and related payroll cost factors for those used in the April 1, 1968 computations. From the revised cost calculations the percentage increases in 1969 operating costs over the 1968 operating experience of record were determined. The resulting percentage increases in costs were then utilized as the datum plane for increasing the MRT 2 rates and charges.

The CTA presented a financial study of the operating results of some 83 highway carriers known to be predominantly engaged in transportation subject to MRT 2. The study developed consolidated operating ratios for the selected carriers, before provisions for income taxes, as follows:

TABLE I

<u>Year</u>	<u>Operating Revenues</u>	<u>Operating Expenses</u>	<u>Operating Ratio</u>
1964	\$190,345,415	\$183,970,791	96.7%
1965	201,755,004	195,308,414	96.8
1966	215,613,996	209,305,233	97.1
1967	208,298,485	206,587,716	99.2
1968*	107,163,484	105,375,459	98.3

* Computations are for the first half of 1968 and omit 5 selected carriers for whom financial statements were not available.

Table I above indicates that the April 1, 1968 cost offset increase authorized by this Commission produced additional revenues sufficient to defray only the added labor and allied payroll costs actually being experienced by the carriers at that time.

The CTA also presented its estimate of the impact of the 1969 wage adjustment upon the operating revenues of the MRT 2 selected highway carriers. From an analysis of the payroll and related accounting records of the carriers, the CTA developed that the 1969 wage adjustment would increase operating expenses by 3.49 percent. To further demonstrate the dollar impact of the 1969 wage increase, the CTA also submitted a profit and loss summary of the selected highway carriers for the last six months of 1967, modified to reflect the effects of the 1969 wage increase. The results of the CTA's analysis are set forth in Table II.

TABLE II

Estimate of the Impact of the April 1, 1969 Wage Increase
 Upon the Operating Results of Minimum Rate Tariff No. 2
 Selected Highway Carriers, Based Upon Operating Revenues
 And Expenses for the Last Six Months of 1967,
Modified to Reflect the 1969 Wage Increase

Actual

1. Operating Revenues	\$109,007,832	
2. Operating Expenses	106,553,569	
3. Operating Ratio		97.8%

Modification

4. Provision for Labor Increases (3.49%)	\$ 3,718,720	
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As Modified

5. Operating Revenues	\$109,007,832	
6. Operating Expenses	110,272,289	
7. Operating Ratio		101.2%

The above tabulation suggests that the revenues of highway carriers operating under MRT 2 would have been more than absorbed by the April 1, 1969 wage adjustment and that the operations of such carriers for the same period would have been conducted at something slightly less than the so-called "break-even" point should the relief sought herein be denied.

Wage (Cost) Offset Procedure

The CIA rate proposal was 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 percentage increase in the corresponding cost factors. 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 five 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 "offset" or datum plane method. Evidence developed under this procedure, in support of sought upward adjustments in minimum rates, is appropriate when full-scale cost and rate studies are not available or their presentation in evidence does not appear to be necessary. The Commission is in the process of receiving evidence relative to full-scale cost and rate studies.^{4/} Extensive hearings have been held and further direct evidence 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

^{3/} Decision No. 67443, dated June 22, 1964 (unreported);
Decision No. 69330, dated June 29, 1965 (64 Cal.P.U.C. 443);
Decision No. 70963, dated July 15, 1966 (65 Cal.P.U.C. 794);
Decision No. 72849, dated August 1, 1967, in Case No. 5432; and
Decision No. 73816, dated March 5, 1968, in Case No. 5432.

^{4/} Case No. 5432 (Order Setting Hearing, dated August 31, 1965) and
Case No. 7858 (Order Setting Hearing, dated October 5, 1965).

future. In the light of these circumstances, utilization of the so-called "offset" method constitutes, in this particular instance, an acceptable procedure.

The Commission's Transportation Division staff is opposed to the CTA's rate proposal to the extent that petitioner's cost offset procedure reflects increases in indirect expenses. Such increases are brought about by the application of established indirect expense ratios to direct cost factors which have been adjusted to reflect the April 1, 1969 wage and payroll increases. Such action by the CTA is assertedly in consonance with the generally accepted theory that "indirects follow direct costs". The staff, on the other hand, in a wage offset proceeding would limit the use of indirect expenses to the same dollar amount used in the historical cost factors underlying the established minimum rates. The staff's position stems from a strict adherence to its understanding of the import of the Commission's letter of October 31, 1968, addressed "To Interested Parties", pertinent portions of which are set forth below:

"TO INTERESTED PARTIES:

"WAGE OFFSET RATE PROCEEDINGS

"In wage offset proceedings, only labor costs specifically changed by labor agreements (including changes responsive to statutory requirements) which are identifiable in the cost development should be measured for proposed rate adjustments.

"Elements of expense other than direct labor, as well as labor costs changed by agreement but not set forth specifically in the original cost presentation, are not deemed appropriate justification for rate adjustments in wage offset proceedings.

"The Commission has approved the foregoing statement."

While the aforesaid letter was intended to be only advisory in nature and suggest guidelines for the presentation of

cost data in wage offset proceedings, its scope of application has been the subject of extensive correspondence. Petitioner's counsel argued that if the letter of October 31, 1968 is to be interpreted and applied in the manner proposed by the staff, and thus preclude presentation of formal evidence as submitted by the CTA in this proceeding, such informal action would not only represent an infringement upon petitioner's right of "due process" but would also be a form of administrative rule making prohibited by law. Counsel for CTA submits that the staff's position in this matter is clearly not in harmony with the intent of the Commission.

The questions raised relative to the guidelines set forth in the Commission's informal advisory letter of October 31, 1968 cannot be resolved on the basis of the limited evidence of record to date. A determination as to what elements of expense, other than direct labor costs specifically changed by labor agreements (including changes responsive to statutory agreements) which are identifiable in the underlying basic cost development, are to be considered not appropriate justification for rate adjustments in wage (cost) offset proceedings should be made the subject of further adjourned hearing. In the interim, only that part of CTA's proposed increase relating to the direct cost factors of the original cost presentation underlying the rates in Minimum Rate Tariff No. 2 should be reflected at this time in the statewide minimum rate structure set forth in said tariff. The witness for CTA testified that, should the staff position prevail, reductions in the rate proposal would range from about 1 percent in the any-quantity and small shipment rates to .5 of 1 percent in the truckload rates (.9 of 1 percent overall). Pending the receipt of additional evidence at further adjourned hearings in this matter, the increase in MRT 2 rates and

charges proposed by petitioner, subject to the reductions noted above, has been shown to be appropriate and justified.

Application No. 49927

An official for a California rail line offered testimony and exhibits in support of the PSFB application. 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. Said decision 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. The rail carriers seek the same increase in minimum charges as sought or ultimately authorized pursuant to Petition No. 523.

Except for these minimum charge provisions, the California rail lines' interest in the proceeding 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-A (carload commodity rates). 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 No. 2 rates except for Classes 35.1 to 35.4, inclusive, where the Class 35 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 services by the railroads' motor carrier affiliates, which experience the same

increases in costs of performing such services as other motor carriers. Such motor carrier affiliates are members of the CTA and are bound by the new labor agreement negotiated by the trucking association on their behalf.

The rail-truck competitive carload commodity rates named in Tariff No. 300-A 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.

In view of the minimum rate provisions governing the alternative use of rail rates by highway carriers and the economic desirability for maintaining an equality of competitive opportunity as between the rail-truck carriers, the Commission has consistently held that the preservation of adequate service requires that the class and commodity rates of the rail carriers be maintained at competitive levels. The record, in this particular instance, supports a similar finding.

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 direct labor costs and allied payroll expenses generally effective as of April 1, 1969, to the extent set forth in petitioner's exhibits.

2. At present Minimum Rate Tariff No. 2 does not contain 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, as amended herein, fairly reflect the increases in direct labor and allied payroll cost factors.

4. The proposed increase in the minimum rates and charges, as amended herein, has been shown to be justified, and the resulting increased rates and charges 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. In addition to increases in rates and charges in Minimum Rate Tariff No. 2, petitioner requests that common carriers be authorized to make corresponding increases in their rates for the transportation of exempt commodities, commodities which are not subject to the rates in Minimum Rate Tariff No. 2. Such requests have heretofore been found to be justified in those instances in which the exempt commodities are transported at the level of the minimum class rates and under the same transportation conditions as those found applicable to transportation subject to such minimum

class rates. Inasmuch as the increased costs and transportation conditions demonstrated herein have been shown to also apply to transportation of exempt commodities, we find that the proposed increase in the rates for exempt commodities, as amended herein, is likewise justified.

7. The increases in rail rates and charges, as proposed in Application No. 50757, and further amended herein, are justified.

8. Where common carriers have been heretofore authorized to depart from the so-called long- and short-haul prohibitions of Article XII, Section 21, of the Constitution of the State of California and of Section 460 of the Public Utilities Code, such outstanding authorities should be modified, as requested by petitioner, to the extent necessary to carry out the effect of the order herein.

The Commission concludes that, pending further adjourned hearing, Petition for Modification No. 523 in Case No. 5432, and Application No. 50757 should be granted to the extent authorized by the order herein and that Minimum Rate Tariff No. 2 should be amended accordingly.

It is expected that the Commission's staff and petitioner will be prepared to present additional direct evidence at the further adjourned hearing to be scheduled in this matter concerning the cost factors deemed appropriate to measure contemplated minimum rate adjustments in a wage (cost) offset proceeding. When the parties are ready to proceed in this matter they shall so notify the assigned Commissioner and examiner.

INTERIM ORDER

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 May 10, 1969, the revised pages attached hereto and listed in Appendix A, also attached hereto, which pages and appendix by this reference are made a part hereof.

2. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to said Decision No. 31606, as amended, be and they are hereby directed to establish in their tariffs the increases necessary to conform with the further adjustments herein of that decision.

3. Any provisions currently maintained in common carrier tariffs which are more restrictive than, or which produce charges greater than, those contained in Minimum Rate Tariff No. 2, are authorized to be maintained in connection with the increased rates and charges directed to be established by ordering paragraph 2 hereof.

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

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

5. In addition to the increases hereinbefore authorized or required, common carriers by railroad be and they are authorized to increase their rates and charges of record in this proceeding to

the levels of the comparable rates, charges and provisions of Minimum Rate Tariff No. 2 established pursuant to ordering paragraph 1 hereof.

6. Common carriers maintaining, under outstanding authorizations permitting the alternative use of rail rates, rates below the specific minimum rate levels otherwise applicable on the commodities and between the points for which increases are authorized in ordering paragraph 5 hereof, are hereby authorized and directed to increase such rates, on not less than five days' notice to the Commission and to the public, to the level of the rail rates established pursuant to ordering paragraph 5 hereof, or to the level of the specific minimum rates, whichever is lower. To the extent such common carriers have maintained such rates at differentials above previously existing rail rates, they are authorized to increase such rates by the amounts authorized in paragraph 5 hereof; provided, however, that such increased rates may not be lower than the rates established by the rail lines pursuant to the authority granted in paragraph 5 hereof, nor higher than the otherwise applicable minimum rates. Such adjustments shall be made effective not later than thirty days after effectiveness of the increased rail rates.

7. Except for tariff publications required to be made by ordering paragraph 6 hereof, tariff publications resulting in increases required or authorized to be made by common carriers as a result of the order herein shall be filed not earlier than the effective date of this order and may be made effective not earlier than the fifth day after the effective date of this order, on not less than five days' notice to the Commission and to the public; such tariff publications as are required shall be made effective not later than May 10, 1969; as to increases which are authorized but not

required, the authority herein granted shall expire unless exercised within sixty days after the effective date of this order; and tariff publications resulting in reductions may be made effective not earlier than the fifth day after the effective date of this order, and may be made effective on not less than five days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order.

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

9. The motion to consolidate this proceeding with related matters now pending before the Commission or, alternatively, not grant the relief sought herein is denied.

10. 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-four days after the date hereof.

Dated at San Francisco, California, this 1st day of APRIL, 1969.

William Agnew Jr.
President
Commissioners
Commissioners

APPENDIX A TO DECISION NO. 75520

List of Revised Pages to Minimum Rate Tariff No. 2

Authorized by Said Decision

Fourth Revised Page 18-B
Twenty-fifth Revised Page 19
Eighth Revised Page 19-A
Twentieth Revised Page 19-B
Eighteenth Revised Page 19-C
Thirtieth Revised Page 20
Sixth Revised Page 20-B
Thirty-second Revised Page 21
Tenth Revised Page 21-A
Ninth Revised Page 31-A
Third Revised Page 31-B
Twenty-ninth Revised Page 41
Second Revised Page 41-A
Twenty-eighth Revised Page 42
Second Revised Page 42-A
Twenty-sixth Revised Page 43
Twenty-sixth Revised Page 43-A
Thirty-fourth Revised Page 44
Fifteenth Revised Page 44-A
Twentieth Revised Page 44-B
Nineteenth Revised Page 46-A
Twenty-sixth Revised Page 47
Sixteenth Revised Page 51-A
Twelfth Revised Page 51-CC
Fifteenth Revised Page 51-D
Sixteenth Revised Page 51-DD
Twentieth Revised Page 51-E
Sixteenth Revised Page 51-EE
Seventh Revised Page 51-EEE
First Revised Page 51-EH
Twelfth Revised Page 51-J
Tenth Revised Page 52

(END OF APPENDIX A LIST)

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																					
Ø120	<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 Ø12 cents per 100 pounds, minimum additional charge Ø89 cents per shipment, shall be assessed for the service of handling shipment beyond the carrier's equipment.</p> <p>Rates in this tariff, subject to minimum weights of 10,000 pounds or more, include loading into and unloading from carrier's equipment at established depots. At points of origin or points of destination other than established depots, rates in this tariff (other than common carrier rates, applied under the provisions of Items Nos. 200, 210, 220 and 230), subject to minimum weights of 10,000 pounds or more, include the services of one man (driver or helper) for loading or unloading of the carrier's equipment, subject to the provisions of Item No. 110.</p>																					
Ø124	<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 Ø\$8.40 per hour, plus 8½ cents per mile computed in accordance with the provisions of Item No. 100, shall be made for each escort vehicle and driver furnished, for the time and distance said vehicle and driver are engaged in such service. (See Note).</p> <p>(b) A charge shall be made equal to the actual cost of any bridge or ferry tolls incurred for each escort car.</p> <p>(c) A charge of \$7.25 per twenty-four (24) hour period shall be assessed for subsistence for each escort driver if service requires over-night delay.</p> <p>NOTE.-Charges for fractions of an hour shall be determined in accordance with the following table:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">MINUTES</th> <th></th> </tr> <tr> <th style="text-align: center;">Over</th> <th style="text-align: center;">But Not Over</th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">8</td> <td style="text-align: right;">----- omit</td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">23</td> <td style="text-align: right;">----- shall be ½ 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 ¾ 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 1 hour</td> </tr> <tr> <td style="text-align: center;">53</td> <td style="text-align: center;">60</td> <td style="text-align: right;">----- shall be 1 hour</td> </tr> </tbody> </table>	MINUTES			Over	But Not Over		0	8	----- omit	8	23	----- shall be ½ hour	23	38	----- shall be ¾ hour	38	53	----- shall be 1 hour	53	60	----- shall be 1 hour
MINUTES																						
Over	But Not Over																					
0	8	----- omit																				
8	23	----- shall be ½ hour																				
23	38	----- shall be ¾ hour																				
38	53	----- shall be 1 hour																				
53	60	----- shall be 1 hour																				

φ Change)
◇ Increase) Decision No. 75520

EFFECTIVE MAY 10, 1969

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 2087

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 \$9.55 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. 75520

EFFECTIVE MAY 10, 1969

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 2088

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued).
ø141	<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 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>For each of the first five days, 5½ cents per 100 pounds. For the sixth and each succeeding day, 7½ cents per 100 pounds.</p> <p>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>In computing time, any fractional part of 24 hours will be counted as one day.</p> <p>In computing charges, any fractional part of 100 pounds will be computed as 100 pounds.</p> <p>Shipments unloaded from vehicle and reloaded on vehicle for subsequent delivery will be subject to a charge of \$2.30 per ton in addition to all other charges set forth herein.</p> <p>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>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.</p>

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.

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) Decision No. 75520
◊ Increase)

EFFECTIVE MAY 10, 1969

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 2089

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

ø145	<u>For First 30 Minutes or Fraction</u>	<u>For Each Additional 15 Minutes or Fraction</u>
(a) For driver, helper or other carrier employce, per man.....	ø415	ø210
(b) For unit of equipment (each motor truck, trailer or semi-trailer, exclusive of motor tractors)	65	33

ADVERTISING ON EQUIPMENT

ø147 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 ø\$7.60 per unit per shipment shall be assessed by the carrier.

ø Change) Decision No. 75520
 ø Increase)

EFFECTIVE MAY 10, 1969

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California
 Correction No. 2090

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 Class 100; nor 2. Shipments weighing less than 100 pounds which contain more than five pieces, or any shipment which contains more than five pieces per 100 pounds, or fraction thereof, of total shipment weight; nor 3. Shipments which require temperature control service, COD or order notify service, or which have origin or destination on steamship docks or oilwell sites; nor 4. Shipments picked up or delivered at private residences of retail customers; nor 5. Shipments containing personal effects, baggage or used household goods; nor 6. Shipments moving on government bill of lading. <p>Rates provided in this item do not alternate with other rates and charges in this tariff, and rates provided in this item may not be used in combination with any other rates.</p> <p>The charge per shipment for Small Shipment Service shall be as follows:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: left;">Weight of Shipment (In Pounds)</th> <th colspan="2" style="text-align: center;">Charge In Cents</th> </tr> <tr> <th style="text-align: left;"><u>Over</u></th> <th style="text-align: left;"><u>But Not Over</u></th> <th style="text-align: center;"><u>(1)</u></th> <th style="text-align: center;"><u>(2)</u></th> </tr> </thead> <tbody> <tr> <td>0</td> <td>25 -----</td> <td style="text-align: center;">255</td> <td style="text-align: center;">420</td> </tr> <tr> <td>25</td> <td>50 -----</td> <td style="text-align: center;">310</td> <td style="text-align: center;">420</td> </tr> <tr> <td>50</td> <td>75 -----</td> <td style="text-align: center;">365</td> <td style="text-align: center;">420</td> </tr> <tr> <td>75</td> <td>100 -----</td> <td style="text-align: center;">390</td> <td style="text-align: center;">420</td> </tr> <tr> <td>100</td> <td>150 -----</td> <td style="text-align: center;">480</td> <td style="text-align: center;">590</td> </tr> <tr> <td>150</td> <td>200 -----</td> <td style="text-align: center;">570</td> <td style="text-align: center;">715</td> </tr> <tr> <td>200</td> <td>250 -----</td> <td style="text-align: center;">650</td> <td style="text-align: center;">835</td> </tr> <tr> <td>250</td> <td>300 -----</td> <td style="text-align: center;">745</td> <td style="text-align: center;">955</td> </tr> <tr> <td>300</td> <td>400 -----</td> <td style="text-align: center;">890</td> <td style="text-align: center;">1165</td> </tr> <tr> <td>400</td> <td>500 -----</td> <td style="text-align: center;">1030</td> <td style="text-align: center;">1325</td> </tr> </tbody> </table>	Weight of Shipment (In Pounds)		Charge In Cents		<u>Over</u>	<u>But Not Over</u>	<u>(1)</u>	<u>(2)</u>	0	25 -----	255	420	25	50 -----	310	420	50	75 -----	365	420	75	100 -----	390	420	100	150 -----	480	590	150	200 -----	570	715	200	250 -----	650	835	250	300 -----	745	955	300	400 -----	890	1165	400	500 -----	1030	1325
Weight of Shipment (In Pounds)		Charge In Cents																																															
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- (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, 1969.

∅ Change) Decision No. 75520
◊ Increase)

EFFECTIVE MAY 10, 1969

Issued by the Public Utilities Commission of the State of California,
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Correction No. 2091

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):

ø150

Weight of Shipment (In Pounds)		Minimum Charge (In Cents)
Over	But Not Over	
0	25 -----	300
25	50 -----	365
50	75 -----	425
75	100 -----	475
100	150 -----	570
150	200 -----	665
200	250 -----	765
250	300 -----	835
300	400 -----	985
400	500 -----	1130
500	- -----	1250

(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
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 -----	520	595
100	150 -----	700	850
150	200 -----	815	1010
200	250 -----	955	1180
250	300 -----	1170	1355
300	400 -----	1280	1620
400	500 -----	1440	1880
500	- -----	1595	2140

(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 ¢80 cents per shipment for each such origin and destination.

∅ Change) Decision No. 75520
∅ Increase)

EFFECTIVE MAY 10, 1969

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 2092

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	Over	◇Split Pickup Charge for Each Component Part in Cents	Weight of Component Part (Pounds) But Not Over	Over	◇Split Pickup Charge for Each Component Part in Cents
	0	100	220	1,000	2,000	385
	100	250	255	2,000	4,000	500
	250	500	265	4,000	10,000	580
	500	1,000	295	10,000		650
	<p>2. For split pickup shipments, except as provided in paragraph 1:</p>					
	Weight of Component Part (Pounds) But Not Over	Over	◇Split Pickup Charge for Each Component Part in Cents	Weight of Component Part (Pounds) But Not Over	Over	◇Split Pickup Charge for Each Component Part in Cents
	0	100	250	1,000	2,000	660
	100	250	300	2,000	4,000	815
	250	500	320	4,000	10,000	960
	500	1,000	445	10,000		1120

Change)
Increase) Decision No. 75520

EFFECTIVE MAY 10, 1969

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 2093

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

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

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

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

ø171

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

Weight of Component Part (Pounds)		Split Delivery Charge for Each Component Part in Cents	Weight of Component Part (Pounds)		Split Delivery Charge for Each Component Part in Cents
Over	But Not Over		Over	But Not Over	
0	100	220	2,000	4,000	500
100	250	255	4,000	10,000	580
250	500	265	10,000		650
500	1,000	295			
1,000	2,000	385			

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

Weight of Component Part (Pounds)		Split Delivery Charge for Each Component Part in Cents	Weight of Component Part (Pounds)		Split Delivery Charge for Each Component Part in Cents
Over	But Not Over		Over	But Not Over	
0	100	250	2,000	4,000	815
100	250	300	4,000	10,000	960
250	500	320	10,000		1120
500	1,000	445			
1,000	2,000	660			

φ Change)
◇ Increase) Decision No. 75520

EFFECTIVE MAY 10, 1969

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 2094

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>																
	<table border="1" style="width: 100%;"> <thead> <tr> <th data-bbox="355 807 1204 872">Commodity Descriptions</th> <th data-bbox="1204 807 1503 872">Rates in cents per hour</th> </tr> </thead> <tbody> <tr> <td data-bbox="355 872 1204 1002">Commodity List 1, Pipe and pipe fittings or connections ..</td> <td data-bbox="1204 872 1503 1002" style="text-align: center;">1360</td> </tr> <tr> <td data-bbox="355 1002 1204 1197">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</td> <td data-bbox="1204 1002 1503 1197" style="text-align: center;">1260</td> </tr> </tbody> </table>	Commodity Descriptions	Rates in cents per hour	Commodity List 1, Pipe and pipe fittings or connections ..	1360	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	1260										
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<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 border="1" style="margin-left: auto; margin-right: auto;"> <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;">But Not <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>Over</u>	But Not <u>Over</u>		0	8	Omit	8	38	Shall be $\frac{1}{2}$ hour	38	60	Shall be 1 hour
<u>Minutes</u>																	
<u>Over</u>	But Not <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 \$8.45 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 \$8.45 per hour.

(Continued in Item No. 175)

∅ Change)
◊ Increase) Decision No. 75520

EFFECTIVE MAY 10, 1969

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San Francisco, California.
Correction No. 2095

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)		
	<p style="text-align: center;">EXCEPTIONS TO GOVERNING CLASSIFICATION AND EXCEPTION RATINGS TARIFF (Continued)</p> <p style="text-align: center;">(Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)</p>	Class Rating	
6330	<p>CARRIERS(USED PACKAGES), SECONDHAND, EMPTY, subject to Notes 1 and 2, viz.:</p> <p>(1) Bags(20480, Subs 1,2,3 and 4, 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, Subs 1,2,3 and 4, 21782, 21840, 40830 or 119600),</p> <p>Blocks or Braces, wooden, viz.:</p> <p>Cable Reel (41322),</p> <p>Bottles (28660, 28680, 28700, 28703, 28920, 29207, 29760, 56520, 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 29800),</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 or 41210 **), 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 (29800, 29880, 40883, 40885, 40890, 40900, 40910, 40920, 40930, 41090, 41100, 41110, 41120, 64830 or 146010),</p> <p>Cylinders, acid, ammonia, glycerine or gas (41150 or 41160), loose or in packages,</p> <p>Demi-johns (87700, 87720 or 87740), in barrels, boxes or crates, with or without tops,</p> <p>Drums (21760, 21770, 21780, 21800, 21810, 21820, 21840, 21860 or 40830), loose,</p> <p>Hogsheads (21730, 21740, 21760 or 21880), loose,</p> <p>Jugs (107840), in barrels, boxes or crates, less truckload; in packages named or packed in excelsior, hay straw or other similar material, truckload,</p> <p>Kegs (21730, 21740, 21760, 40830 or 52755), loose,</p> <p>(2) Packing Cushions or Pads:</p> <p>Shipping, cotton or jute (149140), cloth covered, in bundles or packages,</p> <p>Pails, iron or steel (52755, 174840 or 174860),</p>		

Pallets, metal or wooden, shipping (150370 or 150390, Subs 1, 2, 3 or 4) including inside spacers or supports for palletized loads,
 Pallets, Platforms or Skids, for lift trucks (150390), loose or in packages,
 Puncheons (21742 or 21760), loose,
 Quicksilver Flasks (70075), loose or in packages,
 Racks, shipping, engine cooling radiator (164390), SU or KD,
 Reels (41290, 41330 or 41390), loose,
 Spools, NOI, metallic or wooden (177450, 177470, 177500, 177580 or 177600), in bags, barrels, boxes or crates, less truckload; loose or in packages named, truckload,
 Tierces (21742 or 21760), loose,
 Vans, (other than lift) (41045 or 41050), knocked down or folded, loose, including pads or wrapping for packing.

Containers, aluminum bulk commodity shipping (41030), nested, subject to Notes 1 and 2.

Less truckload _____

(3)(4)
50% of 55

Truckload:

Minimum Weight 30,000 pounds _____

(3)(5)
35.4

- (1) Freight charges on shipments of empty Cement or Plaster Bags must be prepaid.
- (2) Subject to less truckload rating only.
- (3) Does not apply to Carriers (Used Packages), malt beverage or cereal beverage (See Item No. 331 of this tariff).
- (4) Subject to minimum rate of 37 cents per hundred pounds or actual Class 55 rate whichever is lower. On continuous through movements on which charges are obtained by use of combinations of separately established rates, the minimum rate stated above shall apply, not in connection with the separately established factors, but to the total of the combined rate applicable to the through continuous movement.
- (5) Not to exceed less truckload rate.

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

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

Change)
 Increase) Decision No. 75520

EFFECTIVE MAY 10, 1969

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

Correction No. 2096

Item No.	SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
	EXCEPTIONS TO GOVERNING CLASSIFICATION AND EXCEPTION RATINGS TARIFF (Continued)	Class Rating
331	<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),</p> <p>Bottle Carriers (bottle carrying boxes or crates with permanently fixed partitions) (40883, 40885, 40890, 40900, 40910, 40920 or 40930),</p> <p>Bottles (87680 or 87700) (old, capacity not exceeding one quart) in boxes, barrels, or in bulk securely braced.</p> <p>Less truckload -----</p> <p>Truckload: Minimum Weight 20,000 pounds -----</p> <p>Carts (Freight), hand, metal (188880), knocked down flat, wheels on or off, subject to Notes 1 and 2.</p> <p>Less truckload -----</p>	<p>Governing Classification Ratings Apply</p> <p>(1) 35.2</p> <p>(2) 50% of 55</p>
	<p>(1) With truckload shipments of commodities subject to this exception rating, there may be included:</p> <p>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>	

(2) Subject to minimum rate of 637 cents per hundred pounds or actual Class 55 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 outbound movement, subject to Item No. 291 of this tariff, except as provided in Note 2; and subject also to estimated weights, if any, which are published in the Governing Classification.

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

∅ Change) Decision No. 75520
◇ Increase)

EFFECTIVE MAY 10, 1969

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 2097

Item No.	SECTION NO. 2 - CLASS RATES (In Cents Per 100 Pounds)											
	MILES		Any Quantity									
	Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1
	0	3	270	255	242	228	214	207	198	189	182	170
	3	5	272	257	245	230	217	209	200	190	184	171
	5	10	275	260	248	233	220	212	203	192	187	173
	10	15	278	264	251	235	222	214	206	194	189	175
	15	20	281	267	253	238	225	217	208	196	191	176
	20	25	284	269	256	240	227	219	210	198	193	178
	25	30	287	272	259	243	229	221	212	200	195	180
	30	35	290	274	261	246	231	223	214	202	197	182
	35	40	293	277	264	248	233	225	216	204	199	184
	40	45	295	280	266	250	235	227	218	206	201	185
	45	50	297	282	268	252	237	229	220	208	203	187
	50	60	301	286	270	255	240	232	223	211	205	190
	60	70	304	290	273	259	243	235	226	214	208	193
	70	80	307	293	276	262	245	238	228	217	210	195
	80	90	310	296	279	264	248	240	231	219	213	197
	90	100	313	299	282	267	251	243	233	221	215	199
	100	110	317	302	285	270	254	245	236	223	217	201
	110	120	321	306	289	273	256	248	238	226	219	203
	120	130	325	309	292	276	259	251	241	228	221	205
	130	140	328	312	295	278	262	253	243	230	223	207
	140	150	332	315	298	281	265	256	246	232	226	209
0500	150	160	336	319	301	284	267	259	248	235	229	212
	160	170	340	322	304	287	270	261	250	237	231	213
	170	180	343	325	307	290	273	263	252	239	233	215
	180	190	346	328	310	293	276	266	255	241	235	217
	190	200	349	331	313	296	278	268	257	244	237	220
	200	220	353	336	318	300	283	272	261	248	241	223
	220	240	358	341	323	303	287	276	265	252	244	227
	240	260	364	346	328	309	291	280	269	256	248	230
	260	280	369	350	333	314	295	284	272	260	251	234
	280	300	374	355	337	318	299	288	276	263	254	237
	300	325	379	360	342	322	303	292	280	267	257	240
	325	350	385	365	347	327	308	296	284	271	261	244
	350	375	391	371	351	332	313	300	289	274	265	247
	375	400	396	376	356	338	317	305	293	278	269	250
	400	425	402	382	361	343	322	308	298	282	274	254
	425	450	409	388	367	348	327	315	302	286	278	257
	450	475	415	394	373	353	332	320	307	291	282	262
	475	500	421	400	378	359	337	324	311	296	286	266
	500	525	428	407	384	364	342	329	316	300	291	270

525	550	434	413	390	369	346	334	321	304	295	274
550	575	440	419	396	374	350	339	326	308	299	277
575	600	447	425	402	379	354	344	331	312	304	281
600	625	454	431	408	385	360	349	336	317	309	285
625	650	461	437	414	391	367	355	341	322	313	290
650	675	467	443	420	396	372	359	345	327	317	294
675	700	473	448	426	402	378	364	349	331	321	298
700	725	480	455	432	407	383	368	354	336	326	302
725	750	486	461	437	413	388	373	359	340	331	306
750	775	492	468	442	418	393	379	364	344	335	310
775	800	500	475	447	424	397	385	369	348	339	313
800	850	508	482	457	431	406	391	376	355	346	320
850	900	516	490	464	438	413	397	382	361	352	325
900	950	525	499	473	445	420	404	388	367	357	330
950	1000	534	507	481	453	428	411	395	374	364	337
1000	1050	543	516	490	461	436	418	402	381	370	343
1050	1100	553	526	499	470	443	425	410	388	377	349
1100	1150	564	537	508	479	452	433	418	395	384	356
1150	1200	574	546	516	488	459	442	425	402	390	362

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

o10 o10 o9 o9 o8 o8 o7 o7 o7 o6

oIncrease, except as noted) Decision No. 75520
oNo change)

EFFECTIVE MAY 10, 1969

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 2098

Item No.	SECTION NO. 2 - CLASS RATES (Continued)											
	In Cents Per 100 Pounds											
	MILES		Minimum Weight 5,000 Pounds									
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1	
	0	3	93	89	83	79	74	71	69	66	63	59
	3	5	95	90	85	81	75	73	70	67	65	60
	5	10	98	93	87	83	77	75	72	68	67	62
	10	15	100	95	89	85	79	77	74	70	68	63
	15	20	103	97	92	87	81	79	76	72	69	65
	20	25	105	99	94	89	83	81	78	73	71	66
	25	30	108	102	96	91	85	83	80	75	73	68
	30	35	110	104	99	93	87	85	82	77	74	69
	35	40	113	106	101	95	89	87	84	78	76	70
	40	45	115	108	103	97	91	88	85	79	77	71
	45	50	117	111	105	99	93	90	87	81	79	73
	50	60	120	115	108	102	95	92	89	84	81	76
	60	70	123	118	111	104	98	95	91	87	84	78
	70	80	126	121	114	107	101	97	93	89	86	80
	80	90	130	124	117	110	103	100	96	91	88	82
0502	90	100	133	127	119	113	107	102	98	94	90	85
	100	110	136	129	122	116	109	105	101	96	92	86
	110	120	139	132	125	119	111	107	103	98	94	88
	120	130	142	135	127	121	113	109	105	100	96	90
	130	140	145	137	129	123	116	111	107	102	98	92
	140	150	148	140	132	126	118	113	109	104	100	94
	150	160	150	142	134	127	120	115	110	105	102	95
	160	170	153	145	136	130	122	117	113	107	104	96
	170	180	155	148	139	132	124	119	114	108	105	97
	180	190	158	150	142	134	126	121	116	110	107	99
	190	200	160	152	144	136	128	123	118	112	108	101
	200	220	164	156	148	138	131	126	121	114	111	103
	220	240	168	159	151	142	134	129	124	117	113	105
	240	260	171	163	156	146	137	132	127	120	116	108
	260	280	175	167	159	149	140	135	130	123	118	111
	280	300	179	170	162	152	143	138	133	126	121	113
	300	325	183	174	166	156	147	141	136	129	124	116
	325	350	188	179	170	161	150	145	139	132	127	119
	350	375	193	183	174	165	154	149	143	135	131	122
	375	400	198	187	177	168	157	153	147	139	134	125
	400	425	202	192	182	172	162	156	150	143	138	129
	425	450	208	197	187	176	166	160	153	146	141	131
	450	475	214	202	192	181	170	164	158	149	145	134
	475	500	219	207	197	185	174	168	162	153	149	138
	500	525	225	213	202	190	179	173	166	157	153	141

525	550	230	218	207	195	183	177	170	161	157	145
550	575	235	223	211	200	187	181	174	164	160	148
575	600	240	229	216	204	192	185	178	168	163	151
600	625	246	236	221	209	196	189	182	172	166	155
625	650	251	239	226	213	201	194	186	176	170	158
650	675	256	244	231	218	205	198	190	180	174	162
675	700	261	248	236	223	210	202	194	184	177	166
700	725	268	253	241	228	214	206	198	188	181	169
725	750	273	258	245	232	218	210	202	191	185	172
750	775	277	263	250	236	222	214	206	195	188	176
775	800	283	268	254	240	226	218	209	198	192	178
800	850	291	276	262	247	232	224	215	203	198	183
850	900	297	281	267	252	237	229	219	207	202	186
900	950	302	285	272	256	241	232	223	211	205	190
950	1000	307	292	276	260	246	237	228	215	209	194
1000	1050	313	297	282	265	250	241	232	219	212	197
1050	1100	319	302	288	271	255	245	236	223	216	201
1100	1150	324	307	293	275	260	249	240	227	220	204
1150	1200	329	312	296	279	263	252	244	231	223	208
For distances over 1200 miles, add for each 50 miles or fraction thereof in excess of 1200 miles:		06	06	05	05	04	04	04	04	04	04

◊ Increase, except as noted)
 ○ No change) Decision No. 75520

EFFECTIVE MAY 10, 1969

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 2099

Item No.	SECTION NO. 2 - CLASS RATES In Cents Per 100 Pounds											
	MILES		Minimum Weight 10,000 Pounds except as provided in Note									
	Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1
	0	3	67	64	60	56	54	51	49	45	44	41
	3	5	69	66	62	58	55	53	51	47	45	42
	5	10	71	68	64	60	57	54	52	48	46	43
	10	15	72	69	66	62	58	55	53	49	47	44
	15	20	74	70	67	63	60	57	55	51	48	46
	20	25	75	71	68	64	61	58	56	52	50	47
	25	30	76	72	69	65	62	59	57	53	51	48
	30	35	77	73	70	66	63	60	58	54	52	49
	35	40	78	74	71	67	64	62	59	55	53	50
	40	45	79	75	72	68	66	63	60	56	54	51
	45	50	81	77	74	69	67	64	61	57	55	52
	50	60	84	80	76	71	69	66	63	59	57	53
	60	70	86	82	78	73	71	68	65	61	59	55
	70	80	89	85	80	75	73	70	67	64	61	58
	80	90	92	88	83	77	74	72	69	66	63	59
	90	100	95	90	86	80	76	73	71	68	65	61
	100	110	98	93	89	82	78	75	73	70	67	63
	110	120	101	96	92	85	81	77	75	72	69	65
	120	130	104	99	94	88	83	79	77	73	71	66
	130	140	106	101	96	91	85	81	78	74	72	67
	140	150	110	104	99	94	87	84	81	76	74	68
0505	150	160	112	107	101	96	90	86	83	78	76	70
	160	170	115	110	104	98	92	88	85	80	78	72
	170	180	118	113	107	101	94	91	87	82	80	74
	180	190	120	115	109	103	97	93	89	84	82	76
	190	200	124	117	111	104	99	95	91	85	83	77
	200	220	128	122	115	109	102	98	94	88	86	79
	220	240	132	125	118	112	105	101	97	91	88	82
	240	260	136	129	121	115	108	104	100	94	91	85
	260	280	140	132	125	118	111	107	103	97	94	87
	280	300	143	136	128	121	114	110	106	100	97	90
	300	325	147	140	132	124	117	113	109	103	99	93
	325	350	151	144	136	128	120	116	112	106	102	95
	350	375	155	148	140	131	123	119	115	109	105	98
	375	400	159	152	143	135	127	122	118	112	108	101
	400	425	163	156	147	139	130	125	121	114	111	103
	425	450	168	160	151	143	134	129	124	117	114	105
	450	475	173	164	155	147	138	133	127	120	117	108
	475	500	177	168	158	150	141	136	130	123	120	111
	500	525	181	172	162	154	144	139	133	126	123	113

525	550	185	176	166	157	148	143	136	129	126	116
550	575	189	180	170	160	152	146	140	132	129	119
575	600	193	184	174	164	155	149	143	135	132	122
600	625	198	188	178	168	158	153	147	138	135	124
625	650	203	192	182	172	161	156	150	141	138	127
650	675	207	196	186	176	165	159	153	145	141	131
675	700	212	201	190	180	169	163	156	148	144	133
700	725	216	205	194	184	173	167	159	152	147	137
725	750	221	210	199	189	177	171	163	155	150	140
750	775	225	215	203	194	181	175	167	159	154	143
775	800	231	220	207	199	185	180	171	162	158	146
800	850	239	228	215	205	192	186	178	168	163	151
850	900	248	236	222	212	199	192	184	174	169	157
900	950	256	244	230	219	205	198	190	180	174	162
950	1000	265	252	238	226	212	204	196	185	180	167
1000	1050	274	260	246	233	218	210	203	191	186	172
1050	1100	282	268	254	240	224	217	209	197	192	177
1100	1150	291	276	262	247	231	223	215	203	198	183
1150	1200	299	284	270	254	238	230	221	208	204	187

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

09 09 08 08 07 07 07 06 06 06

NOTE.--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.

◊ Increase, except as noted) Decision No. 75520
 ○ No Change)

EFFECTIVE MAY 10, 1969

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 2100

Item No.	SECTION NO. 2 - CLASS RATES (Continued)											
	In Cents Per 100 Pounds (see Exception)											
	MILES		Minimum Weight 20,000 Pounds except as provided in Note									
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1	
	0	3	38	36	35	33	31	29½	28	27	26	24
	3	5	40	37	37	35	32	31	30	28½	27	26
	5	10	42	39	38	36	34	32	31	30	28½	27
	10	15	44	41	39	37	35	33	32	31	29½	28
	15	20	45	43	40	38	36	34	33½	33	30	29
	20	25	46	44	41	39	37	35	34½	34	31	30
	25	30	47	45	42	40	38	36	35½	35	32	31
	30	35	49	47	44	42	39	37	36½	36	33	32
	35	40	50	48	45	43	40	39	38	37	34	33
	40	45	52	50	47	45	42	40	39	38	35	34
	45	50	54	51	48	46	43	42	40	39	36	35
	50	60	55	52	51	48	45	44	42	41	38	37
	60	70	58	55	53	50	47	46	44	43	40	39
	70	80	61	58	55	53	49	48	46	44	42	40
	80	90	64	61	58	55	51	50	48	46	44	41
0506	90	100	67	63	60	57	53	52	50	48	46	43
	100	110	69	66	63	60	55	54	52	49	47	44
	110	120	72	69	66	63	58	56	54	51	49	46
	120	130	74	71	68	65	60	58	56	53	51	48
	130	140	77	73	70	67	63	60	58	55	53	50
	140	150	80	76	72	69	65	62	60	57	55	51
	150	160	83	79	75	72	67	64	62	59	57	53
	160	170	85	81	77	73	69	66	64	61	58	55
	170	180	88	84	80	75	70	68	66	63	60	57
	180	190	90	86	82	77	72	70	68	64	62	59
	190	200	93	88	84	79	74	72	70	66	64	60
	200	220	97	92	88	83	77	75	73	69	67	63
	220	240	101	96	92	86	80	78	76	72	70	66
	240	260	105	100	96	90	83	81	78	75	72	68
	260	280	109	104	100	93	86	84	81	78	75	71
	280	300	113	108	104	97	89	88	84	81	78	73
	300	325	118	112	108	101	93	91	87	84	81	76
	325	350	123	117	113	106	98	94	91	87	84	78
	350	375	128	122	117	110	102	98	95	90	87	81
	375	400	133	127	121	114	106	102	99	93	90	84
	400	425	139	132	125	118	110	106	103	96	93	87
	425	450	144	136	129	122	114	110	106	99	96	89
	450	475	148	140	133	126	118	114	109	102	99	92
	475	500	152	144	137	129	121	117	112	105	102	95
	500	525	156	148	140	132	124	120	115	108	105	97

525	550	160	152	144	136	127	123	118	111	108	100
550	575	164	156	147	139	130	126	121	114	111	103
575	600	168	160	151	143	134	129	124	117	114	105
600	625	173	164	155	147	138	133	128	121	117	109
625	650	177	168	159	151	142	136	131	124	120	112
650	675	181	172	163	155	146	139	134	127	123	114
675	700	186	176	167	159	150	143	137	130	126	117
700	725	190	180	171	163	154	147	140	133	129	120
725	750	195	185	175	166	157	150	144	136	132	122
750	775	200	190	179	170	160	154	147	139	135	125
775	800	204	194	183	173	163	157	151	142	138	128
800	850	209	199	189	178	168	162	154	147	142	132
850	900	214	204	194	183	172	166	158	151	146	136
900	950	219	208	199	188	176	170	161	154	149	139
950	1000	224	212	203	191	179	173	165	157	152	141
1000	1050	228	217	207	195	183	176	168	160	155	144
1050	1100	232	221	210	199	186	179	172	163	158	147
1100	1150	236	225	214	202	189	183	175	166	161	149
1150	1200	240	229	218	206	193	186	178	169	164	152
For distances over 1200 miles, add for each 50 miles or fraction thereof in excess of 1200 miles:		04	04	04	03	03	03	03	03	03	03

EXCEPTION.—Except as provided in Items Nos. 160 and 170, rates shown herein will not apply to transportation for which rates are provided in Item No. 520.

NOTE.—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.

◊ Increase, except as noted)
 ○ No change) Decision No. 75520

EFFECTIVE MAY 10, 1969

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

Correction No. 2101

Cancels

Item No.	SECTION NO. 2 - CLASS RATES (Continued) In Cents Per 100 Pounds (see Exception)									
	MILES		Minimum Weight as provided in the Governing Classification, Exception Ratings Tariff or this tariff, subject to Item No. 290 (see Note)							
	Over	But Not Over	45	40	37½	35	35.1	35.2	35.3	35.4
0507	0	3	23	22½	22	21½	19½	19	17	15½
	3	5	25	24	23½	23	21	20	18	16½
	5	10	26	25	24½	24	22	21	19	17
	10	15	27	26	25½	25	23	22	20	17½
	15	20	28	27	26½	26	24	22½	21	18
	20	25	29	28	27½	27	25	23	21½	18½
	25	30	30	29	28½	28	26	23½	22	19½
	30	35	31	30	29½	29	27	24½	22½	20
	35	40	32½	31	30½	30	28	25	23½	20½
	40	45	34	32½	32	31½	29	26	24	21
	45	50	35	33½	33	32½	30	27	25	22
	50	60	37	35½	35	34½	31½	28	26	23
	60	70	39	37½	37	36½	33	29½	27	24
	70	80	41	39	38½	38	34	31	29	25
	80	90	42	40½	40	39	36	32½	30	26
	90	100	44	42	41½	41	37	34	31	27
	100	110	45	43½	43	42	39	35	32	29
	110	120	47	44½	44	43	40	36½	33	30
	120	130	49	46½	46	45	42	37½	34	31
	130	140	51	48	47	46	43½	39	35	32
	140	150	53	51	50	49	45	40	37	33
	150	160	55	53	52	51	46	42	38	34
	160	170	56	54	53	52	48	43	39	35
	170	180	58	56	55	54	50	44	40	37
	180	190	59	57	56	55	51	45	42	38
	190	200	61	59	58	57	52	47	43	39
	200	220	64	62	61	60	55	49	44	40
	220	240	67	65	64	63	57	51	45	41
	240	260	70	68	67	66	60	53	47	42
	260	280	73	71	70	69	63	55	50	44
	280	300	75	73	72	71	65	57	52	45
	300	325	79	76	75	74	68	60	54	47
325	350	82	79	78	77	71	62	56	49	
350	375	85	82	81	80	74	65	58	51	
375	400	88	85	84	83	76	68	60	53	
400	425	91	88	87	86	79	71	63	55	
425	450	94	91	90	89	82	73	65	57	
450	475	96	93	92	91	84	75	67	59	
475	500	99	95	94	93	87	77	69	61	
500	525	101	98	97	96	89	79	71	63	

525	550	103	100	99	98	91	82	73	65
550	575	106	102	101	100	93	83	75	67
575	600	108	104	103	102	95	85	77	69
600	625	111	106	105	104	97	87	78	71
625	650	114	108	107	106	99	89	80	72
650	675	116	111	109	108	101	91	82	74
675	700	119	113	112	111	104	94	84	75
700	725	122	116	114	113	106	96	87	77
725	750	126	119	117	116	108	98	89	79
750	775	129	122	120	119	110	100	91	80
775	800	131	124	122	121	112	102	93	82
800	850	136	128	126	125	115	105	96	84
850	900	139	132	130	128	117	107	98	87
900	950	143	136	134	132	120	110	99	89
950	1000	146	138	136	134	123	112	101	91
1000	1050	148	140	138	136	125	114	103	93
1050	1100	151	143	141	139	127	116	105	95
1100	1150	154	145	143	141	130	118	107	97
1150	1200	156	148	146	144	133	120	109	100

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

o3	o3	o3	o3	3	3	o2	o2
----	----	----	----	---	---	----	----

EXCEPTION.—Except as provided in Items Nos. 160 and 170, rates shown herein will not apply to transportation for which rates are provided in Item No. 520.

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

◊ Increase, except as noted)
o No change) Decision No. 75520

EFFECTIVE MAY 10, 1969

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 2102

Item No.	SECTION NO. 2 - CLASS RATES (Continued) In Cents Per 100 Pounds									
	BETWEEN					AND				
	SAN JOSE METROPOLITAN ZONE GROUP					SAN FRANCISCO METROPOLITAN ZONE GROUP				
	Class Rates shown below are intermediate in application subject to Note 1.									
	100	92½	85	77½	70	65	60	55	50	50.1
Any Quantity	297	282	268	252	237	229	220	208	203	187
Minimum Weight:										
5,000 Pounds	117	111	105	99	93	90	87	81	79	73
10,000 Pounds except as provided in Note 2	81	77	74	69	67	64	61	57	55	52
20,000 Pounds except as provided in Note 3	54	51	48	45	43	42	40	39	36	35
◇509	Class Rates shown below are intermediate in application subject to Note 1, and are subject to Item No. 290.									
As provided in Governing Classification, Exception Ratings Tariff or this tariff (See Note 4)	45	40	37½	35	35.1	35.2	35.3	35.4		
	35	33½	33	32½	30	27	25	22		
<p>NOTE 1.—If charges accruing under the Class Rates in this item, applied 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, 502, 505, 506 and 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 in this tariff, subject to Item No. 290.</p> <p>NOTE 3.—When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff (subject to Item No. 290) but in no event less than 20,000 pounds.</p> <p>NOTE 4.—Subject to the provisions of Item No. 292 for volume incentive service.</p>										
◇ Increase, Decision No. 75520										
EFFECTIVE MAY 10, 1969										
Issued by the Public Utilities Commission of the State of California, San Francisco, California.										
Correction No. 2103										

Item No.	SECTION NO. 2—CLASS RATES (Continued) In Cents Per 100 Pounds										
	BETWEEN					AND					
	SAN JOSE METROPOLITAN ZONE GROUP					EAST BAY METROPOLITAN ZONE GROUP					
	Class Rates shown below are intermediate in application subject to Note 1.										
	100	92½	85	77½	70	65	60	55	50	50.1	
Any Quantity	295	280	266	250	235	227	218	206	201	185	
Minimum Weight:											
5,000 Pounds	115	108	103	97	91	88	85	79	77	71	
10,000 Pounds except as provided in Note 2	79	75	72	68	66	63	60	56	54	51	
20,000 Pounds except as provided in Note 3	52	50	47	45	42	40	39	38	35	34	
0509.5 As provided in Governing Classification, Exception Ratings Tariff or this tariff (See Note 4)	Class Rates shown below are intermediate in application subject to Note 1 and are subject to Item No. 290.										
	45	40	37½	35	35.1	35.2	35.3	35.4			
	34	32½	32	31½	29	26	24	21			
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, 502, 505, 506 and 507 on the same shipment via the same route, such lower charges will apply.											

NOTE 2.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff, subject to Item No. 290.

NOTE 3.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff (subject to Item No. 290) but in no event less than 20,000 pounds.

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

◊Increase, Decision No. 75520

EFFECTIVE MAY 10, 1969

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 2104

Item No.	SECTION NO. 2--CLASS RATES (Continued) In Cents Per 100 Pounds										
	BETWEEN					AND					
	SAN FRANCISCO TERRITORY as described in Item No. 270-3. SACRAMENTO, NORTH SACRAMENTO					LOS ANGELES TERRITORY as described in Item No. 270-3.					
	Class Rates shown below are intermediate in application subject to Note 1.										
	100	92½	85	77½	70	65	60	55	50	50.1	
Any Quantity	402	382	361	343	322	308	298	282	274	254	
Minimum Weight:											
5,000 Pounds	202	192	182	172	162	156	150	143	138	129	
10,000 Pounds except as provided in Note 2	163	156	147	139	130	125	121	114	111	103	
20,000 Pounds except as provided in Note 3	139	132	125	118	110	106	103	96	93	87	
0510 As provided in Governing Classifica- tion, Excep- tion Ratings Tariff or this tariff (See Note 4)	Class Rates shown below are intermediate in ap- plication subject to Note 1, and are subject to Item No. 290.										
	45	40	37½	35	35.1	35.2	35.3	35.4			
	91	88	87	86	79	71	63	55			
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, 502, 505, 506 and 507 on the same shipment via the same route, such lower charges will apply.											

NOTE 2.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or this tariff, subject to Item No. 290.

NOTE 3.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff (subject to Item No. 290) but in no event less than 20,000 pounds.

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

◇ Increase, Decision No. **75520**

EFFECTIVE MAY 10, 1969

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 2105

Item No.	SECTION NO. 2 - CLASS RATES (Concluded) In Cents Per 100 Pounds									
0520	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).									
	Minimum Weight 20,000 Pounds except as provided in Note 1									
	100	92½	85	77½	70	65	60	55	50	50.1
	50	48	45	43	40	39	38	37	34	33
	Minimum Weight as provided in Governing Classification, Exception Ratings Tariff or this tariff, subject to Item No. 290 (See Note 2)									
	45	40	37½	35	35.1	35.2	35.3	35.4		
	32½	31	30½	30	28	25	23½	20½		
	<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>									
	<input checked="" type="checkbox"/> Increase, except as noted) <input type="checkbox"/> No Change)					Decision No. 75520				
	EFFECTIVE MAY 10, 1969									
Issued by the Public Utilities Commission of the State of California, San Francisco, California.										
Correction No. 2106										

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents Per 100 Pounds			
	COMMODITIES					
	Canned Goods, as described in and subject to the provisions of Items Nos. 320 and 320-1.					
	Feed, animal, as described in and subject to the provisions of Item No. 338.					
	Foodstuffs for Human Consumption, as described in and subject to the provisions of Item No. 345.					
	BETWEEN		AND			
	SAN FRANCISCO TERRITORY as described in Item No. 270-3 SACRAMENTO NORTH SACRAMENTO STOCKTON		SAN JOAQUIN VALLEY TERRITORY and SACRAMENTO VALLEY TERRITORY as described in Item No. 270-2			
	MILES (See Item No. 100)		RATES (See Note)			
		But Not Over	Minimum Weight (in pounds)			
	Over		30,000	36,000	42,000	(1)45,000
#620	0	5	21	20	18	16½
	5	10	22	21	19	17
	10	15	23	22	20	17½
	15	20	24	22½	21	18
	20	25	25	23	21½	18½
	25	30	26	23½	22	19½
	30	35	27	24½	22½	20
	35	40	28	25	23½	20½
	40	45	29	26	24	21
	45	50	30	27	25	22
	50	60	31½	28	26	23
	60	70	33	29½	27	24
	70	80	34	31	29	25
	80	90	36	32½	30	26
	90	100	37	34	31	27
100	110	39	35	32	29	
110	120	40	36½	33	30	
120	130	42	37½	34	31	
130	140	43½	39	35	32	
140	150	45	40	37	33	
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. 75520

EFFECTIVE MAY 10, 1969

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 2107

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
#630	SAN FRANCISCO TERRITORY, as described in Item No. 270-3 SACRAMENTO NORTH SACRAMENTO STOCKTON	LOS ANGELES BASIN TERRITORY as described in Item No. 270
	♦ RATES (See Note)	
	Minimum Weight 42,000 Pounds	Minimum Weight 45,000 Pounds
	(1) 71	(2) 63
	NOTE.—The rates named in this item are subject to the provisions of Items Nos. 900 and 900-1. (1) Applies only to shipments which are transported under temperature control service. (2) Not applicable to shipments which are subject to temperature control service.	
	↗ Change) ◊ Increase)	Decision No. 75520
	EFFECTIVE MAY 10, 1969	
	Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
	Correction No. 2108	

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents Per 100 Pounds)				
GRAIN, RICE, GRAIN PRODUCTS, ANIMAL OR POULTRY FEED, SEEDS, AND RELATED ARTICLES as described in Lists 1 through 5 in Items Nos. 652 through 653. (See Item No. 653½ for Application of Rates in this item.)							
MILES		♦RATES (See Note)					
		MINIMUM WEIGHT IN POUNDS					(2)
Over	But Not Over	10,000	20,000	30,000	40,000	48,000	
0	3	14	11½	9½	8 ½	8 ½	
3	5	15	13	9 ½	9½	9½	
5	10	16	14	11½	10½	10½	
10	15	17	15	13½	12½	12	
15	20	19½	16	14½	13½	13	
20	25	21½	17	15½	14½	14	
25	30	22½	18	16½	15½	15	
30	35	25	19½	17½	16½	16	
35	40	26	20½	19	17½	17	
40	45	28½	21½	20	19	18	
45	50	30	23	21½	20	19	
50	60	34	25	23	21½	20½	
60	70	36	26	24	23	21½	
70	80	38	27½	25	24	23	
80	90	40	29½	26	25	24	
90	100	43	30	27½	26	25½	
100	110	45	33	29½	27½	27½	
110	120	49	34	31	28½	28½	
120	130	51	35	32	29½	29½	
130	140	55	37	34	32	32	
140	150	58	39	35	33	33	
150	160	60	41	36	34	34	
160	170	62	42	38	36	35	
170	180	64	43	39	37	36	
180	190	66	45	40	39	37	
190	200	70	47	43	40	39	
200	220	73	51	47	42	41	
220	240	76	53	49	45	43	
240	260	82	57	52	47	46	
260	280	85	60	55	49	48	

654½

280	300	89	63	58	52	49
300	325	93	65	60	55	50
325	350	96	67	63	57	52
350	375	99	71	65	59	55
375	400	103	73	67	61	57
400	425	106	76	69	63	59
425	450	110	81	72	65	61
450	475	114	85	76	67	63
475	500	117	87	78	69	65
500	-	(1)	(1)	(1)	(1)	(1)

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

- (1) Add to rate for 500 miles, $02\frac{1}{2}$ cents per 100 pounds for each 25 miles or fraction thereof.
- (2) Rates in this column are subject to the provisions of Item No. 653 $\frac{1}{4}$.

Change)
 Increase, except as noted) Decision No. 75520
 No Change)

EFFECTIVE MAY 10, 1969

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 2109

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, as described in and subject to the provisions of Item No. 685.								
MILES	RATES							
		MINIMUM WEIGHT						
		LIST A		LIST B		LIST C		
Over	But Not Over	40,000 Pounds	(1)(2)(3) 50,000 Pounds	40,000 Pounds	(1)(2) 50,000 Pounds	40,000 Pounds	(1)(2) 50,000 Pounds	
	0	3	7½	6½	7½	6½	6½	5½
	3	5	9	7½	8½	7½	8½	6½
	5	10	11	8½	10½	8½	9½	7½
	10	15	12½	9½	11½	9½	11	9
	15	20	14	11½	13	11	12½	10½
	20	25	15½	13	14½	12½	14	12
	25	30	17	14½	16	13½	15½	13
	30	35	18½	15½	17	14½	16½	14
	35	40	19½	16½	18½	15½	18	15
	40	45	21	17½	20	17	19	16
	45	50	23½	19½	21½	18½	20½	17½
	50	60	24½	20½	23½	19½	22½	18½
	60	70	26	21½	24½	20½	23½	19½
	70	80	27½	23	26	21½	25	20½
	80	90	29	24½	27	23	26	21½
6690	90	100	30	25	28½	24	27½	23
	100	110	31	26½	30	25	29	24
	110	120	33	28	31	26½	31	25½
	120	130	36	30	33	28	32	27
	130	140	38	32	35	29	33	28
	140	150	39	33	36	31	35	29
	150	160	41	34	38	32	36	31
	160	170	42	35	40	34	38	32
	170	180	43	36	42	35	39	33
	180	190	45	37	43	36	41	34
	190	200	46	38	46	37	42	35
	200	220	49	40	48	39	45	37
	220	240	51	42	50	41	47	39
	240	260	52	43	52	42	49	40
	260	280	55	46	54	45	51	42
	280	300	57	48	56	46	53	43
	300	325	59	50	58	48	55	46
	325	350	61	51	60	50	57	48
	350	375	63	53	62	52	59	49
	375	400	66	55	64	54	61	51

400	425	69	57	66	55	62	52
425	450	72	59	68	57	64	54
450	475	75	61	69	58	66	55
475	500	77	63	71	59	67	56
500	525	80	65	73	61	69	58
525	550	81	67	76	62	71	59
550	575	83	68	77	64	73	61
575	600	85	70	80	66	76	63
600	650	88	73	83	70	80	66
650	700	94	79	89	75	85	70
700	750	99	83	94	79	89	73
750	800	105	88	99	83	94	79
800	-	(4)	(4)	(4)	(4)	(4)	(4)

- (1) The minimum weight applies to each unit of equipment in which the shipment is transported.
- (2) Subject to the provisions of Item No. 682.
- (3) Does not apply on Poles or Piling as described.. Other provisions applicable.
- (4) Add to the rate for 800 miles, 04 cents per 100 pounds for each 50 miles or fraction thereof in excess of 800 miles.

∅ Change)
 ◇ Increase, except as noted) Decision No. 75520
 ○ No Change)

EFFECTIVE MAY 10, 1969

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 2110

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)	17½	18	
	2 (Happy Camp)	21½	22½	
	3 (Indian Creek)	22½	23	
	<p>NOTE 1.--(a) Rates are not subject to Item No. 85. The minimum weight applies to each unit of equipment. (b) Rates are intermediate in application from points located on or within one actual highway mile on either side of State 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.</p>			
ø700	<p>NOTE 2.--Production Zones are as follows: (a) Zone 1 (Seiad) includes that area within ten actual highway miles on either side of State 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.</p> <p>NOTE 3.--Delivery Zones are as follows: (a) Zone A (Hornbrook) includes that area within a radius of three air-line miles of the Southern Pacific Co. Depot at Hornbrook. (b) Zone B (Yreka) includes that area within a radius of six air-line miles of the intersection of Main Street and Miner Street, Yreka, and including all team tracks, side tracks, and spur tracks, together with loading areas, platforms and industries directly adjacent thereto of the Southern Pacific Co. at Montague.</p>			
	ø Change) ø Increase) Decision No.		75520	
EFFECTIVE MAY 10, 1969				
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 2111</p>				

Cancels

Item No.	SECTION NO. 3		COMMODITY RATES (Continued) In Cents Per 100 Pounds		
	LUMBER AND FOREST PRODUCTS, as described in and subject to the provisions of Item No. 685.				
	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		RATES		
	Over	But Not Over	MINIMUM WEIGHT		
			20,000 Pounds	40,000 Pounds	(1) (2) (3) 48,000 Pounds
ø710	0	3	10½	7½	7½
	3	5	12	9½	9
	5	10	13½	10½	10
	10	15	16	12	11½
	15	20	18½	13½	12½
	20	25	21	14½	13½
	25	30	23	15½	14½
	30	35	25	16½	15½
	35	40	29	17½	16½
	40	45	31	19	17½
	45	50	34	20½	18½
	50	60	(4)	23½	20½
	60	70		26	23
	70	80		29	25
	80	90		31	27
	90	100		32	28½
100	110		33	30	
110	120		34	31½	
120	130		36	33	
130	140		37	34½	
140	150		38	36	
150	-		(5)	(5)	
<p>(1) The minimum weight applies to each unit of equipment in which shipment is transported.</p> <p>(2) Subject to the provisions of Item No. 682.</p> <p>(3) Will not apply on Poles or Piling as described in Item No. 685.</p> <p>(4) Over 50 miles, Class 55 rates apply.</p> <p>(5) Over 150 miles, rates in this item do not apply. Apply rates in Item No. 690.</p>					
<p>ø Change) Decision No. 75520 ø Increase)</p>					
EFFECTIVE MAY 10, 1969					
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>					
Correction No. 2112					

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)
	<p>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 35 air miles from point of origin.</p>	
720	Type of Equipment	Rates in Cents Per Hour
	<p>Truck Without Trailer 2 Axle _____ 3 Axle _____</p>	<p>1285 1530</p>
	<p>Trucks, Tractors, Trailers, Semitrailers, Dollies or any combination thereof moving as a single unit Carrier Owned _____</p>	<p>1745</p>
	<p>Excess of Trailers or Semitrailers Carrier Owned _____</p>	<p>315</p>
	<p>Tractor and Driver Only _____ (Shipper Owned Trailings Equipment)</p>	<p>1595</p>
<p>(Continued in Item No. 720-1)</p>		
<p>Change) Decision No. 75520 Increase)</p>		
<p>EFFECTIVE MAY 10, 1969</p>		
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 2113</p>		

Item No.	SECTION NO. 3	COMMODITY RATES (Continued)																				
<p>720-1</p>		<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;"><u>Minutes</u></th> <th colspan="2"></th> <th></th> </tr> <tr> <th style="text-align: center;">But Not</th> <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;">-----</td> <td>Omit</td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">38</td> <td style="text-align: center;">-----</td> <td>Shall be ½ hour</td> </tr> <tr> <td style="text-align: center;">38</td> <td style="text-align: center;">60</td> <td style="text-align: center;">-----</td> <td>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 ¢\$3.50 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, ¢\$13.20 per hour.</p> <p>(b) On Washington's Birthday, Memorial Day and December 24th, ¢\$6.55 per hour.</p> <p style="text-align: center;">(Continued in Item No. 720-2)</p>	<u>Minutes</u>				But Not	Over	Over		0	8	-----	Omit	8	38	-----	Shall be ½ hour	38	60	-----	Shall be 1 hour
		<u>Minutes</u>																				
But Not	Over	Over																				
0	8	-----	Omit																			
8	38	-----	Shall be ½ hour																			
38	60	-----	Shall be 1 hour																			

∅ Change)
◊ Increase) Decision No. 75520

EFFECTIVE MAY 10, 1969

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 2114

-51-EE-

Item No.	SECTION NO. 3 - COMMODITY RATES (Continued)
ø720-2	<p data-bbox="457 445 1202 515">HOURLY RATES FOR OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES (Concluded)</p> <p data-bbox="382 580 1373 809">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 ø\$8.45 per hour per extra man furnished.</p> <ul data-bbox="497 841 1448 2085" style="list-style-type: none"><li data-bbox="497 841 1333 911">(a) On Saturdays and Sundays, the applicable helper rate shall be ø\$9.95 per hour.<li data-bbox="497 940 1351 1070">(b) On July 4th, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day, the applicable helper rate shall be ø\$19.25 per hour.<li data-bbox="497 1098 1333 1203">(c) On Washington's Birthday, Memorial Day and December 24th, the applicable helper rate shall be ø\$13.00 per hour.<li data-bbox="497 1231 1431 1557">(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.<li data-bbox="497 1585 1414 1689">(e) Allowances shall be made for delays due to failure of carrier's equipment or time taken out for meals.<li data-bbox="497 1718 1448 1822">(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.<li data-bbox="497 1851 1397 1981">(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.<li data-bbox="497 2010 1397 2085">(h) There shall be a minimum charge of one hour service at the applicable rate.

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.

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) Decision No. 75520
◇ Increase)

EFFECTIVE MAY 10, 1969

Issued by the Public Utilities Commission of the State of California,
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Correction No. 2115

Item No.	SECTION NO. 3 - COMMODITY RATES IN CENTS PER 100 POUNDS			
	POZZOLANA (In Bulk or In Packages) Minimum Weight: 47,500 Pounds per Shipment			
	M I L E S (See Item No. 100)		R A T E S	
	Over	But Not Over	In Bulk	In Packages
	0	3	7	8½
	3	5	7½	8½
	5	10	7½	9
	10	15	8½	9½
	15	20	9	9½
	20	25	9½	11
	25	30	10	11½
	30	35	10½	12
	35	40	11½	13
	40	45	12	13½
	45	50	12½	14½
	50	60	14	15½
	60	70	15½	16½
	70	80	16½	17½
0728	80	90	17½	19
	In Bulk or In Packages			
	90	100	19½	
	100	110	20½	
	110	120	21½	
	120	130	22½	
	130	140	24½	
	140	150	25½	
	150	160	26½	
	160	170	28	
	170	180	29½	
	180	190	30½	
	190	200	31½	
	200	220	33½	
	220	240	35½	
	240	260	37½	
	260	280	40½	
	280	300	42½	
	300	320	44	
	320	340	46½	
	340	360	48½	
	360	380	50½	
	380	400	52½	
	400	-	Class rates apply for distances over 400 miles	

o Increase, Decision No. 75520

EFFECTIVE MAY 10, 1969

Issued by the Public Utilities Commission of the State of California,
 Correction No. 2116 San Francisco, California.

Cancels.

Item No.	SECTION NO. 3 COMMODITY RATES (Continued) In Cents Per 100 Pounds			
	COMMODITY	BETWEEN	AND	RATE
ø 740	Sugar, in packages Minimum Weight 42,000 Pounds	SPRECKELS SAN FRAN- CISCO METRO- POLITAN ZONE GROUP CROCKETT	LOS ANGELES BASIN TERRITORY as described in Item No. 270	ø(1)63
(1) Subject to Items Nos. 900 and 900-1.				
ø Change) ø Increase) Decision No. 75520				
EFFECTIVE MAY 10, 1969				
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 2117				

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							
	But Not Over	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	12½	12	11	9¾	9¾	8½	9½	8½
	3	5	13½	12½	12	12	11½	9¾	11	9½
	5	10	15½	15	13	13	12½	11½	12	11
	10	15	17½	16½	15	13½	13½	12½	13	12
	15	20	20	19½	16½	15½	15	13½	14	13
	20	25	21½	20	19½	18	16	15	15½	14
	25	30	25	23½	21	19½	17½	16	16½	15½
	30	35	26	25	22½	21	19½	17	18	16½
	35	40	29	26½	24½	24	21½	18	21	17½
	40	45	32	29	25½	24½	23	19½	22½	19
	45	50	35	33	29	26½	24	21	23½	20
	50	60	38	35	33	30	25½	23½	25	22½
	60	70	40	37	35	32	27½	25	26½	24
	70	80	43	38	37	33	30	26½	29	25½
	80	90	47	43	39	35	33	28	32	27
	90	100	49	46	42	38	34	30	33	29
6745	100	110	52	48	45	40	37	32	35	30
	110	120	54	50	47	43	38	34	37	32
	120	130	57	52	49	45	40	36	38	33
	130	140	59	54	50	46	43	38	39	34
	140	150	64	55	52	48	45	39	40	35
	150	160	65	59	54	50	47	42	43	37
	160	170	67	63	57	51	49	43	46	39
	170	180	71	65	58	52	51	45	48	40
	180	190	73	67	61	55	53	46	50	42
	190	200	76	70	63	58	55	47	51	43
	200	220	80	72	69	62	58	50	53	46
	220	240	83	76	72	65	62	53	57	49
	240	260	88	78	76	67	65	57	61	52
	260	280	91	81	80	71	69	61	64	55
	280	300	97	88	83	73	72	64	67	59
	300	325	101	91	89	78	77	69	71	63
	325	350	106	93	93	82	82	72	76	66
	350	375	108	97	98	83	88	76	80	70
	375	400	112	100	101	90	91	80	83	73
	400	425	114	102	104	92	95	83	88	77
	425	450	117	106	107	97	99	88	90	80
	450	475	119	111	112	101	102	91	92	82
	475	500	124	114	116	105	106	95	95	85
	500	-	(3)	(3)	(3)	(3)	(4)	(4)	(4)	(4)

- (1) Rates apply to shipments not subject to Column (2) rates.
- (2) Rates apply when trailer equipment furnished by the shipper is used for the transportation of sugar, granulated, in bulk, and such equipment is furnished at no expense to the carrier (other than public liability, property damage, comprehensive and cargo insurance).
- (3) Add to the rate for 500 miles, 03 cents per 100 pounds for each 25 miles or fraction thereof in excess of 500 miles.
- (4) Add to the rate for 500 miles, 02 cents per 100 pounds for each 25 miles or fraction thereof in excess of 500 miles.

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

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

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

ø755

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 ø66 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.

<ul style="list-style-type: none"> ø Change ◊ Increase, except as noted o No Change 	}	Decision No. 75520
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EFFECTIVE MAY 10, 1969

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