

ORIGINAL

Decision No. 76353

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

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

Application No. 50757

In the Matter of the Investigation into the rates, rules, regulations, charges, allowances and practices of all common carriers and highway 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,  
Amended April 4, 1969)

(Petition for Modification No. 524,  
Amended April 15, 1969)

Cases Nos. 5435,  
5439 and 7783  
(Petitions for Modification Nos.  
114, 83 and 17, respectively,  
Amended April 4, 1969)

And Related Matters.

Case No. 5441  
(Petition for Modification No. 154,  
Amended April 15, 1969)

Additional Appearances

Robert S. Bogason, for Pacific Southcoast Freight Bureau, applicant.

Gary B. Vernier, for Shell Oil Company, interested party.

(For list of other appearances see Decisions Nos. 75521, 75520, 75516, 75511 and 75492.)

O P I N I O N

Subsequent to the filing of petitions by the California Trucking Association (CTA), the Commission authorized so-called wage offset increases in the rates and charges contained in several of its Minimum Rate Tariffs (MRT). The specific tariffs involved are MRT 1-B (East Bay Drayage); MRT 2 (Statewide-General Commodities); MRT 5 (Los Angeles Drayage); MRT 9 (San Diego Drayage); MRT 15 (Statewide-Vehicle Unit Rates); and MRT 19 (San Francisco Drayage).<sup>1</sup> At the initial series of hearings in the various cost offset proceedings questions were raised as to what elements of expense, other than direct labor costs specifically changed by labor agreements (including changes responsive to statutory requirements) which are identifiable in the underlying basic cost development, are to be considered inappropriate justification for cost offset minimum rate adjustments. It was decided that such determination should be made the subject of further adjourned hearings.<sup>2</sup>

1 The wage offset increases in minimum rates were authorized, effective May 10, 1969\* by the following Commission decisions:

<u>MRT's</u>	<u>Decision Number</u>	<u>Date</u>	<u>Case No.</u>	<u>Petition Number</u>
1-B, 2 (pool shipments only), and 19	75516 75517 75518	4--1-69 4--1-69 4--1-69	5432, 5441 5432 5441	524, 154 524 154
2 (other than pool shipments)	75520	4--1-69	5432	523
5	75521	4--1-69	5435	114
9	75511	4--1-69	5439	83
15	75492	3-25-69	7783	17

\* MRT 15 rate increase effective May 1, 1969.

2 Interim decisions were issued in all proceedings pending further adjourned hearings except in Petitions for Modification Nos. 524 and 154, in Cases Nos. 5432 and 5441, respectively (Dec.No.75516, et al.). In the latter instance the matter was reopened for further hearing by Commission order in Decision No. 75550 of April 9, 1969.

Since the issue to be resolved was common to all proceedings involved, the matters were consolidated for hearing on a common record.

Public hearings were held before Examiner Gagnon at San Francisco on April 30 and May 1, 1969. Evidence was presented by the Commission's Transportation Division staff and the CTA. In addition to presenting evidence concerning the expense elements to be reflected in a cost offset proceeding, the trucking association also introduced supplementary evidence in support of its amended request for further sought increases in the minimum rates to offset the asserted impact of recent increases in federal and state taxes. The matter was submitted subject to a late-filed statement of position by the California Manufacturers Association which was received on May 7, 1969.

Cost Offset Rate Adjustments

The minimum rates prescribed for the California intrastate transportation of property by for-hire motor carriers were established in the light of extensive highway carrier performance, cost and rate economic studies. In view of the time and expense required to make such full-scale studies, they are normally developed at intervals of about 10 years. In the interim, certain cost and performance factors of the basic studies are held to be a reasonable reflection of the actual operating experiences of the for-hire carriers involved. A like assumption cannot be made with respect to labor and other allied payroll expenses of record, which constitute a major portion of the total highway carrier transportation costs, because such costs have been changing materially at an annual rate.

During the intervening period, when new full-scale cost and rate studies are not available nor expected to be completed in the near future, it has been the Commission's practice to reflect

periodic and substantive increases in labor and related payroll expenses in its various minimum rate tariffs by a method commonly referred to as the "cost offset" or datum plane procedure for adjusting rates. Under this procedure the current labor and allied payroll cost factors are substituted for those previously found reasonable and used in support of the established minimum rates. The total estimated costs of operations are then recalculated and from such revised cost calculations the percentage increases over the prior total estimated cost experiences are determined. The resulting percentage increases in total costs are then utilized as the datum plane for increasing the particular minimum rates involved.

Under the cost offset method for adjusting minimum rates the hypothesis must first be accepted that certain underlying performance, cost and rate factors, together with the rationale and expertise utilized in their application, contained in the original cost and rate presentations are representative of the actual conditions found in the current dynamic transportation environment. The factors held to remain relatively constant in offset proceedings include the following major elements:

1. Fixed Investment and Depreciation;
2. Vehicle Use Factors;
3. Performance and Weighting Factors;
4. Ratio of Constructive to Actual Miles;
5. Ratio of Indirect to Direct Costs;
6. Relationship of Rates to Cost Estimates;
7. Rate Relationships;
8. Traffic Flow.

Consideration of changes in direct cost items, such as maintenance and repairs, tire costs, and fuel and oil costs may also be deferred until basic full-scale studies are developed.

In view of the overall lack of particularity and definitiveness involved in a cost offset rate adjustment, it is evident that such method for up-dating minimum rates was never designed nor intended to replace or be accepted as a completely satisfactory

alternative for thorough full-scale studies. It should also be clear that any cost offset method of rate making, premised upon the theory that a percentage increase (decrease) in rates should be the same as experienced in the supporting costs, assumes an economic margin for error which, the facts of record permitting, may be reasonable to accept for relatively short periods of time.

When the original cost and rate studies have been up-dated over the years by successive offset adjustments, the resulting cost and rate information tends to become vulnerable to an attack upon its continued competency to represent actual for-hire carrier operating experience. At this time, full-scale cost and rate presentations are imperative to a thorough evaluation of the reasonableness of existing minimum rates. While it may be argued that the cost offset adjustments in minimum rates have been consistently found to be a just, reasonable and expeditious method for enabling the carriers to recover significant increases in their wage and allied payroll costs, the obvious limitations of this offset procedure should not be overlooked.

Suggested Guidelines  
(Direct Wage Offset)

The cost factors contained in full-scale cost studies are generally accumulated into the following three major categories:

1. Direct Costs cover those items of expense which are treated directly in the cost development, excluding certain factors which are handled as a gross revenue expense. In order for a cost increment to be considered as a direct cost, it should be readily measurable in relation to the particular transportation and be of some significance in the overall cost of providing the service under consideration. The direct costs are set forth in the cost study as Labor Costs, Vehicle Fixed and Depreciation Costs, Vehicle Running Costs, and at times Billing and Collecting Costs.

2. Indirect Expenses include all elements of expense in a cost presentation which are neither treated directly nor developed as a percentage of gross revenue. In the original full-scale cost presentation indirect expenses are treated cumulatively as ratios or percentages of the total direct costs or of the total of direct and indirect costs. Indirect expenses include the wages and salaries of nonoperating personnel and general administrative expenses (legal, auditing, communications, rents, certain depreciation expense items, property taxes and certain insurance expense items).
3. Gross Revenue Expenses include Board of Equalization taxes and Cal. P.U.C. Transportation Rate Fund fees. Vehicle and cargo insurance costs have also been developed as a percentage of gross revenue in most of the cost studies underlying the rates involved in this matter.

The changes which occur in direct costs are readily measurable and present no real problem when developing a revised estimate of total direct costs for subsequent use as part of a percentage datum plane cost offset rate adjustment. The real difficulty in a cost offset adjustment in rates is how to reflect changes in cost factors that have been treated cumulatively as indirect expense ratios or percentages of gross revenue in the original full-scale cost presentation. In the past, changes in indirect expenses have been reflected in cost offset proceedings by the following methods:

1. Wage (Cost) Offset: Indirect expense ratios established in the original full-scale cost study are applied to the up-dated direct costs determined for the wage offset adjustment. This method assumes that indirect expense items have, or will, increase proportionately with direct costs.
2. Wage Offset: The percentage increase in direct labor is multiplied by the percentage of salaries and wages included in the indirect expenses of the original full-scale cost study and the resulting factor is applied to the dollar amount of indirect expenses included in the original cost presentation. This method assumes that only those expenses included in the indirect expense ratios related to salaries and wages will increase proportionately with the increases in direct labor costs.

3. Direct Wage Offset: Indirect expenses are held constant and no allowance for changes in indirects is made in the cost offset adjustment in rates.

Gross revenue expenses are expressed as a percentage of total revenue. The percentage factors are generally utilized in cost offset proceedings in conjunction with the adjusted total direct and indirect expenses.

California Trucking Association and the Commission's Transportation Division staff initially utilized the first cost offset method noted above. The staff, however, adopted the second procedure in 1963; whereas CTA has continued to employ the first method in its cost offset presentations. In an effort to ameliorate the contrasting positions, so vigorously advanced by the CTA and the staff, the Commission, on October 31, 1968, addressed an advisory letter "To Interested Parties" which suggested an expansion of the third method referred to above for future cost offset adjustments in minimum rates. Pertinent portions of the letter are set forth below:<sup>3</sup>

"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 above statement was intended to be only advisory in nature, it has been the subject of considerable controversy.

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<sup>3</sup> Hereinafter sometimes referred to as the "Direct Wage Offset" method.

It should be made clear that, in the absence of formal action by the Commission to the contrary, the aforementioned statement was not made for the purpose of foreclosing the employment of other methods for seeking cost offset adjustments in minimum rates, providing compelling evidence in justification thereof was presented.

The Staff Wage Offset Proposal

The Commission's Transportation Division staff recommended that the following procedure be adopted for cost offset adjustments in minimum rates. Costs not specifically noted below are to be modified only in full-scale cost study:

I. Direct Costs

A. Labor Costs

Adjust to reflect the following:

1. Changes in wages and fringe benefits under labor agreements.
2. Changes in payroll taxes.
3. Changes in the "manual" rate for Workmen's Compensation Insurance.

B. Vehicle Fixed and Depreciation Costs

Adjust to reflect changes in vehicle license taxes and fees including:

1. Registration fees.
2. Weight fees.
3. License fees.
4. Highway use tax.

C. Vehicle Running Costs

Adjust to reflect changes in fuel tax rates.

D. Transport Clearings Charges

Adjust only if identifiable in the original study and the charges related to individual weight groups.



## II. Indirect Expenses

Adjust to reflect increases in the labor cost portion of indirect expenses by:

1. Analyzing indirect expenses to determine the percent labor in the original cost presentation.
2. Determining the average percent increase in direct labor costs over the level of the original cost presentation.
3. Multiply factor 1 by factor 2 and apply to the dollar amount of indirect expense in the original study.

NOTE: For studies in which indirect expenses have not previously been adjusted by the above method, determine the dollar amount of indirect expense from the last study of record. The last study of record then becomes the original study of record for this purpose.

If data is not available for determination of the labor cost portion of indirect expense, assume to be 50 percent.

## III. Gross Revenue Expenses

Adjust to reflect changes in amounts payable for Board of Equalization taxes and Cal. P.U.C. Transportation Rate Fund Fees.

When insurance expense is initially developed as a percentage of gross revenue, carry forward the dollar amount from the original study or from the last study of record. Do not adjust for changes in revenue.

### The CTA Wage (Cost) Offset Proposal

The director of CTA's Division of Transportation Economics expressed the view that any interested party has the right to come before the Commission and assume the burden of proof concerning

alleged changes which have occurred in the various cost factors supporting the established minimum rates; and, in view of such alleged cost changes, suggest cost offset adjustments in the minimum rates involved. CTA and the Commission staff employ practically the same offset procedure with respect to the direct cost phase of the original cost presentation. The CTA's treatment of indirects and insurance expense factors differs materially, however, from the method recommended by the staff.

The CTA's cost offset proposal employs the theory, initially utilized by both the staff and the CTA, that "indirects follow direct costs." Under this procedure, indirect expense ratios, previously found reasonable, are applied to the adjusted direct costs and the resulting adjusted indirects thereby reflect the same proportionate change as computed for the direct costs. The staff, on the other hand, now takes the position that only that portion of indirect expenses related to wages and salaries should be treated in a cost offset minimum rate adjustment. This contention is predicated upon the view that certain overhead costs, other than wages and salaries, do not change at either the same time or by the same ratio as the for-hire carriers' direct costs.

The trucking association makes the observation that, if the staff opinion concerning indirect expenses is correct, one may reasonably expect to find (from a purely mathematical point of view) the established indirect expense ratios to be gradually decreasing over the past years. The CTA's director contends, however, that a review of cost presentations by both the staff and the CTA over the past 20 years has disclosed no situation wherein comparable indirect expense ratios have decreased. To further substantiate this latter contention, the director refers to a pending

proceeding involving the Los Angeles Drayage MRT 5 rates (Order Setting Hearing, Decision No. 74991, in Cases Nos. 6322, 5435, et al.) wherein the Commission staff has introduced a cost study into evidence in which the direct costs reflect labor and allied payroll costs, effective as of April 1, 1969; whereas indirect costs are based upon indirect expense ratios developed by the staff in 1966 and subsequently found by them to be proper for their current 1969 Los Angeles Drayage cost study. The CTA concludes that over the past 20 years indirect expenses in total have experienced the same magnitude of cost increases which can be theoretically attributed to "labor-related" indirect expense items only.

With respect to the treatment of insurance expense, the CTA urges that, where this cost factor is expressed in the original cost presentation as a percentage of gross revenue, such percentage factor also be used in the adjustment of gross revenue expense in a cost offset proceeding. The witness for CTA explained that the lowest and most effective insurance coverage is based on a percentage of the carriers' gross revenues; only relatively small truck operators obtain insurance at truck rates. The CTA witness explained that while insurance rates based on the carriers' gross revenues may not have changed, the actual cost of insurance has increased. To date, the increased cost of such insurance coverage has been offset by the application of the established percentage rates to the carriers' increased gross revenues.

The CTA witness stated that it was the trucking association's policy to request cost offset minimum rate adjustments only when major changes occur in the carriers' costs of operations. At this time, other relatively minor cost changes which have accumulated over the period since the rates were last revised are included in a single cost offset rate proposal. The threat of unfavorable

shipper reaction also tends to limit the number of sought adjustments in the for-hire carriers' level of rates. However, the CTA witness submits that, if cost offset adjustments in minimum rates are to be restricted to changes in major cost items only as suggested by the staff, more frequent petitions for minimum rate adjustments will be required to cover changes in underlying cost items not otherwise included in the cost offset rate adjustments. This latter course of action, the CTA witness submits, would not be in the public interest and should be avoided. Finally, it should be noted that the California Manufacturers Association filed the following qualified statement in support of the CTA's cost offset rate proposal:

"... it is the position of this Association that the California Trucking Association must be prepared to justify all changes in costs, but that such changes can be handled at the same time C.T.A. elects to petition for any wage offset increase."

Summary Discussion - Cost Offset

It is well established that rate making, including cost offset minimum rate adjustments, is not reducible to an exact science but, at best, may be considered a refined art. Efforts to cloak cost offset rate adjustments with a degree of factual objectivity and exactness, that basic full-scale cost and rate studies do not claim or have, are largely responsible for the existing controversy as to the proper methodology for cost offset rate adjustments.

In a dynamic transportation environment basic full-scale cost and rate studies, including subsequent cost offset adjustments thereof, suffer a credibility gap with the passing of time. When this essential quality is lost it is imperative that new basic full-scale cost and rate studies be made in order to maintain and insure a continuing minimum reasonable rate structure. In the interim

period, between the presentation of full-scale cost and rate studies, the Commission has recognized the temporary capacity of cost offset procedures to measure, with a reasonable degree of accuracy, the rate differential necessary to offset like changes which have occurred in certain cost items of the original basic cost presentation.

Since the accuracy and reliability of cost offsets are highest when conducted within the proximity of the original cost and rate presentations, the precise method or mechanics for developing a cost offset at a given period of time might well vary according to the conditions and circumstances surrounding the transportation involved. Initially, the wage (cost) offset method employed by CTA might well prove to be completely satisfactory. However, as successive cost offsets are employed with the passing of time and the likelihood that new full-scale studies may be in the offing, the more restrictive wage offset method proposed by the staff or the direct cost offset procedure suggested as a guideline in the Commission's letter of October 31, 1968, may be the only appropriate methods to employ. The ultimate burden of proof as to the proper cost offset method to use in any given situation should rest, in the first instance, with the party presenting the cost offset rate proposal. The Commission should not rigidly harness itself to any single cost offset procedure for adjusting its minimum rates and thereby preclude the presentation of evidence in justification of other desired cost offset proposals.

#### CTA Proposed Tax Offset

By the California Trucking Association's first amendment to its various petitions involved herein, a supplementary tax offset increase of approximately .65 percent is sought in the various minimum rates to offset a recent increase in the federal and state

taxes paid by for-hire carriers. Petitioner makes reference to a 10 percent surcharge applicable on all federal income taxes established by the Revenue and Expenditure Control Act of 1968. The CTA also makes note of the increases in the California state income taxes and corporation franchise taxes, established by legislation enacted during the 1967 legislative session amending the Revenue and Taxation Code (Statutes 1967, Chapter 963).

Petitioner explains that it did not include the impact of such tax increases in its original petitions due to questions regarding the permanency of such tax adjustments. The CTA now believes that the "temporary" federal tax surcharge will be of some duration, and that the state income and franchise tax increases will remain in effect. The CTA also implies that its sought supplementary increase is responsive to the Commission's "invitation" as expressed in its "Interested Party" letter of October 31, 1968.

In justification for the sought tax offset, the CTA directs attention to the Commission's prior reduction in minimum rates to reflect the income tax reductions authorized by the Federal Revenue Act of 1964.<sup>4</sup> In order that the Commission may make similar findings as to appropriate rate increases in the instant circumstances, where tax levels have increased, the CTA abstracted pertinent provisions of the revised tax provisions and has made calculations of the asserted impact upon carrier revenues similar to those presented

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<sup>4</sup> Decision No. 67443, dated June 26, 1964, in Case No. 5432 (Unreported). Decision No. 67767, dated August 25, 1964, in Case No. 7783 (63 Cal. P.U.C. 282, 283). Decision No. 68848, dated April 6, 1965, in Case No. 5330 (64 Cal. P.U.C. 231, 232). Decision No. 68543, dated February 3, 1965, in Case No. 5437 (64 Cal. P.U.C. 30, 40, 41).

in support of prior tax reductions. The computations indicate an overall tax offset adjustment of approximately .65 percent.

The CTA having vigorously opposed the suggested direct wage offset proposal of October 31, 1968, on both practical and legal grounds, now cites the direct wage offset proposal as support for its sought further increase in rates. Such justification is certainly not of the quality that would cause the Commission to move in the direction desired by petitioner in this particular instance.

In establishing the Commission's various minimum rates, effort is made to afford the for-hire carriers regulated thereby an equality of competitive opportunity to realize a reasonable margin of profit. Whether the carriers actually experienced profitable operations depends largely upon the entrepreneurial ingenuity of the individual carrier and not the largess of the Commission. It is for this reason, among others, that we are in total agreement with the CTA's view that it has the right and burden to prove a desired cost offset adjustment in minimum rates to be just and reasonable. We are not prepared to accept, however, that a mere recitation of prior Commission action and a method for assertedly duplicating such action constitute sufficient proof that the existing level of minimum rates impairs the carriers' opportunity to realize a reasonable margin of profit from their operations.<sup>5</sup>

The Commission staff recommends that no tax offset adjustment be made in the rates contained in MRT 1-B (East Bay Drayage), MRT 2 (Statewide-General Commodities), MRT 5 (Los Angeles Drayage) and MRT 19 (San Francisco Drayage). With respect to the rates contained in MRT 9-B (San Diego Drayage) and MRT 15 (Statewide-Vehicle

<sup>5</sup> Decision No. 75979, dated July 29, 1969, in Case No. 5330, et al., (Petition for Modification No. 40, et al.).

Unit Rates), the staff recommends a tax offset increase in rates of 0.26 percent and 0.40 percent, respectively. The tax offset method employed by the staff in the latter two instances is comparable to the procedure employed by the CTA. The staff did not develop a tax offset for MRT Nos. 1-B, 2, 5 and 19. Had it chosen to do so, percentage adjustment factors, similar to those calculated for MRT 9 and 15, would have been produced as a sheer result of the mathematical interplay of selected expense and revenue computations. Such exercise in arithmetic, as in the like presentation of the CTA, is insufficient proof as to any impairment in for-hire carriers' capacity to earn a just and reasonable profit under the existing level of rates. The carriers involved in the San Diego Drayage Area (MRT 9-B) are extremely minor when compared to the number of carriers involved in statewide trucking operations. As for MRT 15, this tariff applies only under the mutual consent of the carrier and shipper; when such agreement exists, the otherwise governing minimum rate tariffs do not apply.

Finally, it should be noted that, as in prior similar circumstances, highway common carriers who believe their tariff rates are inadequate have ample statutory provisions for seeking appropriate relief. Permitted carriers need no additional authority from this Commission to observe rates higher than the otherwise applicable minimum rates. Petitioner's sought further amended relief has not been shown, in this particular instance, to be a just and reasonable basis for further increases in the minimum rates involved.

Disposition of Interim Cost  
Offset Rate Adjustments

1. Minimum Rate Tariff No. 2: By the Commission's interim order in Decision No. 75520 the CTA's sought increase in MRT 2



rates was partially granted, thereby reflecting the direct wage offset method suggested in the Commission's advisory letter of October 31, 1968. From the additional evidence now before us, it is clear that the wage (cost) offset procedure utilized by the CTA will, in this particular instance, result in appropriate upward adjustments in the rates contained in MRT 2. Therefore, that portion of the CTA's sought increase not granted by Decision No.75520 should be authorized.

2. Minimum Rate Tariff No. 15: By Decision No. 75492 the vehicle unit rates contained in MRT 15 were increased in accordance with the direct wage offset procedure, pending further hearing. The Commission staff has reevaluated its original rate proposal and now recommends that the interim increase in MRT 15 rates granted by Decision No. 75492 be recalculated under the wage offset method proposed by the staff. The resulting increase in rates under the staff revised proposal is higher than the interim cost offset increase previously authorized.

The vehicle unit rates contained in MRT 15 were initially established by Decision No. 65072 of March 12, 1963 (60 Cal. P.U.C. 624). Said decision found indirect expense ratios of 13 percent for monthly rates and 12 percent for yearly rates to be reasonable. From the record in this proceeding one may draw the conclusion that either the basic indirect expense ratios noted above have not changed or, alternatively, changes which may have occurred would reflect the same trend which can be generally attributed to the labor cost factors as of April 1, 1969.

The record in Decision No. 75492 indicates that the direct wage offset interim increase in MRT 15 rates ranges from approximately 3.5 to 4 percent (Exhibit No. 17-3). In view of the aforementioned indirect expense ratios and the interim increase in rates presently

authorized, an overall further increase of .5 of 1 percent in MRT 15 rates would reflect a wage (cost) offset adjustment in such rates deemed appropriate in the light of the evidence now before us. Such increase in MRT 15 rates would be slightly higher than that proposed by the staff.

3. Minimum Rate Tariffs  
Nos. 1-B, 9-B and 19: The Commission staff recommends that the interim increases granted by Decisions Nos. 75516 (MRT 1-B, East Bay Drayage) and 75518 (MRT 19, San Francisco Drayage) be recalculated to reflect the staff's proposed wage offset method for adjusting minimum rates. Under this latter amended proposal the increase in rates would be slightly higher than the interim increase in such rates previously authorized.

In view of the rather extensive period of time that the original cost and rate presentations underlying the minimum rates for the San Francisco and East Bay Drayage Areas have been in effect, the more restrictive wage offset procedure proposed by the staff has merit and should be adopted.

The Commission staff made no specific proposal relative to the interim cost offset adjustment in the minimum rates contained in MRT 9-B (San Diego Drayage Area). However, the longevity and overall competency of the basic cost and rate information supporting the rates in MRT 9-B are similar to that existing for the San Francisco and East Bay Drayage Areas. In authorizing an interim increase in MRT 9-B rates, Decision No. 75511 stated "... if no provision is made for indirect costs, the rate proposal of petitioner would be reduced by approximately 0.7 to 0.8 percent". If we now restore 50 percent or approximately .4 of 1 percent of CTA's original sought increase, not previously reflected in the interim increase granted by Decision No. 75511, the resulting increase in

MRT 9-B rates would reflect the staff's recommended wage offset method. Such action would be similar to that proposed to be adopted herein for the San Francisco and East Bay Drayage Areas and would constitute an equitable disposition of CTA's rate proposal for the San Diego Drayage Area.

4. Minimum Rate Tariff No. 5: By Decision No. 75521 an interim increase of approximately 4.6 percent, in lieu of the 5.6 percent increase sought by the CTA, was granted in the minimum rates for the Los Angeles Drayage Area. The position of the Commission's staff relative to CTA's sought wage (cost) offset increase in MRT 5 rates is summarized in said decision as follows:

"The Commission staff argued as follows: Full-scale studies and a proposal for a new rate structure reflecting current conditions are now available, and will be presented to the Commission in Case No. 6322, Case No. 5435, and related cases, under Order Setting Hearing, Decision No. 74991. Hearings are scheduled beginning February 18. The staff has made full-scale cost, rate and traffic flow studies leading toward the establishment of a single minimum rate tariff in a larger area in Los Angeles and Orange Counties between the San Gabriel Mountains and the Pacific Ocean, in response to the Commission's determination in Decision No. 69533 (61 Cal. P.U.C. No. 633). Proposed exhibits reflecting the staff studies toward this end are ready for presentation. Prior decisions in Case No. 5435 labor offset petitions explain fully and completely that there are no data of record upon which any significant reliance can be placed in the calculation of present transportation costs. Decision No. 72942 of August 22, 1967, is illustrative of this point. The staff believes that the Commission would desire to have before it full-scale studies relating to minimum rates in the area of Los Angeles and its environs before deciding the issues in this proceeding.

"The Commission staff requested that the disposition of Petition No. 114, Case No. 5435, in whole or in part, be deferred until the staff proposals are put before the Commission in the hearing set for February 18, and that the record made in Petition No. 114 be considered with the record to be made pursuant to Order Setting Hearing, Decision No. 74991."

It is well established that the transportation characteristics and conditions within the so-called Los Angeles Drayage Area have materially changed since the basic cost and rate information underlying MRT 5 rates were developed. New full-scale cost and rate studies for the transportation of property now governed by the provisions of MRT 5 are urgently required. Such studies are now in the process of being formally presented to the Commission for its consideration. In the circumstances, increases beyond the direct wage offset increase granted by Decision No. 75521 should not be authorized.

#### Findings

The Commission finds that:

1. The minimum rates prescribed by the Commission to govern the California intrastate transportation of property by for-hire highway carriers are established on the basis of extensive full-scale cost and rate economic studies.
2. The wage and allied payroll costs of for-hire carriers, which constitute a major portion of their total operating costs, have been materially increasing at an annual rate.
3. The cost offset or datum plane method for adjusting rates has been shown to be an appropriate procedure for reflecting in the established minimum rates periodic changes in the cost factors, such as indicated in paragraph 2 above, underlying the existing minimum rates.
4. The cost offset method for adjusting rates should not be utilized or otherwise treated with the same degree of particularity and definitiveness generally accorded to full-scale cost and rate economic studies.
5. The Commission should not adopt any particular cost offset method for adjusting its minimum rates; and thereby preclude

the use of other offset procedures which may be shown to be justified and preferable under the circumstances.

6. The three cost offset methods, previously employed for adjusting the minimum rates and described herein as (1) Direct Wage Offset, (2) Wage Offset, and (3) Wage (cost) Offset, have been shown to be acceptable procedures. The selection and employment of any one of said methods, or such other cost offset procedure for adjusting the minimum rates deemed appropriate, must be fully justified by relevant and competent evidence.

7. The for-hire carriers engaged in transportation subject to Minimum Rate Tariffs Nos. 1-B, 2, 9-B, 15 and 19, respectively, have experienced increased costs, effective generally as of April 1, 1969, greater than the cost offset increases in rates granted by Decisions Nos. 75516 (MRT 1-B), 75520 (MRT 2), 75511 (MRT 9-B), 75492 (MRT 15), and 75518 (MRT 19).

8. The existing provisions of Minimum Rate Tariffs Nos. 1-B, 2, 9-B, 15 and 19 do not reflect the additional increases in costs experienced by for-hire carriers as of April 1, 1969, not otherwise offset by increases in minimum rates as indicated in Finding 7, above.

9. The sought rate increases, as further amended herein, fairly reflect the increased costs experienced by for-hire carriers as of April 1, 1969.

10. The evidence submitted as justification for a tax cost offset additional rate increase fails to prove that, under the existing level of minimum rates and current federal and state tax levels, the for-hire carriers' equality of competitive opportunity to earn a reasonable margin of profit has been impaired or otherwise reduced to an unreasonable degree.

11. The direct wage offset interim increase in Minimum Rate Tariff No. 2 rates, granted by Decision No. 75520, should now be further revised to reflect the increase in rates that would have resulted had the wage (cost) offset method for adjusting said rates been originally applied as proposed by petitioner.

12. The direct wage offset interim increase in rates contained in Minimum Rate Tariff No. 15, granted by Decision No. 75492, should now be further increased by .5 of 1 percent; thereby reflecting the wage (cost) offset method for adjusting said rates.

13. The direct wage offset increases in rates contained in Minimum Rate Tariffs Nos. 1-B, 9-B and 19, granted by Decisions Nos. 75516, 75511 and 75518, respectively, should be revised to reflect the increases in rates that would have resulted had the wage offset method for adjusting such rates been originally applied thereto.

14. To the extent that the original proposed increase in rates named in Minimum Rate Tariff No. 5 exceeds the interim increase granted by Decision No. 75521, such differentially higher sought increase in rates has not been shown to be justified.

15. The proposed increase in the minimum rates and charges, as further 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.

16. To the extent that the provisions of Minimum Rate Tariffs Nos. 1-B, 2, 9-B, 15 and 19 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.

17. The increase in rail rates and charges, as proposed in Application No. 50757, and further amended herein, is justified.

18. 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.

#### Conclusions

The Commission concludes that:

1. Interested parties have the right to come before this Commission and the subsequent responsibility to assume the burden of proof as to any alleged changes in the cost factors underlying the established minimum rates; and, in the light of such alleged changes, recommend remedial cost offset minimum rate adjustments.

2. The additional increases sought in Petition for Modification No. 523, as amended, in Case No. 5432, and Application No. 50757 should be granted, in part, and Minimum Rate Tariff No.2 amended accordingly.

3. The additional increases sought in Petitions for Modification Nos. 83, 154 and 17, as amended, in Cases Nos. 5439, 5441 and 7783, respectively, should also be partially granted, and Minimum Rate Tariffs Nos. 1-B, 9-B, 15 and 19 amended accordingly.

4. The additional increases sought in Petitions for Modification Nos. 524 and 114, as amended, in Cases Nos. 5432 and 5435, respectively, should be denied.

In order to avoid duplication of tariff distribution, Minimum Rate Tariff No. 2 will be amended by the ensuing order and Minimum Rate Tariffs Nos. 1-B, 9-B, 15 and 19 will be amended by separate orders.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 2 (Appendix D to Decision No. 31606, as amended) is further amended by incorporating therein, to become effective December 1, 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, are hereby directed to establish in their tariffs the increases necessary to conform with the further adjustments ordered herein.

3. Common carriers maintaining rates on a level other than the minimum rates for transportation for which rates are prescribed in Minimum Rate Tariff No. 2 are authorized to increase such rates by the same amounts authorized for Minimum Rate Tariff No. 2 rates herein.

4. Common carriers maintaining rates on the same level as Minimum Rate Tariff No. 2 rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff No. 2 are authorized to increase said common carrier rates by the same amounts authorized for Minimum Rate Tariff No. 2 rates herein.



5. Common carriers maintaining rates at levels other than the minimum rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff No. 2 are authorized to increase said common carrier rates by the same amounts authorized for Minimum Rate Tariff No. 2 rates herein.

6. 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.

7. 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 6 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 6 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 6 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 6 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.

8. Except for tariff publications required to be made by ordering paragraph 7 hereof, tariff publications 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 tenth day after the effective date of this order, on not less than ten days' notice to the Commission and to the public; such tariff publications as are required shall be made effective not later than December 1, 1969; and as to tariff publications which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date hereof.

9. 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.

10. The additional increases sought in Petitions for Modification Nos. 523 and 524, as amended, in Case No. 5432; Petition for Modification No. 114, as amended, in Case No. 5435; and Application No. 50757, as amended, not otherwise granted herein, are hereby denied.

11. 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 28<sup>th</sup> day of OCTOBER, 1969.

William Squous Jr.  
President

[Signature]

[Signature]

Yvonne L. Stinson  
Commissioners

This case should have been processed through an Examiner's Proposed Report.

[Signature]  
Commissioner

APPENDIX A TO DECISION NO. 76353

List of Revised Pages to Minimum Rate Tariff No. 2

Authorized by Said Decision

Fifth Revised Page 18-B  
Twenty-sixth Revised Page 19  
Twenty-first Revised Page 19-B  
Nineteenth Revised Page 19-C  
Thirty-first Revised Page 20  
Seventh Revised Page 20-B  
Thirty-third Revised Page 21  
Eleventh Revised Page 21-A  
Thirtieth Revised Page 41  
Third Revised Page 41-A  
Twenty-ninth Revised Page 42  
Third Revised Page 42-A  
Twenty-seventh Revised Page 43  
Twenty-seventh Revised Page 43-A  
Thirty-fifth Revised Page 44  
Sixteenth Revised Page 44-A  
Twenty-first Revised Page 44-B  
Twentieth Revised Page 46-A  
Seventeenth Revised Page 51-A  
First Revised Page 51-BB  
Thirteenth Revised Page 51-CC  
Sixteenth Revised Page 51-D  
Seventeenth Revised Page 51-DD  
Twenty-first Revised Page 51-E  
Seventeenth Revised Page 51-EE  
Eighth Revised Page 51-EEE  
Eleventh Revised Page 52  
Fourth Revised Page 52-A

(END OF APPENDIX A LIST)

MINIMUM RATE TARIFF 2

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM																					
<p><b>APPLICATION OF RATES</b></p> <p>Rates in this tariff, and common carrier rates applied under the provisions of Items 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 12 cents per 100 pounds, minimum additional charge 90 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 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 140.</p>	<p>6120</p>																					
<p><b>CHARGES FOR ESCORT SERVICE</b></p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring escort service:</p> <p>(a) A charge of \$8.50 per hour, plus 8½ cents per mile computed in accordance with the provisions of Item 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 style="margin-left: auto; margin-right: auto;"> <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: center;">----- omit</td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">23</td> <td style="text-align: center;">----- 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: center;">----- 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: center;">----- 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: center;">----- 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	<p>6124</p>
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																				
<p>Change ) Increase ) Decision No. <b>76353</b></p>																						
EFFECTIVE																						
Correction 2143	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>																					

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;"><b>CHARGES FOR PERMIT SHIPMENTS</b></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 720, shall be distance rates utilizing distances determined under the provisions of Item 100.</p> <p>(b) In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on all permit shipments:</p> <ol style="list-style-type: none"> <li>1. A charge of Ⓓ\$9.65 shall be made for the service of securing each permit, and</li> <li>2. A charge shall be made equal to the fee, if any, assessed by the governmental agency for issuing each permit.</li> </ol>	<p>Ⓓ128</p>
<p style="text-align: center;"><b>DANGEROUS ARTICLES</b></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 100.</p>	<p>129</p>
<p style="text-align: center;"><b>ACCESSORIAL SERVICES</b></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 145(a). The charge provided in Item 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> <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.</p>	<p>140</p>
<p>Ⓓ Change                    )                  Ⓓ Increase                 )     Decision No.                 <b>76353</b></p>	
<p><b>EFFECTIVE</b></p>	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,                  SAN FRANCISCO, CALIFORNIA.</p> <p>Correction 2144</p>	

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM												
<p style="text-align: center;"><b>DELAYS TO EQUIPMENT ON WHOLE GRAIN (See Note)</b></p> <p>1. Definitions                      (a) Actual placement. By actual placement is meant the placing of carriers' equipment at place designated by consignee or consignor for loading or unloading.                      (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.                      (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                      (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.                      (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                      A charge of 2¢ per 100 pounds will be made by the carrier on all shipments on all equipment unloaded or loaded after the free time has elapsed.</p> <p>4. Provisions of Item 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>	143												
<p style="text-align: center;"><b>CHARGES FOR ACCESSORIAL SERVICES OR DELAYS</b></p> <p>For accessorial services or delays under conditions specified in Items 140 and 142, charges shall be assessed for each period or fraction thereof, as follows:</p> <table border="0" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th colspan="2" style="text-align: center;">Charges in Cents</th> </tr> <tr> <th></th> <th style="text-align: center;">For First 30 Minutes or Fraction</th> <th style="text-align: center;">For Each Additional 15 Minutes or Fraction</th> </tr> </thead> <tbody> <tr> <td>(a) For driver, helper or other carrier employee, per man-----</td> <td style="text-align: center;">0420</td> <td style="text-align: center;">210</td> </tr> <tr> <td>(b) For unit of equipment (each motor truck, trailer or semi-trailer, exclusive of motor tractors)-----</td> <td style="text-align: center;">65</td> <td style="text-align: center;">33</td> </tr> </tbody> </table>		Charges in Cents			For First 30 Minutes or Fraction	For Each Additional 15 Minutes or Fraction	(a) For driver, helper or other carrier employee, per man-----	0420	210	(b) For unit of equipment (each motor truck, trailer or semi-trailer, exclusive of motor tractors)-----	65	33	6145
	Charges in Cents												
	For First 30 Minutes or Fraction	For Each Additional 15 Minutes or Fraction											
(a) For driver, helper or other carrier employee, per man-----	0420	210											
(b) For unit of equipment (each motor truck, trailer or semi-trailer, exclusive of motor tractors)-----	65	33											
<p style="text-align: center;"><b>ADVERTISING ON EQUIPMENT</b></p> <p>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 \$7.65 per unit per shipment shall be assessed by the carrier.</p>	6147												
<p> <span style="font-size: 1.5em;">}</span> Change )  <span style="font-size: 1.5em;">}</span> Increase ) Decision No. <span style="font-size: 1.5em; font-weight: bold;">76353</span> </p>													
<p><b>EFFECTIVE</b></p>													
<p>Correction 2145</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,                  SAN FRANCISCO, CALIFORNIA.</p>												

SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

**SMALL SHIPMENT SERVICE**  
 (Note subject to the provisions of Item 150)

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 510.

Rates in this item will not apply to:

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.

(E)  
 §149

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.

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

Weight of Shipment (In Pounds)		Charge In Cents	
Over	But Not Over	(1)	(2)
0	25	6255	425
25	50	315	425
50	75	370	425
75	100	395	425
100	150	485	595
150	200	575	720
200	250	655	845
250	300	750	965
300	400	900	1175
400	500	1040	1340

(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 510.

(E) This item expires with December 31, 1969.

Change )  
 Increase, except as noted ) Decision No. **76353**  
 No Change )

EFFECTIVE

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,  
 SAN FRANCISCO, CALIFORNIA.

Correction 2146



SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

MINIMUM CHARGE

(The provisions of this item will not apply to shipments transported under the provisions of Item 149.)

The minimum charge per shipment shall be as follows:

(a) For distances not exceeding 150 constructive miles (See Exception):

Weight of Shipment (In Pounds)		Minimum Charge (In Cents)
Over	But Not Over	
0	25	305
25	50	370
50	75	430
75	100	480
100	150	575
150	200	670
200	250	770
250	300	845
300	400	995
400	500	1140
500	-	1260

(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:

4150

Weight of Shipment (In Pounds)		Minimum Charge (In Cents)	
Over	But Not Over	(1)	(2)
0	100	525	600
100	150	705	860
150	200	825	1020
200	250	965	1190
250	300	1080	1370
300	400	1290	1635
400	500	1455	1900
500	-	1610	2160

(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 )  
Increase ) Decision No.

76353

EFFECTIVE

Correction 2147

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,  
SAN FRANCISCO, CALIFORNIA.

SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

SPLIT PICKUP (Concluded)  
 (Items 160 and 161)

(c) 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.

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

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:

Weight of Component Part (Pounds)		Split Pickup Charge for Each Component Part in Cents	Weight of Component Part (Pounds)		Split Pickup Charge for Each Component Part in Cents	#161
Over	But Not Over		Over	But Not Over		
0	100	220	1,000	2,000	390	
100	250	260	2,000	4,000	505	
250	500	270	4,000	10,000	535	
500	1,000	300	10,000		655	

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

Weight of Component Part (Pounds)		Split Pickup Charge for Each Component Part in Cents	Weight of Component Part (Pounds)		Split Pickup Charge for Each Component Part in Cents
Over	But Not Over		Over	But Not Over	
0	100	250	1,000	2,000	665
100	250	305	2,000	4,000	825
250	500	325	4,000	10,000	970
500	1,000	450	10,000		1125

Change )  
 Increase, except as noted ) Decision No. 76353  
 No Change )

EFFECTIVE

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,  
 SAN FRANCISCO, CALIFORNIA.

Correction 2148

SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

SPLIT DELIVERY (Concluded)  
(Items 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 components 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:

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	505
100	250	260	4,000	10,000	585
250	500	270	10,000		655
500	1,000	300			
1,000	2,000	390			

6171

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	825
100	250	305	4,000	10,000	970
250	500	325	10,000		1125
500	1,000	450			
1,000	2,000	665			

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

76353

EFFECTIVE

Correction 2149

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,  
SAN FRANCISCO, CALIFORNIA.

SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

STRINGING SERVICES  
 (Items 174 and 175)

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.

Commodity Descriptions	Rates in cents per hour
Commodity List 1. Pipe and pipe fittings or connections-----	1365
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-----	1265

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:

<u>Minutes</u>	But Not	
<u>Over</u>	<u>Over</u>	
0	8	Omit
8	38	Shall be $\frac{1}{2}$ hour
38	60	Shall be 1 hour

of 174

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.

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.

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 \$8.50 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 \$8.50 per hour.

(Continued in Item 175)

of Change ) Decision No.  
 of Increase )

76353

EFFECTIVE

Correction 2150

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,  
 SAN FRANCISCO, CALIFORNIA.

SECTION 2—CLASS RATES  
 In Cents Per 100 Pounds

ITEM

MILES		Any Quantity									
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1
0	3	272	258	244	231	216	209	200	191	184	172
3	5	274	260	247	233	219	211	202	192	186	173
5	10	277	263	250	236	222	214	205	194	189	175
10	15	280	267	253	238	224	216	208	196	191	176
15	20	283	270	255	241	227	219	210	198	193	178
20	25	286	272	258	243	229	221	212	200	195	180
25	30	289	275	261	246	231	223	214	202	197	182
30	35	292	277	263	249	233	225	216	204	199	184
35	40	295	280	266	251	235	227	218	206	201	185
40	45	298	283	268	253	237	229	220	208	203	187
45	50	300	285	270	255	239	231	222	210	205	189
50	60	304	289	273	258	242	234	225	213	207	192
60	70	308	293	276	262	245	237	228	216	210	194
70	80	311	296	279	265	247	240	230	219	212	197
80	90	314	299	282	267	250	242	233	221	215	199
90	100	317	302	285	270	253	245	235	223	217	201
100	110	321	305	288	273	256	247	238	225	219	203
110	120	324	309	292	276	259	250	240	228	221	205
120	130	328	312	295	279	262	253	243	230	223	207
130	140	331	315	298	281	265	255	245	232	225	209
140	150	335	318	301	284	268	258	248	234	228	211
150	160	339	322	304	287	270	261	250	237	231	213
160	170	342	325	307	290	273	263	253	239	233	215
170	180	345	328	310	293	276	265	255	241	235	217
180	190	348	331	313	296	279	268	258	243	237	219
190	200	351	334	316	299	281	271	260	246	239	221
200	220	357	339	321	303	286	275	264	250	243	225
220	240	362	344	326	307	290	279	268	254	246	229
240	260	368	349	331	312	294	283	272	258	250	232
260	280	373	354	336	317	298	287	275	262	254	236
280	300	378	359	340	321	302	291	279	265	257	239
300	325	383	364	345	325	306	295	283	269	260	242
325	350	389	369	350	330	311	299	287	273	264	246
350	375	395	375	354	335	316	303	292	277	268	249
375	400	400	380	359	341	320	308	296	281	272	253
400	425	406	386	365	346	325	313	301	285	277	257
425	450	413	392	371	351	330	318	305	289	281	260
450	475	419	398	377	356	335	323	310	294	285	265
475	500	425	404	382	362	340	327	314	299	289	269
500	525	432	411	388	367	345	332	319	303	294	273
525	550	438	417	394	372	350	337	324	307	298	276
550	575	444	423	400	378	355	342	329	311	302	280
575	600	451	429	406	383	360	347	334	315	307	284
600	625	458	435	412	389	365	352	339	320	312	288
625	650	465	441	418	395	371	358	344	325	316	293
650	675	471	447	424	400	376	363	348	330	320	297
675	700	477	453	430	406	382	368	353	334	324	301
700	725	484	460	436	411	387	372	358	339	329	305
725	750	490	466	441	417	392	377	363	343	334	309
750	775	497	473	446	422	397	383	368	347	338	312
775	800	505	480	451	429	401	389	373	351	343	316
800	850	513	487	461	436	410	395	380	359	349	323
850	900	521	495	469	443	417	401	386	365	355	329
900	950	530	504	478	450	424	408	392	371	360	334
950	1000	539	512	486	458	432	415	399	378	367	340
1000	1050	548	521	495	466	440	422	406	385	373	347
1050	1100	559	531	504	475	447	429	414	392	380	353
1100	1150	570	542	513	484	456	437	422	399	387	359
1150	1200	580	551	521	493	463	446	429	406	394	365

0500

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

010	010	09	09	08	08	07	07	07	06
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◊ Increase, except as noted )  
 ○ No change )

Decision No.

76353

EFFECTIVE

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,  
 SAN FRANCISCO, CALIFORNIA.

Correction 2151

SECTION 2—CLASS RATES (Continued) In Cents Per 100 Pounds												ITEM
MILES		Minimum Weight 5,000 Pounds										
Over	But Not Over	100	92*	85	77*	70	65	60	55	50	50.1	
0	3	94	90	84	80	75	72	70	67	64	60	
3	5	96	91	86	82	76	74	71	68	66	61	
5	10	99	94	88	84	78	76	73	69	68	62	
10	15	101	96	90	86	80	78	75	71	70	64	
15	20	104	98	93	88	82	80	77	73	71	66	
20	25	106	100	95	90	84	82	79	74	73	67	
25	30	109	103	98	92	86	84	81	76	74	68	
30	35	111	105	100	94	88	86	83	78	75	70	
35	40	114	107	102	96	90	88	85	79	77	71	
40	45	116	109	104	98	92	89	86	80	78	72	
45	50	118	112	106	100	94	91	88	82	80	74	
50	60	121	116	110	103	97	93	90	85	82	77	
60	70	124	119	113	106	100	96	92	88	85	79	
70	80	127	122	116	109	103	98	94	90	87	81	
80	90	131	125	119	112	105	101	97	92	89	83	
90	100	134	128	121	115	108	103	99	95	91	86	
100	110	137	130	124	118	110	106	102	97	93	87	
110	120	140	133	126	120	112	108	104	99	95	89	
120	130	143	136	128	122	114	110	106	101	97	91	
130	140	146	138	131	124	117	112	108	103	99	93	
140	150	149	141	133	127	119	114	110	105	101	94	
150	160	151	143	136	129	121	116	112	106	103	95	
160	170	154	146	138	131	123	118	114	108	105	97	
170	180	156	149	141	133	125	120	115	109	107	98	
180	190	159	151	143	135	127	122	117	111	108	100	
190	200	161	153	146	137	129	124	119	113	109	102	
200	220	165	157	150	140	132	127	122	115	112	104	
220	240	169	161	153	144	135	130	125	118	114	106	
240	260	173	164	157	147	138	133	128	121	117	109	
260	280	177	168	160	151	141	136	131	124	119	112	0502
280	300	181	171	163	154	144	139	134	127	122	114	
300	325	185	175	167	158	148	142	137	130	126	117	
325	350	190	180	171	162	151	146	140	133	129	120	
350	375	195	184	175	166	155	150	144	136	132	122	
375	400	200	189	179	170	159	154	148	140	135	126	
400	425	205	194	184	174	164	158	152	144	139	130	
425	450	210	199	189	178	168	162	156	147	142	132	
450	475	216	204	194	183	172	166	160	150	146	135	
475	500	221	209	199	187	176	170	164	154	150	139	
500	525	227	215	204	192	181	175	168	158	154	142	
525	550	232	220	209	197	185	179	172	162	158	146	
550	575	237	225	213	202	189	183	176	166	161	149	
575	600	242	231	218	206	194	187	180	170	165	153	
600	625	248	236	223	211	198	191	184	174	168	157	
625	650	253	241	228	215	203	196	188	178	172	160	
650	675	258	246	233	220	207	200	192	182	176	164	
675	700	264	251	238	225	212	204	196	186	179	167	
700	725	270	256	243	230	216	208	200	190	183	171	
725	750	275	261	247	234	220	212	204	193	187	174	
750	775	280	266	252	238	224	216	208	197	190	177	
775	800	285	271	256	242	228	220	211	200	194	180	
800	850	293	279	264	249	234	226	217	205	200	185	
850	900	299	284	269	254	239	231	221	209	204	188	
900	950	304	288	274	258	243	234	225	213	207	192	
950	1000	310	295	279	263	248	239	230	217	211	195	
1000	1050	316	300	284	268	252	243	234	221	214	199	
1050	1100	322	305	290	273	257	247	238	225	218	203	
1100	1150	327	310	295	278	262	251	242	229	222	206	
1150	1200	332	315	299	282	266	255	246	233	225	210	
For distances over 1200 miles add for each 50 miles or fraction thereof in excess of 1200 miles:		06	06	05	05	5	04	04	04	04	04	

0 Increase, except as noted )  
 o No change ) Decision No.

76353

EFFECTIVE

Correction 2152

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,  
 SAN FRANCISCO, CALIFORNIA.

MINIMUM RATE TARIFF 2

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds												ITEM
MILES		Minimum Weight 10,000 Pounds except as provided in Note										
Over	But Not Over	100	924	85	774	70	65	60	55	50	50.1	
0	3	0 67	0 64	0 60	0 56	0 54	0 51	0 49	0 45	0 44	0 41	
3	5	0 69	0 66	0 62	0 58	0 55	0 53	0 51	0 47	0 45	0 42	
5	10	0 71	0 68	0 64	0 60	0 57	0 54	0 52	0 48	0 46	0 43	
10	15	0 72	0 69	0 66	0 62	0 58	0 55	0 53	0 49	0 47	0 44	
15	20	0 74	0 70	0 67	0 63	0 60	0 57	0 55	0 51	0 48	0 46	
20	25	0 75	0 71	0 68	0 64	0 61	0 58	0 56	0 52	0 50	0 47	
25	30	0 76	0 72	0 69	0 65	0 62	0 59	0 57	0 53	0 51	0 48	
30	35	0 77	0 73	0 70	0 66	0 63	0 60	0 58	0 54	0 52	0 49	
35	40	79	75	0 72	68	0 64	0 62	0 59	0 55	0 53	0 50	
40	45	80	76	73	69	0 66	0 63	0 60	0 56	0 54	0 51	
45	50	82	78	75	70	0 67	0 64	0 61	0 57	0 55	0 52	
50	60	85	81	77	72	0 69	0 66	0 63	0 59	0 57	0 53	
60	70	87	83	79	74	0 71	0 68	0 65	0 61	0 59	0 55	
70	80	90	86	81	76	0 73	0 70	0 67	0 64	0 61	0 58	
80	90	93	89	84	78	0 75	0 72	0 69	0 66	0 63	0 59	
90	100	96	91	87	81	0 77	0 74	0 71	0 68	0 65	0 61	
100	110	99	94	90	83	79	76	0 73	0 70	0 67	0 63	
110	120	102	97	93	86	82	78	0 75	0 72	0 69	0 65	
120	130	105	100	95	89	84	80	0 77	74	0 71	0 67	
130	140	108	102	97	92	86	82	79	75	73	68	
140	150	111	105	100	95	88	85	82	77	75	69	
150	160	113	108	102	97	91	87	84	79	77	71	
160	170	116	111	105	99	93	89	86	81	79	73	
170	180	119	114	108	102	95	92	88	83	81	75	
180	190	122	116	110	104	98	94	90	85	83	0 76	
190	200	125	118	112	107	100	96	92	86	84	0 77	
200	220	129	123	116	110	103	99	95	89	87	80	
220	240	133	126	119	113	106	102	98	92	89	83	
240	260	137	130	122	116	109	105	101	95	92	86	
260	280	141	133	126	119	112	108	104	98	95	88	
280	300	144	137	129	122	115	111	107	101	98	91	
300	325	148	141	133	125	118	114	110	104	100	94	
325	350	152	145	137	129	121	117	113	107	103	96	
350	375	156	149	141	132	124	120	116	110	106	99	
375	400	160	153	144	136	128	123	119	113	109	102	
400	425	164	157	148	140	131	126	122	115	112	104	
425	450	169	161	152	144	135	130	125	118	115	106	
450	475	174	165	156	148	139	134	128	121	118	109	
475	500	178	169	159	151	142	137	131	124	121	112	
500	525	182	173	163	155	145	140	134	127	124	114	
525	550	186	177	167	158	149	144	137	130	127	117	
550	575	190	181	171	161	153	147	141	133	130	120	
575	600	194	185	175	165	156	150	144	136	133	122	
600	625	199	189	179	169	159	154	148	139	136	125	
625	650	204	193	183	173	162	157	151	142	139	128	
650	675	208	197	187	177	166	160	154	146	142	0 131	
675	700	213	202	191	181	170	164	157	149	145	134	
700	725	217	207	195	185	174	168	160	152	148	0 137	
725	750	222	212	200	190	178	172	164	156	151	0 140	
750	775	227	217	204	195	182	176	168	160	155	144	
775	800	232	222	208	200	186	181	172	163	159	147	
800	850	241	230	216	207	193	187	179	169	164	152	
850	900	250	238	224	214	200	193	185	175	170	158	
900	950	258	246	232	221	207	199	191	181	175	163	
950	1000	267	254	240	228	214	205	197	186	181	167	
1000	1050	276	262	248	235	220	212	204	192	187	173	
1050	1100	284	270	256	242	226	219	211	198	193	178	
1100	1150	293	278	264	249	233	225	217	204	199	184	
1150	1200	301	286	272	256	240	232	223	210	205	189	

0505

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 290.

0 Increase, except as noted )  
 0 No change ) Decision No.

76353

EFFECTIVE

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

Correction 2153

MINIMUM RATE TARIFF 2

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds (See Exception)												ITEM
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	38½	36½	35½	033	031	029½	028	027	026	024	
3	5	40½	37½	37½	35½	32½	031	030	028½	027	026	
5	10	042	039	38½	36½	034	32½	31½	030	028½	027	
10	15	044	041	39½	37½	35½	33½	32½	31½	029½	028	
15	20	045	043	40½	38½	36½	34½	34	033	30½	029	
20	25	046	044	42	39½	37½	35½	35	034	31½	030	
25	30	047	045	43	40½	38½	36½	36	035	32½	031	
30	35	049	047	45	042	39½	37½	37	036	33½	032	
35	40	050	048	46	043	40½	039	038	037	34½	033	
40	45	052	050	047	045	042	40½	39½	038	35½	034	
45	50	054	051	048	046	043	042	40½	039	36½	035	
50	60	56	53	051	048	045	044	042	041	38½	037	
60	70	59	56	053	050	047	046	044	043	40½	039	
70	80	62	59	56	053	049	048	046	044	042	040	
80	90	65	62	59	055	051	050	048	046	044	041	
90	100	60	64	61	057	053	052	050	048	046	043	
100	110	70	67	64	060	055	054	052	049	047	044	
110	120	73	70	67	063	058	056	054	051	049	046	
120	130	75	72	69	065	060	058	056	053	051	048	
130	140	78	74	71	067	063	060	058	055	053	050	
140	150	81	77	73	069	065	062	060	057	055	051	
150	160	84	80	76	072	067	064	062	059	057	053	
160	170	86	82	78	74	069	066	064	061	058	055	
170	180	89	85	81	76	71	068	066	063	060	057	
180	190	91	87	83	78	73	070	068	65	062	059	
190	200	94	89	85	80	75	072	070	67	064	060	
200	220	98	93	89	84	78	76	073	70	067	063	
220	240	102	97	93	87	81	79	076	73	070	066	
240	260	106	101	97	91	84	82	79	76	73	068	
260	280	110	105	101	94	87	85	82	79	76	071	
280	300	114	109	105	98	90	088	85	82	79	74	
300	325	119	113	109	102	94	92	88	85	82	77	
325	350	124	118	114	107	99	95	92	88	85	79	
350	375	129	123	118	111	103	99	96	91	88	82	
375	400	134	128	122	115	107	103	100	94	91	85	
400	425	0139	133	126	119	111	107	104	97	94	087	
425	450	0144	137	130	123	115	111	107	100	97	90	
450	475	149	141	134	127	119	115	110	103	100	93	
475	500	153	145	138	130	122	118	113	106	103	095	
500	525	157	149	141	133	125	121	116	109	106	98	
525	550	161	153	145	137	128	124	119	112	109	101	
550	575	165	157	148	140	131	127	122	115	112	104	
575	600	169	161	152	144	135	130	125	118	115	106	
600	625	174	165	156	148	139	134	129	122	118	110	
625	650	178	169	160	152	143	137	132	125	121	113	
650	675	182	173	164	156	147	140	135	128	124	115	
675	700	187	177	168	160	151	144	138	131	127	118	
700	725	191	181	172	164	155	148	141	134	130	121	
725	750	196	186	176	167	158	151	145	137	133	123	
750	775	201	191	180	171	161	155	148	140	136	126	
775	800	206	195	184	174	164	158	152	143	139	129	
800	850	211	200	190	179	169	163	155	148	143	133	
850	900	216	205	195	184	173	167	159	152	147	137	
900	950	221	210	200	189	177	171	162	155	150	140	
950	1000	226	214	204	192	180	174	166	158	153	142	
1000	1050	230	219	206	196	184	177	169	161	156	145	
1050	1100	234	223	212	200	187	180	173	164	159	148	
1100	1150	238	227	216	203	190	184	176	167	162	150	
1150	1200	242	231	220	207	194	187	179	170	165	153	
For distances over 1200 miles add for each 50 miles or fraction thereof in excess of 1200 miles:		5	5	04	4	4	03	03	03	03	03	
EXCEPTION.--Except as provided in Items 160 and 170, rates shown herein will not apply to transportation for which rates are provided in Item 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 290) but in no event less than 20,000 pounds.												
0 Increase, except as noted } Decision No. <b>76353</b> 0 No change }												
EFFECTIVE												
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.												
Correction 2154												



SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds (See Exception)										ITEM
MILES		Minimum Weight as provided in the Governing Classification, Exception Ratings Tariff or this tariff, subject to Item 290 (See Note)								
Over	But Not Over	45	40	37-1/2	35	35.1	35.2	35.3	35.4	
0	3	23	22-1/2	22	21-1/2	19-1/2	19	17	15-1/2	
3	5	25	24	23-1/2	23	21	20	18	16-1/2	
5	10	26	25	24-1/2	24	22	21	19	17	
10	15	27	26	25-1/2	25	23	22	20	17-1/2	
15	20	28	27	26-1/2	26	24	22-1/2	21	18	
20	25	29	28	27-1/2	27	25	23	21-1/2	18-1/2	
25	30	30	29	28-1/2	28	26	23-1/2	22	19-1/2	
30	35	31	30	29-1/2	29	27	24-1/2	22-1/2	20	
35	40	32-1/2	31	30-1/2	30	28	25	23-1/2	20-1/2	
40	45	34	32-1/2	32	31-1/2	29	26	24	21	
45	50	35	33-1/2	33	32-1/2	30	27	25	22	
50	60	37	35-1/2	35	34-1/2	31-1/2	28	26	23	
60	70	39	37-1/2	37	36-1/2	33	29-1/2	27	24	
70	80	41	39	38-1/2	38	34-1/2	31	29	25	
80	90	42-1/2	40-1/2	40	39-1/2	36	32-1/2	30	26	
90	100	44	42	41-1/2	41	37-1/2	34	31	27	
100	110	45-1/2	43-1/2	43	42-1/2	39	35	32	29	
110	120	47	44-1/2	44	43-1/2	40-1/2	36-1/2	33	30	
120	130	49	46-1/2	46	45-1/2	42	37-1/2	34	31	
130	140	51	48	47-1/2	47	43-1/2	39	35	32	
140	150	53	51	50	49	45	40-1/2	37	33	
150	160	55	53	52	51	46-1/2	42	38	34	
160	170	56	54	53	52	48	43	39-1/2	35	
170	180	58	56	55	54	50	44-1/2	40-1/2	37	
180	190	59	57	56	55	51	45-1/2	42-1/2	38	
190	200	61	59	58	57	52	47	43-1/2	39-1/2	
200	220	64	62	61	60	55	49	44-1/2	40-1/2	
220	240	67	65	64	63	57	51	45-1/2	41-1/2	
240	260	70	68	67	66	60	53	47-1/2	42-1/2	
260	280	73	71	70	69	63	55	50	44-1/2	
280	300	75	73	72	71	65	57	52	45-1/2	4507
300	325	79	76	75	74	68	60	54	47-1/2	
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	0102	98	97	96	89	79	71	63	
525	550	0104	100	99	98	91	81	73	65	
550	575	0107	0103	0102	0101	93	83	75	67	
575	600	0109	0105	0104	0103	95	85	77	69	
600	625	0112	0107	0106	0105	97	87	78	71	
625	650	0115	0109	0108	0107	99	89	80	72	
650	675	0117	111	0110	0109	101	91	82	74	
675	700	0120	0114	0113	0112	104	94	84	75	
700	725	0123	0117	0115	0114	106	96	87	77	
725	750	0127	0120	0118	0117	108	98	89	79	
750	775	0130	0123	0121	0120	110	0101	91	80	
775	800	0132	0125	0123	0122	112	0103	93	82	
800	850	0137	0129	0127	0126	0116	0106	96	84	
850	900	0140	0133	0131	0129	0118	0108	98	87	
900	950	0144	0137	0135	0133	0121	0111	0100	89	
950	1000	0147	0140	0137	0135	0124	0113	0102	91	
1000	1050	0149	0141	0139	0137	0126	0115	0104	93	
1050	1100	0152	0144	0142	0140	0128	0117	0106	95	
1100	1150	0155	0146	0144	0142	0131	0119	0108	97	
1150	1200	0157	0149	0147	0145	0134	0121	0110	100	
For distances over 1200 miles add for each 50 miles or fraction thereof in excess of 1200 miles:		3	3	3	3	3	3	2	2	
EXCEPTION.--Except as provided in Items 160 and 170, rates shown herein will not apply to transportation for which rates are provided in Item 520.										
NOTE.--Subject to the provisions of Item 292 for volume incentive service.										
Change ) Increase )		Decision No. <b>76353</b>								
EFFECTIVE										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										
Correction 2155										

SECTION 2—CLASS RATES (Continued) In Cents Per 100 Pounds											ITEM
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-----	300	285	270	255	239	231	222	210	205	189	
Minimum Weights:											
5,000 Pounds-----	118	112	106	100	94	91	88	82	80	74	
10,000 Pounds except as provided in Note 2-----	82	78	75	70	67	64	61	57	55	52	
20,000 Pounds except as provided in Note 3-----	654	651	648	646	643	642	640½	639	636½	635	0509
Class Rates shown below are intermediate in application subject to Note 1, and are subject to Item 290.											
	45	40	37½	35	35.1	35.2	35.3	35.4			
As provided in Governing Classification, Exception Ratings Tariff or this tariff (see Note 4)-----	635	633½	633	632½	630	627	625	622			
<p>NOTE 1.—If charges accruing under the Class Rates in this item, applied on shipments from, to or between points intermediate between origin and destination points via Routes 8 and 10 shown in Item 900-1 are lower than charges accruing under the Distance Class Rates in Items 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 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 290) but in no event less than 20,000 pounds.</p> <p>NOTE 4.—Subject to the provisions of Item 292 for volume incentive service.</p>											
◊ Increase, except as noted ) ○ No Change ) Decision No.											76353
EFFECTIVE											
Correction 2156											ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

MINIMUM RATE TARIFF 2

SECTION 2—CLASS RATES (Continued) In Cents Per 100 Pounds											ITEM
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 -----	298	283	268	253	237	229	220	208	203	187	
Minimum Weight:											
5,000 Pounds -----	116	109	104	98	92	89	86	80	78	72	
10,000 Pounds except as provided in Note 2 -----	80	76	73	69	66	63	60	56	54	51	
20,000 Pounds except as provided in Note 3 -----	62	50	47	45	42	40½	39½	38	35½	34	0609.5
Class Rates shown below are intermediate in application subject to Note 1 and are subject to Item 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			
	34	32½	32	31½	29	26	24	21			
<p>NOTE 1.—If charges accruing under the Class Rates in this item, applied on shipments from, to or between points intermediate between origin and destination points via Routes 8 and 10 shown in Item 900-1 are lower than charges accruing under the Distance Class Rates in Items 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 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 290) but in no event less than 20,000 pounds.</p> <p>NOTE 4.—Subject to the provisions of Item 292 for volume incentive service.</p>											
<p>∨ Increase, except as noted ) Decision No. <b>76353</b>                  o No Change )</p>											
EFFECTIVE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA											
Correction 2157											

SECTION 2—CLASS RATES (Continued) In Cents Per 100 Pounds											ITEM
BETWEEN					AND						
SAN FRANCISCO TERRITORY as described in Item 270-3.  SACRAMENTO, NORTH SACRAMENTO					LOS ANGELES TERRITORY as described in Item 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-----	406	386	365	346	325	313	301	285	277	257	
Minimum Weights:											
5,000 Pounds-----	205	194	184	174	164	158	152	144	139	130	
10,000 Pounds except as provided in Note 2-----	164	157	148	140	131	126	122	115	112	104	
20,000 Pounds except as provided in Note 3-----	0139	133	126	119	111	107	104	97	94	087	0510
Class Rates shown below are intermediate in application subject to Note 1, and are subject to Item 290.											
	45	40	37½	35	35.1	35.2	35.3	35.4			
As provided in Governing Classi- fication, Exception Ratings Tariff or this tariff (See Note 4)-----	091	088	087	086	079	071	063	055			
<p>NOTE 1.—If charges accruing under the Class Rates in this item, applied on shipments from, to or between points intermediate between origin and destination territories shown in this item via routes shown in Items 900 and 900-1 are lower than charges accruing under the Distance Class Rates in Items 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 this tariff, subject to Item 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 290) but in no event less than 20,000 pounds.</p> <p>NOTE 4.—Subject to the provisions of Item 292 for volume incentive service.</p>											
<p>◊ Increase, except as noted )                  o No Change ) Decision No. <span style="float: right; font-size: 1.2em;">76353</span></p>											
EFFECTIVE											
Correction 2158						ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.					

MINIMUM RATE TARIFF 2

SECTION 2--CLASS RATES (Concluded) In Cents Per 100 Pounds										ITEM
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).										ø520
Minimum Weight 20,000 Pounds except as provided in Note 1										
100	92½	85	77½	70	65	60	55	50	50.1	
50	48	ø46	43	ø40½	39	38	37	ø34½	33	
Minimum Weight as provided in Governing Classification, Exception Ratings Tariff or this tariff, subject to Item 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 290) but in no event less than 20,000 pounds.</p> <p>NOTE 2.--Subject to the provisions of Item 292 for volume incentive service.</p> <p>NOTE 3.--Except as provided in Items 160 and 170, rates are not applicable to split pickup or split delivery shipments.</p>										
ø Change ) ø Increase ) Decision No. <b>76353</b>										
EFFECTIVE										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA										
Correction 2159										

SECTION 3--COMMODITY RATES (Continued) In Cents Per 100 Pounds					ITEM
COMMODITIES					
Canned Goods, as described in and subject to the provisions of Items 320 and 320-1. Feed, animal, as described in and subject to the provisions of Item 338. Foodstuffs for Human Consumption, as described in and subject to the provisions of Item 345.					
BETWEEN			AND		
SAN FRANCISCO TERRITORY as described in Item 270-3 SACRAMENTO NORTH SACRAMENTO STOCKTON			SAN JOAQUIN VALLEY TERRITORY and SACRAMENTO VALLEY TERRITORY as described in Item 270-2		
MILES (See Item 100)			RATES (See Note)		
Over	But Not Over	Minimum Weight (in pounds)			
		30,000	36,000	42,000	(1) 45,000
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	34½	31	29	25
80	90	36	32½	30	26
90	100	37½	34	31	27
100	110	39	35	32	29
110	120	40½	36½	33	30
120	130	42	37½	34	31
130	140	43½	39	35	32
140	150	45	40½	37	33
150		Class rates apply for distances over 150 miles			
<p>NOTE.--Rates in this item are subject to the provisions of Item 900 only via Routes 14, 15, 16 and 17 of Item 900-1.</p> <p>(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.</p>					
◊ Change ) ◊ Increase )		Decision No.		76353	
EFFECTIVE					
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.					
Correction 2160					

SECTION 3--COMMODITY RATES (Continued) In Cents Per 100 Pounds							ITEM
GRAIN, RICE, GRAIN PRODUCTS, ANIMAL OR POULTRY FEED, SEEDS, AND RELATED ARTICLES as described in Lists 1 through 5 in Items 652 through 653. (See Item 653½ for Application of Rates in this item.)							
MILES		RATES (See Note)					
		MINIMUM WEIGHT IN POUNDS					
		10,000	20,000	30,000	40,000	(2) 48,000	
Over	But Not Over						
0	3	14	11½	9½	09	8½	
3	5	15	13	010	9½	9½	
5	10	16	14	11½	10½	10½	
10	15	17	15	13½	12½	12	
15	20	020	16	14½	13½	13	
20	25	022	17	15½	14½	14	
25	30	023	18	16½	15½	15	
30	35	25	020	17½	16½	16	
35	40	26	021	19	17½	17	
40	45	28½	022	020½	19	18	
45	50	031	023½	022	020½	19	
50	60	34	25	23	022	021	
60	70	36	26	24	23	022	
70	80	38	27½	25	24	23	
80	90	041	29½	26	25	24	
90	100	044	031	27½	26	25½	
100	110	046	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	040	35	33	33	
150	160	60	042	36	34	34	
160	170	62	043	38	36	35	
170	180	64	044	040	37	36	
180	190	067	046	041	040	37	
190	200	071	048	044	041	040	
200	220	074	51	47	043	042	
220	240	077	53	49	45	044	
240	260	82	57	52	47	46	
260	280	85	60	55	49	48	
280	300	89	63	58	52	49	
300	325	094	066	60	55	50	
325	350	097	068	63	57	52	
350	375	0100	072	066	59	55	
375	400	0104	074	068	61	57	
400	425	0107	077	070	63	59	
425	450	0111	81	073	066	62	
450	475	114	85	76	068	63	
475	500	0118	87	78	070	066	
500	-	(1)	(1)	(1)	(1)	(1)	

0654½

NOTE.--Except as to Rice, Exception 1 of Item 100 will not apply in connection with rates in this item.

- (1) Add to rate for 500 miles, 2½ cents per 100 pounds for each 25 miles or fraction thereof.
- (2) Rates in this column are subject to the provisions of Item 653½.

Change } Decision No. **76353**  
 Increase }

EFFECTIVE

Correction 2161

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,  
 SAN FRANCISCO, CALIFORNIA.

SECTION 3--COMMODITY RATES (Continued)		ITEM
<b>CHARGES FOR WEIGHING SHIPMENTS</b>  The initial weighing of shipments of commodities described in Item 685 may be performed by the carrier and at carrier's expense. For reweighing such shipments, the carrier shall assess a charge of not less than 103 cents.		0670
<b>PROVIDED WEIGHTS</b>  Provided weights contained in this item shall be used in lieu of actual gross weights in connection with the following transportation of Lumber and Forest Products:		
1. Shipments rated under the provisions of Items 690 and 700, when the distance from point of origin to point of destination, computed in accordance with the method provided in the Distance Table, does not exceed 50 constructive miles (See Note); and		
2. Shipments rated under the provisions of Item 710.		
	Pounds	
Lumber, seasoned, viz.: cedar, cottonwood, fir, hemlock, pine, redwood and spruce, per 1,000 feet board measure -----	2500	
Lumber, dry, machine finished, viz.: flooring, rustic, siding, ceiling, shiplap, per 1,000 feet board measure -----	2200	680
Shakes, sawed or split, 2,500 will be considered the equivalent of 1,000 feet board measure -----		Apply the provided weight applicable to the type of lumber used.
Shingles (cedar) dry, per 1,000 -----	150	
Shingles (cedar) green, per 1,000 -----	210	
Shingles (pine or redwood), 8,000 will be considered the equivalent of 1,000 feet board measure -----		Apply the provided weight applicable to the type of lumber used.
NOTE:--For other transportation, the provisions of Item 70 will apply.		

◇ Increase, Decision No.

76353

EFFECTIVE

Correction 2162

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,  
 SAN FRANCISCO, CALIFORNIA.



SECTION 3--COMMODITY RATES (Continued)  
 In Cents Per 100 Pounds

ITEM

(Rates shown in this item will not apply to transportation between points for which rates are provided in Item 710.)

LUMBER AND FOREST PRODUCTS,  
 as described in and subject to the provisions of Item 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	10	7½
10	15	12½	10	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	20	16½	18½	15½	18	15
40	45	21½	17½	20½	17	19	16
45	50	23½	20	22	18½	21	17½
50	60	24½	21	23½	20	22½	18½
60	70	26	22	24½	21	23½	20
70	80	27½	23	26	22	25	21
80	90	29	24½	27	23	26	22
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	40	33	36	31	35	29
150	160	42	34	38	32	36	31
160	170	43	35	41	34	38	32
170	180	44	36	42	35	40	33
180	190	45	37	44	36	42	34
190	200	46	38	46	37	43	35
200	220	49	41	48	40	45	37
220	240	51	43	50	42	47	40
240	260	52	44	52	43	49	41
260	280	55	46	54	45	51	43
280	300	57	48	56	46	53	44
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	67	55	64	54	61	51
400	425	70	57	67	55	62	52
425	450	73	59	69	57	64	54
450	475	75	61	70	58	67	55
475	500	77	63	72	59	68	56
500	525	80	66	74	61	70	58
525	550	81	68	76	62	72	59
550	575	83	69	77	64	74	61
575	600	85	71	80	67	76	63
600	650	88	74	83	71	80	67
650	700	95	79	89	75	85	71
700	750	100	83	95	79	89	74
750	800	106	88	100	83	95	79
800	-	(4)	(4)	(4)	(4)	(4)	(4)

690

- (1) The minimum weight applies to each unit of equipment in which the shipment is transported.
- (2) Subject to the provisions of Item 682.
- (3) Does not apply on Poles or Piling as described. Other provisions applicable.
- (4) Add to the rate for 800 miles, 4 cents per 100 pounds for each 50 miles or fraction thereof in excess of 800 miles.

Change )  
 Increase ) Decision No.

76353

EFFECTIVE

Correction 2163

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,  
 SAN FRANCISCO, CALIFORNIA.

SECTION 3--COMMODITY RATES (Continued)  
 In Cents Per 100 Pounds

ITEM

LUMBER AND FOREST PRODUCTS, viz.:  
 Lumber, Timbers and Veneering  
 Minimum Weight 40,000 pounds (See Note 1).

FROM Production Zone (See Note 2)	TO Delivery Zone (See Note 3)	
	A(Hornbrook)	B(Yreka)
1 (Seiad)	17½	18
2 (Happy Camp)	22	22½
3 (Indian Creek)	22½	23

NOTE 1.--  
 (a) Rates are not subject to Item 85. The minimum weight applies to each unit of equipment.  
 (b) Rates are intermediate in application from points located on or within one actual highway mile on either side of State Highway 96 between Hamburg and Gottville.  
 (c) In the event the charge accruing under the rates provided in Section 2 or Item 690 of this tariff is lower than the charge accruing under the rates named herein the charge accruing under Section 2 or Item 690 will apply.

6700

NOTE 2.--Production Zones are as follows:  
 (a) Zone 1 (Seiad) includes that area within ten actual highway miles on either side of State Highway 96 extending from Hamburg to Thompson Creek.  
 (b) Zone 2 (Happy Camp) includes that area within three actual highway miles on either side of State Highway 96 between Thompson Creek and the point opposite the confluence of Elk Creek and the Klamath River.  
 (c) Zone 3 (Indian Creek) includes that area within ten actual highway miles on either side of State Highway 96 between Thompson Creek and the point opposite the confluence of Elk Creek and the Klamath River except that area included in Zone 2.

NOTE 3.--Delivery Zones are as follows:  
 (a) Zone A (Hornbrook) includes that area within a radius of three air-line miles of the Southern Pacific Co. Depot at Hornbrook.  
 (b) Zone B (Yreka) includes that area within a radius of six air-line miles of the intersection of Main Street and Miner Street, Yreka, and including all team tracks, side tracks, and spur tracks, together with loading areas, platforms and industries directly adjacent thereto, of the Southern Pacific Co. at Montague.

Change )  
 Increase ) Decision No.

76353

EFFECTIVE

SECTION 3--COMMODITY RATES (Continued)  
 In Cents Per 100 Pounds

ITEM

LUMBER AND FOREST PRODUCTS,  
 as described in and subject to the provisions of Item 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		
		MINIMUM WEIGHT		
Over	But Not Over	20,000 Pounds	40,000 Pounds	(1) (2) (3) 48,000 Pounds
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	21½	14½	13½
25	30	23½	15½	14½
30	35	26	16½	15½
35	40	29	17½	16½
40	45	31	19	17½
45	50	34	21	18½
50	60	(4)	23½	21
60	70		26	23
70	80		29	25
80	90		31	27
90	100		32	28½
100	110		33	30
110	120		34	32
120	130		36	33
130	140		37	35
140	150		38	36
150	-		(5)	(5)

6710

- (1) The minimum weight applies to each unit of equipment in which shipment is transported.
- (2) Subject to the provisions of Item 682.
- (3) Will not apply on Poles or Piling as described in Item 685.
- (4) Over 50 miles, Class 55 rates apply.
- (5) Over 150 miles, rates in this item do not apply. Apply rates in Item 690.

of Change )  
 o Increase ) Decision No.

76353

EFFECTIVE

Correction 2165

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,  
 SAN FRANCISCO, CALIFORNIA.

MINIMUM RATE TARIFF 2

SECTION 3--COMMODITY RATES (Continued)		ITEM
<p>HOURLY RATES FOR OIL, WATER OR GAS            WELL OUTFITS AND SUPPLIES</p> <p>(Subject to Items 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 offshore 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>		0720
Type of Equipment	Rates in Cents Per Hour	
Truck Without Trailer		
2 Axle -----	1290	
3 Axle -----	1540	
Trucks, Tractors, Trailers, Semitrailers, Dollies or any combination thereof moving as a single unit Carrier Owned -----	1755	
Excess of Trailers or Semitrailers Carrier Owned -----	0315	
Tractor and Driver Only ----- (Shipper Owned Trailings Equipment)	1605	
(Continued in Item 720-1)		
<input type="checkbox"/> Increase, except as noted ) <input type="checkbox"/> No Change ) Decision No.		76353
EFFECTIVE		
Correction 2166		ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

## SECTION 3--COMMODITY RATES (Continued)

ITEM

HOURLY RATES FOR OIL, WATER OR GAS WELL  
OUTFITS AND SUPPLIES (Continued)

1. Charges shall be computed on the following basis: (See Exception.)

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.

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.

EXCEPTION.--(a) Allowance shall be made for delays occasioned due to failure of carrier's equipment, or due to time taken out for meals.

(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:

ø720-1

Minutes		
Over	But Not Over	
0	8	----- Omit
8	38	----- Shall be ½ hour
38	60	----- Shall be 1 hour

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 720.

3. For transportation furnished under this item on holidays, there shall be an additional charge, in excess of those set forth in Item 720, as follows:

- (a) On July 4th, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day, ø\$13.25 per hour.
- (b) On Washington's Birthday, Memorial Day and December 24th, ø\$6.60 per hour.

(Continued in Item 720-2)

ø Change )  
ø Increase )

Decision No.

76353

EFFECTIVE

Correction 2167

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,  
SAN FRANCISCO, CALIFORNIA.

SECTION 3—COMMODITY RATES (Continued)

ITEM

HOURLY RATES FOR OIL, WATER OR GAS WELL  
 OUTFITS AND SUPPLIES (Concluded)

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 \$8.50 per hour per extra man furnished.

- (a) On Saturdays and Sundays, the applicable helper rate shall be \$10.00 per hour.
- (b) On July 4th, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day, the applicable helper rate shall be \$19.35 per hour.
- (c) On Washington's Birthday, Memorial Day and December 24th, the applicable helper rate shall be \$13.05 per hour.
- (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.
- (e) Allowances shall be made for delays due to failure of carrier's equipment or time taken out for meals.
- (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.
- (g) After the total time has been computed, it shall be converted into hours and fractions thereof as provided under the provisions of Item 720-1.
- (h) There shall be a minimum charge of one hour service at the applicable rate.

6720-2

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 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.  
 Increase )

76353

EFFECTIVE

SECTION 3-- COMMODITY RATES (Continued)										ITEM
In Cents Per 100 Pounds										(5)
SUGAR, Granulated, in bulk (See Item 755 for application of rates.)										
MILES Over	But Not Over	RATES								
		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	◊10	◊10	8½	9½	8½	
3	5	13½	12½	12	12	11½	◊10	11	9½	
5	10	15½	15	13	13	12½	11½	12	11	
10	15	17½	16½	15	13½	13½	12½	13	12	
15	20	◊20½	◊20	16½	15½	15	13½	14	13	
20	25	◊22	◊20½	◊20	18	16	15	15½	14	
25	30	25	23½	◊21½	◊20	17½	16	16½	15½	
30	35	26	25	22½	◊21½	◊20	17	18	16½	
35	40	29	26½	24½	24	◊22	18	◊21½	17½	
40	45	32	29	25½	24½	23	◊20	22½	19	
45	50	35	33	29	26½	24	◊21½	23½	◊20½	
50	60	38	35	33	30	25½	23½	25	22½	
60	70	◊41	37	35	32	27½	25	26½	24	
70	80	◊44	38	37	33	30	26½	29	25½	
80	90	47	◊44	◊40	35	33	28	32	27	
90	100	49	46	◊43	38	34	30	33	29	
100	110	52	48	45	◊41	37	32	35	30	
110	120	54	50	47	◊44	38	34	37	32	
120	130	57	52	49	45	◊41	36	38	33	
130	140	59	54	50	46	◊44	38	◊40	34	
140	150	64	55	52	48	45	◊40	◊41	35	
150	160	◊66	59	54	50	47	◊43	◊44	37	◊745
160	170	◊68	63	57	51	49	◊44	46	◊40	
170	180	◊72	◊66	58	52	51	45	48	◊41	
180	190	◊74	◊68	61	55	53	46	50	◊43	
190	200	76	◊71	63	58	55	47	51	◊44	
200	220	80	◊73	◊70	62	58	50	53	46	
220	240	83	76	◊73	◊66	62	53	57	49	
240	260	88	78	76	◊68	◊66	57	61	52	
260	280	◊92	81	80	◊72	◊70	61	64	55	
280	300	◊98	88	83	◊74	◊73	64	◊68	59	
300	325	◊102	◊92	89	78	77	◊70	◊72	63	
325	350	106	◊94	◊94	82	82	◊73	76	◊67	
350	375	108	◊98	◊99	83	88	76	80	◊71	
375	400	112	◊101	◊102	90	◊92	80	83	◊74	
400	425	114	◊103	104	◊93	◊96	83	88	77	
425	450	◊118	106	107	◊98	◊100	88	90	80	
450	475	◊120	111	112	◊102	◊103	◊92	◊93	82	
475	500	◊125	114	116	105	106	◊96	◊96	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, 3 cents per 100 pounds for each 25 miles or fraction thereof in excess of 500 miles.
- (4) Add to the rate for 500 miles, 2 cents per 100 pounds for each 25 miles or fraction thereof in excess of 500 miles.

(5) Item 755 transferred to Fourth Revised Page 52-A.

◊ Change ) Decision No. **76353**  
 ◊ Increase )

EFFECTIVE

SECTION 3--COMMODITY RATES (Continued)  
 In Cents Per 100 Pounds

ITEM

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 2 of this tariff.

NOTE 2.--The rates are not subject to Item 85--Shipments Transported in Multiple Lots; Item 142--Delays to Equipment; Item 160--Split Pickup; or Paragraphs 1 or 2 of Item 240--Accessorial Services Not Included in Common Carrier Rates.

NOTE 3.--The initial weighing of shipments at point of origin may be performed by the carrier at the carrier's expense. For reweighing the shipments the carrier shall assess a charge of not less than 067 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.

6(1)  
755

COMMODITY	FROM	TO	RATE	
Tubs, woodenware (planter boxes) nested or not nested, loose or in packages, in truckloads.  Minimum Weight 30,000 Pounds, subject to Note 2.  NOTE 1.--Apply Class 45 rate in Item 507 for the constructive mileage distance from Atwater to Central Los Angeles Metropolitan Zone Group as described in the Distance Table.  NOTE 2.--The minimum weight applies to each unit of equipment in which the shipment is transported.	ATWATER	CENTRAL LOS ANGELES METROPOLITAN ZONE GROUP	See Note 1	758

(1) Item 755 transferred from Eleventh Revised Page 52.

o Change )  
 o Increase ) Decision No. . 76353

EFFECTIVE