

Decision No. 76408

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

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

Case No. 5432
Order Setting Hearing
August 31, 1965

In the Matter of the Investigation
for the purpose of considering and
determining revisions in or reissues
of Exception Ratings Tariff No. 1.

Case No. 7858
Order Setting Hearing
October 5, 1965

And Related Matters.

Cases Nos.
5435, 5439 and 5441
Order Setting Hearing
Decision No. 74992
November 26, 1968

(Appearances are listed in Appendix A)

O P I N I O N

National Motor Freight Classification A-10 (NMFC A-10)
was adopted, effective September 1, 1968, as the governing classifi-
cation for Minimum Rate Tariff No. 2 (MRT 2) and Exception Ratings
Tariff No. 1 (ERT 1) by Decision No. 74310, dated June 25, 1968, in
Case No. 5432 (Order Setting Hearing of August 31, 1965) et al.
Similar action was taken in connection with the Commission's drayage
tariffs by Decision No. 74449 and related companion decisions, dated
July 23, 1968, in Case No. 7858 (Petition for Modification No. 40)
et al. Pursuant to said decisions, the established exception ratings

1/ MRT 1-B (East Bay Drayage), MRT 5 (Los Angeles Drayage), 9-B (San
Diego Drayage), and MRT 19 (San Francisco Drayage).

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were redesignated in terms of NMFC A-10. Concurrently with such action, Decision No. 74310 established the following procedure for the ultimate disposition of the redesignated MRT 2 exception ratings:

"The Commission's Transportation Division staff, shall on or before December 31, 1969, be prepared to present at formal public hearing recommendations, together with complete evidence in support thereof, concerning the final disposition of those existing exception ratings...which have been temporarily redesignated herein as exceptions to NMFC A-10."

It was suggested in Decision No. 74449 that future proceedings concerning disposition of exceptions to NMFC A-10 be held on a common record.^{2/} The Commission's Transportation Division staff prepared a report concerning the disposition of exception ratings named in MRT 1-B, 2, 5, 9-B, 19 and ERT 1. The staff report was distributed to known interested parties, in the form of a proposed exhibit, on or about November 26, 1968.

Eight additional days of adjourned public hearings were held at San Francisco before Examiner Gagnon. Evidence pertaining to the disposition of exception ratings in MRT 2 and ERT 1 was received on a common record with like evidence concerning MRT 1-B, 5, 9-B and 19. In addition to the staff rate proposal, the California Trucking Association (CTA) and various interested shippers also presented like or alternative rate proposals. The matter was submitted as of May 23, 1969.

In adopting NMFC A-10 as the governing classification, the Commission made the following statements in Decision No. 74310 concerning the exception ratings contained in MRT 2 and ERT 1:

^{2/} Order Setting Hearing Decision No. 74992, dated November 26, 1968, in Cases Nos. 5435, 5439 and 5441.

"...The established exceptions are founded upon the premise that the transportation characteristics or conditions in California intrastate traffic for the various articles involved differ materially from those experienced elsewhere and observed as the norm in the governing classification, or, alternatively, are substantially similar to the transportation characteristics or conditions of other articles currently enjoying such ratings (Decision No. 65639, 1963, 61 Cal. P.U.C. 162). Therefore, it follows that when, as in the case now before us, a transition from one governing classification to another is contemplated, the exceptions to the original classification are automatically placed in jeopardy, insofar as their future retention as just and reasonable exceptions to the new governing classification is concerned.

"Adoption of National Motor Freight Classification A-10 ultimately (if not concurrently) requires that either the established exceptions to NMFC A-10 (Cal) be canceled or their retention and redesignation as exceptions to NMFC A-10 proper be fully justified..."

The rate proposals of the staff, CTA and various interested shippers are all responsive to the aforementioned statement of position as expressed by the Commission in Decision No. 74310.^{3/} Consideration and final determination of such rate proposals should be prefaced with a summary of the procedure for effecting classification changes as suggested in Decision No. 67610 of July 28, 1964 (63 Cal. P.U.C. 170) as follows:

"In connection with future classification changes, it would be appropriate for shippers and carriers to refer their requests initially to the National Classification Board... The Commission has stated in Decision No. 66268 and in prior proceedings that uniformity of classification provisions applicable in California with those applicable elsewhere is desirable... When, through such classification docket procedures, changes in classification ratings and provisions are made applicable on a national basis, and... conditions surrounding the affected transportation in California are not different from those generally prevailing elsewhere, this Commission has in the past approved such classification changes to govern the minimum rates.

^{3/} By Decision No. 74449 and related companion decisions, dated July 23, 1968, in Case No. 7858 (Petition for Modification No. 40) et al., the transition program for the adoption of NMFC A-10 and the procedure for the disposition of existing exception ratings, established by Decision No. 74310 relative to MRT 2 and ERT 1, were also adopted with respect to like action involving the various minimum drayage tariffs. Further discussion herein pertaining to MRT 2 and ERT 1 applies equally to said drayage tariffs to the extent that they are involved.

"...Initial referral of requests for classification changes to the National Classification Board will tend to keep the classification uniform, up-to-date and responsive to the needs of all shippers and carriers, and will tend to prevent discrimination from maintenance of different ratings in different areas.

"This method...will not result in a delegation of the Commission's powers and duties concerning the establishment and revision of minimum rates. Any changes in the classification provisions governing the minimum rates must first be approved by this Commission before...made effective in California; moreover, if proponents of classification changes are not satisfied with the action taken by the National Classification Board, their proposals may be presented to this Commission. In either event, prior consideration by the National Classification Board will be a valuable preliminary step."

The Staff Proposal

The staff conducted a historical review of the various decisions which originally authorized the exception ratings in question. Generally, where the staff study disclosed that the existing exception ratings were founded upon cost and/or rate economic studies, it was recommended that such exception ratings be retained; whereas the staff suggests that those exception ratings be canceled which were authorized on the basis of evidence which it considered to be inadequate under present conditions.

It is apparent that, in the main, the presence or absence of cost and rate economic studies in support of established exception ratings was resolved, for purposes of the staff study, on the basis as to whether the underlying decision disclosed the presence or absence of supporting staff costs and rate economic data. While it might initially be argued that the conclusions advanced by the staff are predicated upon somewhat superficial information, this is not necessarily fatal to the staff proposal; especially in those instances where the recommended cancellation of

numerous exception ratings is unopposed and in consonance with the Commission's recommended course of action in Decision No. 74310. The criteria utilized by the staff in the development of its recommendations may be summarized as follows:

1. Exception ratings established to govern rail traffic prior to the promulgation of minimum rates and subsequently made applicable in connection therewith as exceptions to the then governing rail-oriented Western Classification are proposed to be canceled.
2. Exception ratings established on the basis of cost and commodity rate studies are proposed to be retained.
3. Exception ratings established for used carriers returning and commodities which would otherwise be exempt from minimum rate regulation are proposed to be retained.
4. For tariff uniformity between MRT 2 and the minimum drayage tariffs involved, it is proposed to retain or cancel those exception rating items in said drayage tariffs which apply on articles also subject to similar exception ratings in MRT 2 that are likewise proposed to be retained or canceled.
5. Where exception ratings were published to maintain ratings at a lower level than proposed in the governing classification and such classification increases were denied by the Commission, it is proposed that such exception ratings be retained.
6. Tariff exception items which are descriptive in nature and apply in connection with the exempt provisions of MRT 2 are also proposed to be retained.

Except for certain alternative and additional rate proposals of the CTA and various interested shippers, as hereinafter

discussed, the staff proposal for the ultimate disposition of the existing exception ratings is generally unopposed and in accordance with the classification transition program previously established by the Commission.

Adoption of the staff proposal would result in certain minimum class rates being made subject to NMFC A-10 class ratings which have previously been found to be just and reasonable.

Shipper Proposals

In Decision No. 74310 the Commission made the following Finding 13:

"13. The exception ratings found to be justified herein should be authorized on a temporary basis; it being understood that those exception ratings authorized herein, pursuant to shipper and carrier requests therefor, shall not be continued in effect beyond December 31, 1969, unless such continuance is fully justified pursuant to the filing of a petition on or before June 1, 1969."

A shipper representative, noting that the above finding favorably considered certain shippers by restating their existing class ratings as interim exception ratings pending receipt of further evidence, made a motion that all justified requests for the retention of exception ratings, currently published without an expiration date, be granted on a temporary basis pending the receipt of additional shipper evidence. It was proposed that the less-truckload and truckload exception ratings involved be made subject to expiration dates of December 31, 1969 and December 31, 1970, respectively. The motion was favorably received and supported by the parties. It is in harmony with the overall transition program established for the final adoption of NMFC A-10 proper as the governing classification for the minimum rate tariffs. In granting the motion so as to avoid any possibility of alleged discrimination, all justified

requests for the temporary retention of exception ratings will be made subject to an expiration date of December 31, 1970.

Evidence was presented on behalf of several shippers seeking the temporary retention of certain exception ratings, subject to an expiration date of December 31, 1970; thereby affording the shippers further opportunity to develop and present evidence in support of either their present exception ratings or such other class ratings that may be desired and are not currently provided in NMFC A-10. The requests have merit, are in consonance with the NMFC A-10 transition program established by Decision No. 74310 and will be authorized. Certain modifications suggested by shippers in the existing tariff exception items are also deemed appropriate and will be adopted. The proposed distance and route restriction recommended (Exhibit 90) as a condition in further justification for the temporary retention of the established exception ratings on beverages and related products, named in Item 316 of MRT 2, will not be authorized. Such action is potentially discriminatory and not justified.

Several shippers who were opposed to the staff's recommended cancellation of certain existing exception ratings sought their retention on a permanent basis. In some instances, due to extenuating circumstances, the shippers failed to submit sufficient evidence to support the relief sought. In view of the potential hardships that the immediate cancellation of certain exception ratings may have upon individual shippers, as well as the economy of local industries, more time should be accorded those shippers whose efforts to date have failed to fully justify the retention of their existing exception ratings on other than a

temporary basis. Accordingly, such ratings will be retained subject to the December 31, 1970 expiration date. In the interim, interested shippers should proceed either to present their case before the National Classification Board, as hereinbefore suggested, or take the necessary steps for the subsequent presentation of evidence before this Commission in full justification of their sought relief. The evidence presented by shippers which they consider fully justifies the retention of their existing exception ratings, on other than a temporary basis, is hereinafter discussed:

1. School Textbooks: Item 317 of MRT 2 provides a truckload exception rating of 35.1, minimum 45,000 pounds for school textbooks, prepaid, when shipped by, or for the account of the State of California. The Commission staff recommends the cancellation of this item, thereby permitting the Class 40, minimum weight 30,000 pounds, rating named in NMFC A-10 to apply. The traffic manager for the State of California, Department of General Services, urgently requests that the exception rating in question be retained.

The school textbooks for the State of California are shipped in truckload lots from the State's Sacramento warehouse and distributed to the various school districts throughout the State. Evidence was introduced (Exhibit 84) in an effort to show that the transportation characteristics of textbooks compare favorably with those of certain foodstuffs for human consumption that presently enjoy lower exception ratings which the staff recommends be retained. The traffic manager noted that common carriers maintain exception ratings on telephone directories, an MRT 2 exempt commodity, of Class 50.1, less-truckload, and Class 35 and 35.1, minimum 30,000 and 45,000 pounds, respectively. According to the traffic manager

the highway common carrier rate for the movement of school textbooks from Sacramento to San Francisco is 38 cents, minimum 30,000 pounds; whereas, the established MRT 2 rate is 39 cents on 45,000 pounds.^{4/}

The State's exhibit shows that for the 8-month period April-December, 1968, a total of 369 shipments of textbooks were transported from the Sacramento textbook warehouse. Included in said shipments were 127 shipments within the weight bracket of 30,000 pounds or more, 109 of which came within the 50,000-pound weight bracket. Claims for loss and damage have been minimal (nine claims, amounting to \$1,020.93, have been filed over the past 5 years). The average unit value of the books is approximately \$1.00.

The contested exception rating is peculiar to the State of California and not reflected in the otherwise applicable NMFC A-10. Retention of the existing exception rating for school textbooks, presently named in Item 317 of MRT 2 has been shown to be justified.

2. Confectionery: Item 480 of ERT and Items 224.5 and 280 of MRT 5 and 19, respectively, provide a Class 55 rating on various confectionery items. The staff recommends that the established exception ratings be canceled, thereby allowing the higher NMFC A-10 class ratings, ranging from Class 85 to 60, to apply.

On behalf of numerous California and other interested candy manufacturers, evidence was presented in an effort to justify the retention of the current Class 55 exception rating for confectionery. It was explained that, on a national basis, confectionery items are generally subject to exception ratings of Class 55 or lower. There

^{4/} Western Motor Tariff Bureau Tariff No. 109, Cal. P.U.C. No. 13, W. J. Knoell, Agent.

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was also presented an extensive list of commodity rates, assertedly the equivalent of Class 55 or lower, published by various motor tariff bureaus for movements of confectionery items from and to points located in the eastern part of the United States. It was also shown that with respect to the classification factors of value, density, loss or damage, and packaging, confectionery items are comparable to many grocery or related food items for human consumption which enjoy the same or lower exception ratings proposed herein to be retained.

In addition to the sought retention of the existing exception rating for confectionery, it is also recommended that the commodity description for said rating be revised so as to clarify or make the description of articles more precise. It is suggested that certain low density confectionery items be eliminated and that the exception rating be made subject to a released value provision of 75 cents per pound for each article. It is felt that the retention of the exception rating for confectionery, subject to the modifications proposed herein, is proper and in conformity with transportation classification principles.

It is apparent that very little of the confectionery traffic within California or elsewhere in the United States is actually transported under the otherwise applicable ratings set forth in NMFC A-10. The vast majority of the confectionery traffic appears to be subject to commodity rates or comparable exception ratings resulting in charges lower than would otherwise apply under the ratings named in NMFC A-10.

The retention of the established exception rating for confectionery items, modified as proposed by the confectionery

industry, is generally not composed, except for the recommended elimination of "Roasted Corn Kernels, whole, not popped, dry, salted or not salted" from the list of confectionery items contained in Item 480 of ERT 1. While Corn Nut, Inc. favors the retention of the exception rating on confectionery named in Item 480 of ERT 1, it vigorously objects to the omission of its commodity from the list of confectionery items currently covered by the exception rating. If such action were adopted, the so-called "corn-nuts" would be subject to the NMFC A-10 Class 85 rating, in lieu of the established Class 55 exception rating.

It is explained that corn-nuts are in direct competition with other related confectionery items for which it is proposed the established exception rating in Item 480 of ERT 1 be retained. In support of the sought retention of the commodity description for corn-nuts in Item 480 of ERT 1, the shipper requests that official notice be taken of Decision No. 68582 of February 9, 1965, in Case No. 5432 (Petition for Modification No. 342) wherein the Commission reached the following conclusion:

"In view of the fact that the Commission has established a fourth class [Class 55] exception rating in Item No. 480 of Exception Ratings Tariff No. 1 on nuts, shelled (nutmeats), dry, including salted or sweetened nutmeats, we conclude that Item No. 480 of Exception Ratings Tariff No. 1 should...include therein, under articles taking an LTL fourth class [Class 55] exception rating, 'roasted corn kernels, whole, not popped, dry, salted or not salted'".

The testimony in support of the sought relief of Corn Nuts, Inc. affirms the propriety of the aforementioned conclusion of the Commission. The retention of the established exception rating for confectionery should also include the present commodity description for the product commonly referred to as corn-nuts.

The confectionery manufacturers, initially seeking the continuation of the present exception rating for various confectionery items, have no objection to their proposal being modified so as to include corn-nuts.

3. Stepladders: In Item 900 of ERT 1 exception ratings of Class 70 and Class 35, minimum weight 30,000 pounds, are provided for shipments of stepladders. Such ratings are in lieu of those named in NMFC A-10, ranging from Class 200 to 70 on less-truckload, and Class 100 to 70 subject to minimum weights of 10,000 to 12,000 pounds, for truckload shipments. It is proposed by the staff that the aforementioned exception ratings be canceled.

The California Ladder Shippers Association contends that the proposed cancellation of exception ratings for stepladders results in an excessive increase in freight charges. As an alternative the ladder association recommends exception ratings of Class 85 on wooden ladders and Class 100 for aluminum or metal ladders, less truckload, and Class 60, minimum 20,000 pounds, truckload.

The transportation of stepladders is a classic example of shipments of so-called light and bulky articles. No compelling evidence has been presented herein which demonstrates to what extent, if at all, the established NMFC A-10 class ratings are unreasonable or otherwise not justified to govern the minimum rates applicable to intrastate shipments of stepladders in California. We understand the local ladder manufacturers were somewhat hard-pressed for time to prepare their case in this matter; that, if the class ratings applicable to stepladders are substantially increased, interstate competition may place an undue hardship upon the local production and distribution of stepladders. Accordingly, the

alternative increased exception ratings proposed by the California Ladder Shippers Association will be approved on a temporary basis, subject to the December 31, 1970 expiration date. In the interim, the ladder association is urged to bring this matter before either the National Classification Board or otherwise be prepared to fully justify any future extension of the temporary relief to be authorized herein.

4. Pipe and Fittings, Iron or Steel: Item 365 of MRT 2 names exception ratings of Class 77-1/2, minimum weight 20,000 pounds and Class 60, minimum weight 30,000 pounds, applicable to the transportation of oil, water or gas well outfits and supplies, and other articles. Included in the list of articles subject to Item 365 are: (1) Fittings, pipe, iron or steel, cast or wrought, plate or sheet, inside diameter 4 inches or greater; and (2) Pipe or tubing, iron or steel, inside diameter 4 inches or greater, viz: cast or wrought, or plate or sheet, 16 gauge or thicker.^{5/} The class ratings provided in the otherwise governing NMFC A-10 for the above articles are lower than the established Item 365 exception ratings. The staff recommends that said exception ratings be retained. The Pacific Gas and Electric Company (PG&E) requests that the application of Item 365, insofar as it relates to pipe and fittings be restricted to movements from, to, or between oil, water or gas well sites.

PG&E introduced cost and related economic rate information in an effort to demonstrate the propriety of its sought relief. Such evidence relates solely to shipments for the account of PG&E. The evidence shows that various grades of pipe and fittings which

^{5/} Hereinafter sometimes collectively referred to as pipe and fittings.

are not subject to the provisions of Item 365 of MRT 2 are shipped by PG&E, have like or less favorable transportation characteristics than the pipe and fittings shipped by PG&E under the provisions of Item 365 of the tariff, and presently enjoy the lower applicable class ratings named in NMFC A-10. The California Trucking Association, while agreeing with the shipper's contention relative to the favorable qualities of its traffic, submits that the favorable operations experienced by for-hire carriers of PG&E's pipe and fittings are not shared by other so-called "heavy-haulers" of pipe and fittings for shippers other than PG&E. The CTA states that it would have no objection to the for-hire carriers involved requesting, in connection with PG&E's shipments of pipe and fittings, the appropriate authority for the relief sought herein by PG&E under the provisions of Section 3666 of the Public Utilities Code.^{6/}

The publication of exception ratings, such as contained in Item 365 of MRT 2, at a level higher than the otherwise applicable class ratings named in the governing classification, previously found reasonable by the Commission, is unusual. From the overall format of Item 365 of MRT 2, it is clear that said item represents a typical so-called "contractors" classification item, wherein materials and equipment used by contractors on their various job-sites are accumulated for convenience of rating and rate determination. It is equally apparent that over the years the scope of application of Item 365 has been considerably broadened beyond its historical reference to oil, water and gas well outfits and supplies.

The evidence is persuasive that, as part of the classification transition program involved herein, Item 365 of MRT 2

^{6/} Section 3666 of the Code states: "If any highway carrier other than a highway common carrier desires to perform any transportation...at a lesser rate than the minimum established rates, the commission shall, upon finding that the proposed rate is reasonable, authorize the lesser rate."

requires an in-depth investigation relative to its current meaningfulness. Pending such investigation by the parties, the continued application of Item 365, insofar as it relates to NMFC A-10, should be made subject to the December 31, 1970 expiration date. In addition, the application of Item 365 to shipments of pipe and fittings should be restricted to movements from, to or between oil, water or gas well sites. Such tariff restriction will permit PG&E to apply the lower NMFC A-10 class ratings sought herein pending whatever permanent course of action it deems best serves its interest.

The CTA Proposal

The CTA generally supports the recommendations of the staff. There is no basic difference in their respective approaches to implement the Commission's classification transition program. To the extent the CTA's proposal differs from that of the staff, said differences are either one of judgment as to which exception ratings should be either canceled or retained or the more comprehensive nature of the CTA's proposal.

Section 2-B of ERT 1 contains truckload ratings which are exceptions to the governing classification (NMFC A-10). Said truckload exception ratings reflect the rail-oriented class ratings named in the Western Classification which initially governed the minimum rates. With the gradual changeover to the National Motor Freight Classification, the rail-oriented truckload ratings were first brought forward to NMFC A-10 (Cal.) and with the subsequent adoption of NMFC A-10 proper, said ratings were restated as exception ratings in Section 2-B of ERT 1, pending final integration of the various minimum class rate structures with the NMFC A-10 class ratings.

The CTA conducted a survey of known interested shippers and shipper associations in an effort to determine the actual utilization of the temporary truckload exception ratings referred to above. The survey revealed that in most instances the ratings were not moving any traffic. In an effort to advance the final adoption of NMFC A-10 class ratings, the CTA now recommends the cancellation of those truckload exception ratings named in Section 2-B of ERT 1 which the CTA's survey indicates serve no useful purpose. This phase of the trucking association's proposal is justified and will advance the Commission's plans for the final changeover to NMFC A-10 proper, as the governing classification for its various minimum class rates.

In several instances the CTA recommends that certain ratings be canceled; whereas, under the like staff proposal said exception ratings would be retained. The CTA's suggested course of action is premised upon the contention that the historical background relied upon by the staff as a basis for its recommendation is, in this particular instance, inconclusive and not reflective of current transportation conditions. Before such contested ratings can be considered as potential exceptions to NMFC A-10, on other than a temporary basis, further evaluation and up-dated information in justification thereof will be required. The exception ratings in question should be continued, subject to an expiration date of December 31, 1970. In the interim, interested parties for or

against the continuation of any particular rating will have ample opportunity to develop fully the evidence required to support their respective positions.

The CTA also suggests the cancellation or revision of certain tariff rules. The staff makes no such recommendations and opposes any consideration of tariff rules in this proceeding. Certain shipper interests also objected to this latter phase of the trucking association's proposal.

While the tariff rules in question are, in most instances, published as exceptions to the governing classification and the exception ratings tariff, they may be further classified into two separate categories. The first class of tariff rules is designed to bring the governing classification or exceptions tariff into conformity with the specific characteristics of the minimum rate structure in order to insure that all governing publications are complementary. The remaining rules involved are, in effect, exception ratings for specified transportation services set forth in the form of a tariff rule.

The procedure established for the ultimate disposition of matters deferred by Decision No. 74310 provided that minimum class and commodity rates, together with the tariff rules, would be considered separately as the final phase for completing the changeover to NMFC A-10 proper as the governing classification. As previously stated herein, said decision also stated that "...exceptions to the original classification are automatically placed in jeopardy, insofar as their future retention as...exceptions to the new governing classification is concerned." It is to this latter admonition that this proceeding is addressed. As to those tariff rules which are, in effect, exception ratings, the suggested disposition of the CTA is in order. The staff, however, expressed

concern that certain parties, being of the opinion that the disposition of tariff rules would not be considered at this time, may not have been prepared or entered an appearance in this proceeding to make their particular interest in the subject tariff rules known. In view of such a possibility no disposition will be made here relative to this latter category of tariff rules other than to make said rules subject to the established expiration date of December 31, 1970.

Decision No. 74310 provided that, in addition to the disposition of exception ratings considered herein, public hearings would be set upon request pertaining to the minimum class and commodity rate structure and related tariff rules. No such requests have been made since the issuance of Decision No. 74310 on June 25, 1968. Moreover, such evidence as has been taken with respect thereto is now outdated and when the need for further consideration of the rate structure or related tariff rules arises, interested parties and the Commission staff may bring such matters to the Commission's attention.

Findings

The Commission finds that:

1. The adoption of National Motor Freight Classification A-10 as the governing classification for Minimum Rate Tariffs Nos. 1-B, 2, 5, 9-B and 19, respectively, ultimately (if not concurrently) requires that either the established exceptions to NMFC A-10 (Cal) be canceled or their retention and redesignation as exceptions to NMFC A-10 proper be fully justified.
2. The proposed cancellation of exceptions to NMFC A-10, as further amended herein, reflects the elimination of exceptions to the newly established governing classification (NMFC A-10) which are no longer fully justified.
3. The proposed retention of certain exceptions to NMFC A-10, as further amended herein, has been shown to be a justified departure from the otherwise applicable NMFC A-10 class ratings governing the established minimum class rates.

4. The temporary deferral of the ultimate disposition of certain exception rating provisions to the governing classification, established prior to the adoption of NMFC A-10, subject to an expiration date of December 31, 1970, will afford all interested parties adequate opportunity to further evaluate and develop their respective positions relative to the final disposition of exception provisions retained herein on a temporary basis.

5. The increases resulting under the application of the class ratings named in NMFC A-10 or the exceptions thereto, as amended herein, in lieu of the original exceptions to be canceled or otherwise amended herein, have been shown to be justified.

6. The minimum rates resulting from the application of the class ratings named in NMFC A-10 or exceptions thereto, as amended herein, are, and for the future will be, the just, reasonable and nondiscriminatory minimum rates and charges for the transportation of property by highway carriers subject to the provisions of Minimum Rate Tariffs Nos. 1-B, 2, 5, 9-B and 19, respectively.

7. Common carriers, subject to the provisions of Minimum Rate Tariffs Nos. 1-B, 2, 5, 9-B and 19, respectively, should be authorized to adopt the NMFC A-10 class ratings or exceptions thereto, as amended herein, in lieu of the existing exceptions to be canceled or otherwise amended herein.

Conclusions

Based upon the above findings, the Commission concludes that:

1. The cancellation or retention of certain exceptions, as amended herein, to the governing classification contained in Minimum Rate Tariffs Nos. 1-B, 2, 5, 9-B, 19 and Exception Ratings

Tariff No. 1, respectively, should be authorized to the extent indicated in the ensuing order.

2. The minimum rates resulting from the aforesaid cancellation or retention of certain exception provisions to the governing National Motor Freight Classification A-10 will be just, reasonable and nondiscriminatory minimum rates.

3. To the extent motions made in this proceeding are not granted, in whole or in part, said motions should be denied.

In order to avoid duplication of tariff distribution, Minimum Rate Tariff No. 2 will be amended by the order herein and Minimum Rate Tariffs Nos. 1-B, 5, 9-B, 19 and Exception Ratings Tariff No. 1, respectively, 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 January 3, 1970, the revised pages attached hereto and listed in Appendix B, also attached hereto, which pages and appendix by this reference are made a part hereof.

2. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to said Decision No. 31606, as amended, 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 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 rates by the same amounts authorized for Minimum Rate Tariff No. 2 rates herein.

6. Tariff publications resulting in increases required or authorized to be made by common carriers as a result of the order herein shall be filed not earlier than the effective date of this order and may be made effective not earlier than the twentieth day after the effective date of this order, on not less than twenty days' notice to the Commission and to the public; such tariff publications as are required shall be made effective not later than January 3, 1970; as to increases which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date of this order; and tariff publications resulting in reductions may be made effective not earlier than the twentieth day after the effective date of this order, and may be made effective on not less than twenty days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order.

7. 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.

8. The exception provisions to National Motor Freight Classification A-10, retained herein pending determination of their ultimate disposition, shall be made subject to an expiration date of December 31, 1970.

9. To the extent motions are not granted in whole or in part herein, said motions are hereby denied.

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

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

Dated at San Francisco, California, this 12th day of November, 1969.

William J. Brown, Jr.
President

Augustus

William J. Brown

Vernon L. Sturgeon
Commissioners

APPENDIX A
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LIST OF APPEARANCES

FOR RESPONDENTS:

R. C. Ellis, for California Motor Express; M. L. Frost, Jr., for System 99; J. McSweeney, for Delta Lines; W. N. Greenham, for Pacific Motor Trucking Company; Armand Karp, for Nielsen Freight Lines; Anthony J. Heywood, for West Transportation, Inc.; and Richard S. Warren, for Warren Transportation Company.

FOR PROTESTANTS:

Meyer Kapler, for Larsen Ladder Company, Div. of American Forest Products Corp., and California Ladder Manufacturing Association.

FOR INTERESTED PARTIES:

A. D. Poe, Richard W. Smith, J. C. Kaspar and H. F. Kollmyer, for California Trucking Association; Frank E. Ashton, for Crown Zellerbach Corporation; Russell Bevans, for Draymen's Association of San Francisco; E. J. Bertana, for Pacific Cement Aggregates; Assa Button, for Spreckels Sugar Co.; Thomas E. Carlton, for Morton Salt Co.; E. R. Chapman, for Foremost Foods Co.; Stanley N. Chiarucci, for S & W Fine Foods, Inc.; Joseph D. Cunliffe, for United States Borax & Chemical Corporation; Kenneth C. Delaney, for Los Angeles Area Chamber of Commerce; W. R. Donovan, for C & H Sugar Co.; S. P. Edberg, for State of California, Department of General Services, Office of Procurement; R. C. Fels, for Furniture Manufacturers Association of Calif.; E. W. Gerloff, for Humble Oil & Refining Co.; Glenn T. Gleason and Harry W. Timmerman for Zellerbach Paper Co.; W. T. Hill, for Corn Products Co.; Ralph Hubbard, for California Farm Bureau Federation; M. L. Kapler, for American Forest Products Corp.; Albert Kesenheimer, for Dow Chemical Co.; Robert L. Lambert, for Glidden-Durkee Div., SCM Corp.; Gordon Larsen, for American Can Co.; Frank Loughran and Hugh Cook, for California Wine Institute; D. H. Marken, for Traffic Managers Conference of Calif.; James L. Martin, for J. M. Smucker Co.; William D. Mayer, for Cannery League of Calif.; J. R. McNicoll, for Lavino Div. of Int'l Min. & Chem. Corp.; Norman R. Moon and W. Perry Van, for Pres-To-Logs Distributors of Calif., Inc.; R. A. Morin and Milton A. Walker, for Fibreboard Corporation; Lloyd E. Murdick, for Perry-Morse Seed Co.; M. L. Myers, for MJB and Western Can Co.; S. S. Nim, for Larson Ladder Co.; D. R. Ranche, for Standard Brands, Inc.; John T. Reed, for California Manufacturers Association; Arden Riess, for Northrup, King & Co. and California Seed Association;

APPENDIX A
Page 2 of 2

LIST OF APPEARANCES

FOR INTERESTED PARTIES: (Continued)

Gordon C. Raney, in propria persona; Gordon A. Rodgers, for Allied Chemical Corp.; Wayne G. Shipley, for General Mills, Inc.; R. M. Zaller, for Continental Can Company, Inc.; F. T. Searls, John C. Morrissey, Arthur L. Hillman, Jr., and Folger Athearn, Jr., for Pacific Gas and Electric Co.; Silver & Rosen, by Martin J. Rosen, for Western Candy Conference, Manufacturing Confectioners Traffic Conference and various individual candy manufacturers; C. D. Gilbert, for Peter Paul, Inc.; G. C. Willis, for Kraft Foods, Division of National Dairy Products Corp.; Gordon G. Gale, for The Clorox Co.; Lloyd H. Shanks, for Union Carbide Corp.; Harvey E. Hamilton, for Certain-Teed Products Corp.; Lloyd K. Hoffman, for State of California, Department of Education, Bureau of Textbooks & Publications Distribution; Eugene P. Sweet, for The Pillsbury Company; James Campodonico, for Pepsi Cola Bottling Company of S. F., Calif. and Nevada Soft Drink Association; Joseph V. Laurie, for Pepsi-Cola Company (Div. of Pepsico, Inc.); William M. Larimore, for Borden Foods Co., Nevada Soft Drink Association and Leslie Salt Co.; Wigle and Larimore by D. A. Clegg, for Leslie Foods Co.; and Belfast Beverages; Duward L. Manning, for Johns-Manville Prod. Corp.; Allen I. Taylor, for Kaiser Steel Corp.; Charles C. Miller and C. J. Vanduker, for Corn Nuts, Inc.; Phillip A. Hastings, for Cal Metal Corp.; and Maurice J. Heyerick, for Purex Corp., Ltd.

FOR THE COMMISSION STAFF:

John R. Laurie

C. 5432 (OSH 8/31/65) - bjs

APPENDIX B TO DECISION NO. 76408

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

Thirty-seventh Revised Page 4
Fifty-third Revised Page 5
Fifth Revised Page 5-A
Thirty-sixth Revised Page 6
Fiftieth Revised Page 7
Forty-fifth Revised Page 8
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Sixth Revised Page 9-A
Tenth Revised Page 29
Tenth Revised Page 30
Eighth Revised Page 30-B
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Tenth Revised Page 37-AA
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Twentieth Revised Page 37-D
Seventh Revised Page 37-E
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Sixteenth Revised Page 39-A

(END OF APPENDIX B LIST)

INDEX OF COMMODITIES

Only those articles which are named in commodity rate items or in Exceptions to the Governing Classification and Exception Ratings Tariff are shown in the following list.

COMMODITY	ITEM	COMMODITY	ITEM
Acid, Boracic **	730-732	Beverage Containers	330
Air Compressors(M)	365	Beverage Preparations	360
Ale	310,360	Beverages	316,360
Alfalfa, chopped and pressed, dried	652-654	Beverages, Malt or Cereal	310
Ammonia, cleaning	730-732	Bits, Drilling	365
Animal Feed	338,620,630	Bleach, Laundry	730-732
Anvils(M)	365	Bluing, Laundry(M)	360
Apples, dried	350	Boards	690,710
Arms, Cross, wooden	690,710	Boiler Flues	365
Articles, concrete or tile	318	Boiler Parts(M)	365
Asphalt, Liquid	377.5,723-726	Boilers(M)	365
Asphalt, Solid	303	Boiler Tubes	365
Atmospheric Water Cooling Towers(M)	365	Books, School Textbooks	317
Bakery Goods	360	Borax	730-732
Bananas, powdered	350	Boxes, Planter	758
Barrels, Pump Working	365	Brandy	360
Bars, Grate	365	Breads	320
Batteries, electric(M)	377.5,723-726	Brick, Fire(M)	365
Beans, Castor	652-654	Brine	320
Beans and Pork	320-1	Broths	320
Beers	310,360	Butter	335.5
Belts(M)	365	Butter, Fruit	320
		Butter, Peanut	320-1
		Buttermilk	320,345

(M) Denotes articles on which application of rates is limited to mixed shipments.

** Commodity and item eliminated, Decision No. 76408

EFFECTIVE

Correction 2185

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

INDEX OF COMMODITIES (Continued)

Only those articles which are named in commodity rate items or in Exceptions to the Governing Classification and Exception Ratings Tariff are shown in the following list.

COMMODITY	ITEM	COMMODITY	ITEM
Candles (M)	377.5,723-726	Cocoa	360
Candy	360	Cocoanut, prepared	333.5
Candy coating, other than chocolate	360	Coffee	360
Canned Goods	320-320-1, 620,630	Coffee, extract of (condensed or instant), dry	360
Carriers, (used packages), malt or cereal beverage	331	Coffee Substitutes	360
Carriers (used packages)	330,*330.5,331	Coloring, Confectioners'	360
Carts, Freight	331	Compound, cleaning (M)	377.5,723-726
Catsup	320-1	Compound, electrical insulating (M)	377.5,723-726
Cement, pipe fitting (M)	377.5,723-726	Compound, metal cutting, drawing or drilling (M)	377.5,723-726
Cereal and Nuts combined	360	Compound, paint thinning (M)	377.5,723-726
Cereal Food Preparations (M)	360	Compound, pneumatic tire mounting (M)	377.5,723-726
Cheese	335.5	Compound, radiator cleaning (M)	377.5,723-726
Cheese Foods	335.5	Compound, rust preventing or removing (M)	377.5,723-726
Chili, ground	320	Compound, type cleaning (M)	377.5,723-726
Chloride of Lime Bleach	730-732	Compound, waterproofing (M)	377.5,723-726
Chocolate	360	Compounds, ammonia	730-732
Chocolate Coating	360	Compounds, antifreeze (M)	377.5,723-726
Chowders	320	Compounds, buffing or polishing	730-732
Citrus Fruit Juice Powders or Crystals	360	Compounds, Cleaning, Scouring or Washing	**730-732
Clay, Fire (M)	365	Compounds, carbon, gum or sludge removing (M)	377.5,723-726
Coating, candy, other than chocolate	360		
Coating, Chocolate	360		

(M) Denotes articles on which application of rates is limited to mixed shipments.

* Addition)
 ** Eliminated) Decision No. 76408

EFFECTIVE

INDEX OF COMMODITIES (Continued)

Only those articles which are named in commodity rate items or in Exceptions to the Governing Classification and Exception Ratings Tariff are shown in the following list.

COMMODITY	ITEM	COMMODITY	ITEM
Compounds, Flavoring	360	Diglycerides of Fat-forming Acids	335.5
Compounds, floor hardening (M)	377.5,723-726	Disinfectants	730-732
Compounds, Food Curing, Pre-serving or Seasoning	360	Dough, prepared	336
Compounds, Lard	335.5	Drain Pipe Solvent	730-732
Compounds, lubricating and cleaning	730-732	Dressing, Automobile Top (M)	377.5,723-726
Compounds, Mud Treating	365	Dressing, rubber (M)	377.5,723-726
Compounds or Mud, well drilling	365	Dressing, Salad	320-1
Compounds, water softening or purifying	730-732	Dressing, shoe (M)	377.5,723-726
Confectionery	360	Drink, fruit	320
Containers, aluminum bulk shipping	330	Dry Milk Solids	345
Containers (used packages)	330-331	Egg Yolk	320
Containers (used packages), malt or cereal beverage	331	Eggs, Shelled	360
Corn	320-1	Engines (M)	365
**	**	Ether (M)	377.5,723-726
Cream, Pasteurized	345	Exterminators, vermin (M)	377.5,723-726
Cream, Sterilized	345	Extracts	360
Cream Substitutes	345	Extracts, coffee or tea (condensed or instant), dry	360
Cross Arms, wooden	690,710	Farina	652-654½
Crystals, Citrus Fruit Juice	360	Feed as described under the heading of "Feed Group" in the Governing Classification, not frozen	652-654½
Cylinders, Well Pump	365	Feed, Animal	338,620,630
Dairy and Related Products	335.5	Feed, Animal or Poultry	652-654½
Deodorants	730-732		
Dessert Preparations	360		

(M) Denotes articles on which application of rates is limited to mixed shipments.

** Commodity and item eliminated, Decision No.

76408

EFFECTIVE

INDEX OF COMMODITIES (Continued)

Only those articles which are named in commodity rate items or in Exceptions to the Governing Classification and Exception Ratings Tariff are shown in the following list.

COMMODITY	ITEM	COMMODITY	ITEM
Figs, powdered	350	Gas, petroleum liquefied	377.5,723-726
Fire Brick(M)	365	Gears, running, steam boiler(M)	365
Fire Clay(M)	365	Gelatine	360
Fish (animal feed)	338	Generators, Electric(M)	365
Fish, cooked, pickled or preserved	320,345	Germ, wheat	652-654½
Fish, other than fresh or frozen	360	Glucose	360
Fish Roe	320	Grain as described under the heading of "Grain Group" in the Governing Classification	652-654½
Fittings, Pipe, Iron or Steel	365,378	Grain Products as described under the heading "Grain Products" in the Governing Classification	652-654½
Flavoring Compounds	360	Crate Bars	365
Flour, Bean	652-654½	Grit, processed from rock or shell	652-654½
Flour, cooked	339	Groceries and Grocers' Supplies	360
Flour, edible	360	Gum, Chewing	360
Flour, gelatinized	339		
Flour, Grain	339	Hominy	320-1
Flour, Potato	339,652-654½	Honey	320,360
Flour, prepared, edible	339,652-654½	Horseradish	360
Flour, Rice	339,652-654½	Horseradish, prepared	320-1
Flour, Soybean	339	Hulls, cocoa bean	652-654½
Flour, Tapioca	652-654½	Hulls, cottonseed	652-654½
Flues, Boiler	365	Hulls, Nut	652-654½
Fondant, Candy	360	Hulls, sunflower	652-654½
Food, Baby	320	Hulls, whole or ground	652-654½
Food, Cereal	360	**	**
Food, Milk, other than malted, liquid	320	Icings	360
Food, prepared	360	Insecticides(M)	377.5,723-726
Food Preparations, Cereal(M)	360	Iron, plate or sheet(M)	365
Foodstuffs for human consumption	345,620,630		
Fruit (not dried, evaporated nor fresh)	320	Jam	320
Fruit, candied, crystallized, glazed or stuffed	360	Jelly	320
Fruit, crushed	320	Joints, Sucker Rod	365
Fruits, dried or evaporated	350	Juice, Clam	320
Fruit Drink	320	Juice, Fruit	320
Fruit Juice Powders or Crystals, Citrus	360		
Fruit Peel, candied, crystallized, glazed or stuffed	360	Lard	335.5
Fruit Syrups	360	Lard Compounds	335.5
		Lard Substitutes	335.5
Garlic Chips	320		
Garlic Powder	320		

(M) Denotes articles on which application of rates is limited to mixed shipments.

** Commodity and item eliminated, Decision No.

76408

EFFECTIVE

INDEX OF COMMODITIES (Continued)

Only those articles which are named in commodity rate items or in Exceptions to the Governing Classification and Exception Ratings Tariff are shown in the following list.

COMMODITY	ITEM	COMMODITY	ITEM
Limestone, crushed or ground (feed grade)	652-654½	Milk Solids, dry	345
Lime, Chlorinated	730-732	Milk, Sterilized	320,345
Liquid, cigar or cigarette lighter(M)	377.5,723-726	Milk Substitutes	345
Liquors, Malt	360	Mince Meat	320
Liquors, Vinous	360	Mineral Mixtures	652-654½
Litter, Poultry(M)	652-654½	Mix, Pizza Pie	345
Lubricant, Grease Binder	377.5,723-726	Mixtures, Mineral	652-654½
Lubricant, metal cutting, drawing or drilling (M)	377.5,723-726	Molasses	320-1
Lumber	685,690,700,710	Molasses(M)	652-654½
Lye, Concentrated	730-732	Monoglycerides of Fat-forming Acids	335.5
Macaroni, except canned	360	Mud or Compounds, well drilling	365
Macaroni (prepared)	320	Mushrooms	320-1
Macaroni, dry, and other ingredients	345,360	Mustard	360
Malted Milk	360	Mustard, prepared	320-1
Mayonnaise	320-1	Noodles and Cheese	345
Meal, feather	652-654½	Noodles, except canned	360
Meat (Animal Feed)	338	Noodles (prepared)	320
Meat, other than fresh	360	Noodles, dry, and other ingredients	345,360
Meat Substitutes	360	Nuts, edible, shelled	350,360
Meats, cooked, cured or preserved	320,345	Oil, Cooking	320-1,335.5
Meats, fresh	376	Oil, Olive	320-1
Mechanics' Tools(M)	365	Oil (other than medicinal)(M)	377.5,723-726
**	**	Oil, petroleum medicinal(M)	377.5,723-726
**	**	Oil, Salad	320-1,335.5
Milk	345	Oleomargarine	335.5
Milk (condensed, evaporated or sterilized)	320	Olives	320-1
Milk Food, other than malted, liquid	320	Onion Chips	320
Milk, Malted	360	Onion, Powdered	320
Milk, Pasteurized	345	Outfits, insect destroying(M)	377.5,723-726
		Outfits, Oil, Water or Gas Well	365

(M) Denotes articles on which application of rates is limited to mixed shipments.

** Commodities and items eliminated, Decision No.

76408

EFFECTIVE

INDEX OF COMMODITIES (Continued)

Only those articles which are named in commodity rate items or in Exceptions to the Governing Classification and Exception Ratings Tariff are shown in the following list.

COMMODITY	ITEM	COMMODITY	ITEM
Paint, asphaltic (M)	377.5,723-726	Porter	310,360
Paint, liquid (M)	377.5,723-726	Posts	690,710
Parts, Boiler (M)	365	Potatoes, cooked and powdered, other than frozen	360
Paste, Confectionery	360	Potatoes, processed, cooked and powdered	320-1
Paste, Icing	360	Potato Chips (M)	360
Paste, Tomato	320-1	Pot Scourers	(M) 360,378.5
Peaches, powdered	350	Poultry and poultry parts	379
Peanut Butter	320-1	Poultry Litter (M)	652-654½
Peanut Spread	320-1	Powder, Baking	360
Pectin, Fruit or Vegetable	320-1	Powders, Citrus Fruit Juice	360
Peel, fruit, candied, crystal- lized, glazed or stuffed	360	Powder, Yeast	360
Peel, grapefruit, lemon or orange, dried	350	Power Pumps (M)	365
**	**	Preservatives, wood (M)	377.5,723-726
Petroleum and Petroleum Products as described in Governing Classification	377.5,723-726	Preserves	320
Pickles	320-1	Prunes, powdered	350
Pie Mix, Pizza	345	Puddings	320-1
Pie Preparations	320-1	Pulp, Fruit or Vegetable	320,320-1
**	**	Pumps, Power (M)	365
Piling	690,710	Puree, Tomato	320-1
Pimentos	320-1	Ravioli (prepared)	320-1
Pipe, cast iron pressure	378	**	**
Pipe, cast iron soil	378	Repellents, insect (M)	377.5,723-726
Pipe, iron or steel, cast or wrought, plate or sheet	365	**	**
Pipe, iron or steel, well casing or drilling	365	Rice-and-Milk	320-1
Pizza Pie Mix	345	Rice, Brewers'	652-654½
Plywood	690,710	Rice, Cleaned	652-654½
Poles	690,710	Rice, dry, and other ingre- dients	345,360
Polish, boat, floor, furni- ture or vehicle	730-732	Rice, Paddy	652-654½
Polish, floor (M)	377.5,723-726	Rods, Pull (M)	365
Polish, furniture (M)	377.5-723-726	Rods, Sucker	365
Polish, metal (M)	377.5-723-726	Rope (M)	365
Polish, vehicle (M)	377.5-723-726	Running Gears, Steam boiler (M)	365
Pomace	652-654½	Sago	360
Popcorn, not popped	360		
Popped Corn (M)	360		

(M) Denotes articles on which application of rates is limited to mixed shipments.

** Various commodities and items eliminated, Decision No.

76408

EFFECTIVE

MINIMUM RATE TARIFF 2

INDEX OF COMMODITIES (Continued)

Only those articles which are named in commodity rate items or in Exceptions to the Governing Classification and Exception Ratings Tariff are shown in the following list.

COMMODITY	ITEM	COMMODITY	ITEM
Salad Dressing Preparations, dry	360	Solvent (M)	377.5,723-726
Salads, Fish, Macaroni, Meat or Vegetable	360	Solvent, Drain pipe	730-732
Salt, common	380	Soups	320
Salt (M)	360	Sour, laundry	730-732
Sandwich Spreads	320-1,345	Spaghetti and Cheese	345
Sauce, pepper	320-1	Spaghetti, except canned	360
Sauces, table	320-1	Spaghetti (prepared)	320
Sausage	320-1	Spaghetti, dry, and other ingredients	345,360
Sausage casings	320-1	Spices	360
**	**	Spreads, sandwich	320-1,345
Seeds as described under that heading in the Governing Classification	383,652-654	Stain, wood (M)	377.5,723-726
Shakes	690,710	Starch	730-732
**	**	Steam Boiler Trucks (M)	365
Sheets, sawdust or ground wood, compressed	690,710	Steel, plate or sheet (M)	365
Shells, cocoa bean	652-654	Steel Wool and Soap, combined (M)	360
Shells, Nut	652-654	Stout	310,360
Shingles	690,710	Sugar	390,740,745,755
Shook, box or crate	690,710	Sugar, beet or cane	390
Shortening	335.5	Sugar, corn, sorghum grain or wheat	390
Smokestacks (M)	365	Supplies, Oil, Water or Gas Well	365
Soap	730-732	Syrup	320-1
Soap, liquid (M)	377.5,723-726	Syrups, Fruit	360
Soap, liquid	730-732	Syrup, Malt	360
Soap, powder	730-732		
Soda, Washing	730-732		
Sodium Hypochlorite Solution	730-732	Table Sauces	320-1
Softeners, textile	730-732	Tanks, steel (M)	365
**	**	Tapioca	360

(M) Denotes articles on which application of rates is limited to mixed shipments.

** Various commodities and items eliminated, Decision No.

76408

EFFECTIVE

Correction 2191

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

INDEX OF COMMODITIES (Concluded)

Only those articles which are named in commodity rate items or in
Exceptions to the Governing Classification and Exception Ratings Tariff
are shown in the following list.

COMMODITY	ITEM	COMMODITY	ITEM
Tea	360	Vegetable Oil Shortening	335.5
Tea, extract of (condensed or instant), dry	360	Vegetables (not dehydrated, dried, evaporated nor fresh)	320-1
Ties, railroad	690,710	Veneering	690,700,710
Timbers	690,700,710	Vermicelli, except canned	360
Tire Tubes (M)	377.5,723-726	Vermicelli (prepared)	320
Tires, Pneumatic (M)	377.5,723-726	Vermicelli, dry, and other ingredients	345,360
**	**	Vermouth	400
**	**	Vinegar	320-1
Tools, Mechanics' (M)	365	Washing Powders	730-732
Towers, Water Cooling, Atmospheric (M)	365	Washing Soda	730-732
Triglycerides of Fat-forming Acids	335.5	Wax, automobile, boat, floor or furniture (M)	377.5,723-726
Trisodium Phosphate	730-732	Wax, boat, floor, furniture or vehicle	730-732
Trucks, Steam Boiler (M)	365	Wax, Laundry Compound	360
Tubes, Boiler	365	Welsh Rarebit	320-1
Tubing, iron or steel, cast or wrought, plate or sheet	365	Wheat Germ	652-654½
Tubing, iron or steel, well casing or drilling	365	Whey	345
Tubs, Woodenware	758	Wine	400
Urea	652-654½	Wood Preservatives (M)	377.5,723-726
Valves, iron or brass (M)	365	Wool, Steel	410
Valves, Pump Working Barrel	365	Yeast or Yeast Powder	360

(M) Denotes articles on which application of rates is limited to mixed shipments.

** Commodities and items eliminated, Decision No.

76408

EFFECTIVE

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM												
EXCEPTIONS TO GOVERNING CLASSIFICATION AND EXCEPTION RATINGS TARIFF													
<p style="text-align: center;">RULES</p> <p>Rates in this tariff are subject to the provisions of the following items (rules) only of the Governing Classification:</p> <table border="0"> <tr> <td>110 (Sections 4(b), 7, 9, 11, 12, 13, 14, 15 and 16 only)</td><td>424</td></tr> <tr> <td>310</td><td>565</td></tr> <tr> <td>360 (Sections 2(c), 2(d) and 3 only)</td><td>595</td></tr> <tr> <td>420</td><td>640</td></tr> <tr> <td>421</td><td>845</td></tr> <tr> <td>422</td><td>997 (Table A)</td></tr> </table>	110 (Sections 4(b), 7, 9, 11, 12, 13, 14, 15 and 16 only)	424	310	565	360 (Sections 2(c), 2(d) and 3 only)	595	420	640	421	845	422	997 (Table A)	280
110 (Sections 4(b), 7, 9, 11, 12, 13, 14, 15 and 16 only)	424												
310	565												
360 (Sections 2(c), 2(d) and 3 only)	595												
420	640												
421	845												
422	997 (Table A)												
<p style="text-align: center;">APPLICATION OF EXCEPTION RATINGS NAMED IN THIS TARIFF</p> <p>Unless otherwise specifically provided in individual items in this Section, the exception ratings named herein apply as follows:</p> <p>(a) Exception ratings provided in this Section which are designated as truckload ratings or are made subject to specified minimum weights supersede the "truckload" ratings and minimum weights in the Governing Classification and Exception Ratings Tariff, but do not supersede "less-truckload" or "any quantity" ratings provided in the Governing Classification or Exception Ratings Tariff.</p> <p>(b) Exception ratings provided in this Section which are designated as "less-truckload" or "any quantity" ratings, or are not subject to specified minimum weights, supersede the "less-truckload" and "any quantity" ratings shown in the Governing Classification and Exception Ratings Tariff but do not supersede the "truckload" ratings and minimum weights in the Governing Classification, Exception Ratings Tariff or in this tariff.</p>	285												
<p style="text-align: center;">RATINGS</p> <p>Except as otherwise provided in this Section, class rates contained in Section 2 are subject to any quantity, less-truckload and truckload ratings (including minimum weights) as shown in the Governing Classification and Exception Ratings Tariff. (See Exception.)</p> <p>EXCEPTION.--When the truckload minimum weight provided in connection with ratings in the Governing Classification or Exception Ratings Tariff exceeds 45,000 pounds, the minimum weight shall be considered as being 45,000 pounds for the purpose of applying rates in Section 2 of this tariff.</p>	290												
<p style="text-align: center;">EMPTY PACKAGES OR CARRIERS, SECONDHAND</p> <p>When Empty Packages or Carriers, as described below, are offered for shipment at the rates published in this tariff:</p> <p>(a) Empty Packages or Carriers, secondhand, empty returned: The carrier must determine that such packages were moved filled and are being returned over the same carrier or carriers to consignor of the original filled packages at locations from which original filled packages were shipped or to another location;</p> <p>(b) Empty Packages or Carriers, secondhand, forwarded for return paying loads: Carrier must determine that such packages will, when filled, be moved over the same carrier or carriers to the consignor of the original empty packages at locations from which original empty packages were shipped or to another location;</p> <p>otherwise carrier will apply the ratings for secondhand packages or carriers not returned.</p>	*(E) 291												
<p>*(E) Expires with December 31, 1970.</p> <p>* Addition, Decision No. 76408</p>													
EFFECTIVE													
<p style="text-align: right;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction 2193</p>													

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p data-bbox="415 494 1123 557">EXCEPTIONS TO GOVERNING CLASSIFICATION AND EXCEPTION RATINGS TARIFF (Continued)</p> <p data-bbox="599 634 939 660">PACKING REQUIREMENTS</p> <p data-bbox="232 689 1339 894">Except on articles described in the Governing Classification under the heading "Furniture Group" and except as otherwise provided, articles will not be subject to packing requirements of the Governing Classification or Exception Ratings Tariff, but may be accepted for transportation in any container or any shipping form, provided such container or form of shipment will render the transportation of the freight reasonably safe and practicable.</p> <p data-bbox="232 918 1328 1065">Except on articles described in the Governing Classification under the heading "Furniture Group," if two or more ratings which are subject to different packing requirements are provided for an article in the form in which it is shipped, the lowest of such ratings will apply.</p> <p data-bbox="232 1092 1328 1442">The term "Form in which it is shipped" means the form of the article itself as prepared for shipment or for the trade (exclusive of packing requirements), such as set up, knocked down, nested, not nested, compressed, not compressed, folded flat, not folded flat, in metal can inner containers, in glass bottle inner containers, in carton inner containers, in bulk (not in inner containers), dry, liquid, paste, solid, powdered, granulated, in carboys. The term "packing requirements" means (a) the outer shipping containers such as boxes, barrels, crates, bags, and (b) the shipping forms such as bundles, bales, rolls, loose, on skids (other than lift truck or platform), which are provided in the Governing Classification or Exception Ratings Tariff.</p>	<p data-bbox="1475 926 1538 984">*(E) 300</p>
<p data-bbox="326 1523 843 1555">*(E) Expires December 31, 1970.</p> <p data-bbox="292 1555 872 1613">* Addition, Decision No. 76408</p>	
EFFECTIVE	
<p data-bbox="175 2400 445 2429">Correction 2194</p> <p data-bbox="753 2358 1526 2424">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

MINIMUM RATE TARIFF 2

SECTION 1--RULES OF GENERAL APPLICATION (Continued)		ITEM
EXCEPTIONS TO GOVERNING CLASSIFICATION AND EXCEPTION RATINGS TARIFF (Continued) (Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)		Class Rating
Beverages, flavored or phosphated, NOI, not including extracts, syrups, alcoholic liquors and dealcoholized or nonalcoholic cordials and liqueurs; in metal cans in outer shipping containers (72160) Less truckload ----- 50.1 Truckload: Minimum Weight 30,000 pounds ----- 35 Minimum Weight 36,000 pounds ----- 35.1 Minimum Weight 42,000 pounds ----- 35.2 Minimum Weight 45,000 pounds ----- (1)35.3		*(E) 316
(1) Not applicable to shipments which are subject to charges for temperature control service.		
Books, viz.: School textbooks, prepaid, shipped by, or for the account of, the State of California (161560) Truckload: Minimum Weight 45,000 pounds ----- 35.1		317
Beams, Channels, Columns, Girders or Joists, reinforced concrete (32020) Minimum Weight 40,000 pounds ----- 35 Piling, cement or concrete (32020) Minimum Weight 36,000 pounds ----- 35.4 Tile or Slab, building or roofing, reinforced concrete (32690) With corkboard, fibreboard or plasterboard insulation Minimum Weight 36,000 pounds ----- 35.3 With glass insertions Minimum Weight 36,000 pounds ----- 35.3 Without glass insertions or corkboard, fibreboard or plasterboard insulation Minimum Weight 40,000 pounds ----- 35.4		*(E) 318
*(E) Expires with December 31, 1970. * Addition, Decision No. 76408		
EFFECTIVE		
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. Correction 2195		

SECTION 1--RULES OF GENERAL APPLICATION (Continued)		ITEM
<p>EXCEPTIONS TO GOVERNING CLASSIFICATION AND EXCEPTION RATINGS TARIFF (Continued)</p> <p>(Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)</p>	Class Rating	
<p>CARRIERS (USED PACKAGES), SECONDHAND, EMPTY, subject to Notes 1 and 2, viz.: (Items 330 and *330.5)</p> <p>(2) Bags (20480, Subs 1, 2, 3 and 4, 20510, 20520, 20530, 20540, 20600, 20620, 20640, 20660, 20680, 20700, 20710, 20720, 20780, 20800, 20810, 20830, 20850, 20890, 20910, 20930, 20950 or 21130), Barrels, loose (21730, 21740, 21760, 21770, 21780, Subs 1, 2, 3 and 4, 21782, 21840, 40830 or 119600), Blocks or Braces, wooden, viz.: Cable Reel (41322), Bottles (28660, 28680, 28700, 28703, 28920, 29207, 29760, 56520, 87700, 87720, 87740, 88520 or 156600), in boxes or crates, or in barrels, boxes or crates with or without covers, Boxes, fibreboard (29206, 29207 or 29110), KD or folded flat with or without inside fillers, Boxes, wooden (28960, 28990, 29020, 29080, 29110, 29140, 29180, 29200, 29300, 29330, 29350, 29420, 29430, 29470, 29600, 29720 or 29800), Cans, tin (52755, 52820 or 52830), loose or in packages, Carboys (40990, 41000, 87700, 87720, 87740 or 87840), in boxes, with or without neck protection, Carriers, bakery goods, wheeled (40800), Carriers, NOI (40850), Cases, egg (41190, 41200, or 41210), with or without fillers, Casks (21730, 21740 or 21760), loose, Chests, fruit (29350, 29600 or 40950), loose, Containers, aluminum bulk commodity shipping (41030), nested, subject to Notes 1 and 2, Containers, rubber bulk commodity shipping (21770), Coops (41090, 41100, 41110 or 41120), loose, Cores (41130, 41140 or 41290), in bags, bundles, boxes or crates; loose or in packages, truckload, Crates (29800, 29880, 40883, 40885, 40890, 40900, 40910, 40920, 40930, 41090, 41100, 41110, 41120, 64830 or 146010),</p> <p>(Commodity descriptions continued in Item 330.5)</p> <p>Less truckload-----</p> <p>Truckload: Minimum Weight 30,000 pounds-----</p> <p>(2) Freight charges on shipments of empty Cement or Plaster Bags must be prepaid. (3) Does not apply to Carriers (used packages), malt beverage or cereal beverage (See Item 331 of this tariff). (4) Subject to minimum rate of 37 cents per hundred pounds or actual Class 55 rate whichever is lower. On continuous through movements on which charges are obtained by use of combinations of separately established rates, the minimum rate stated above shall apply, not in connection with the separately established factors, but to the total of the combined rate applicable to the through continuous movement. (5) Not to exceed less truckload rate.</p> <p>NOTE 1.--Applies only on Carriers (used packages), secondhand, empty, returning, or when shipped for return paying load. Applies only when return movement is over same line, or lines, as outbound movement, subject to Item 291 of this tariff, except as provided in Note 2; and subject also to estimated weights, if any, which are published in the Governing Classification.</p> <p>NOTE 2.--If the charge accruing under the rating in the Governing Classification is lower than the charge accruing under the exception rating contained herein, the lower charge resulting from the Governing Classification rating will apply.</p>	<p>(1) *(E) 330</p> <p>(3) (4) 50% of 55</p> <p>(3) (5) 35.4</p>	
<p>(1) Certain commodity descriptions transferred to Item 330.5. *(E) Expires with December 31, 1970. * Addition, Decision No. 76408</p>		
EFFECTIVE		
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction 2196</p>		

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">EXCEPTIONS TO GOVERNING CLASSIFICATION AND EXCEPTION RATINGS TARIFF (Continued)</p> <p>(Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)</p>	<p style="text-align: center;">Class Rating</p>
<p>CARRIERS (USED PACKAGES), SECONDHAND, EMPTY, subject to Notes 1 and 2, viz.: (Items 330 and 330.5)</p> <p>Cylinders, acid, ammonia, glycerine or gas (41150 or 41160), loose or in packages, Demijohns (87700, 87720 or 87740), in barrels, boxes or crates, with or without tops, Drums (21760, 21770, 21780, 21800, 21810, 21820, 21840, 21860 or 40830), loose, Hogsheads (21730, 21740, 21760 or 21880), loose, Jugs (107840), in barrels, boxes or crates, less truckload; in packages named or packed in excelsior, hay straw or other similar material, truckload, Kegs (21730, 21740, 21760, 40830 or 52755), loose.</p> <p>(2) Packing Cushions or Pads: Shipping, cotton or jute (149140), cloth covered, in bundles or packages, Pails, iron or steel (52755, 174840 or 174860), Pallets, metal or wooden, shipping (150370 or 150390, Subs 1, 2, 3 or 4) including inside spacers or supports for palletized loads, Pallets, Platforms or Skids, for lift trucks (150390), loose or in packages, Punchons (21742 or 21760), loose, Quicksilver Flasks (70075), loose or in packages, Racks, shipping, engine cooling radiator (164390), SU or KD, Reels (41290, 41330 or 41390), loose, Spools, NOI, metallic or wooden (177450, 177470, 177500, 177580 or 177600), in bags, barrels, boxes or crates, less truckload; loose or in packages named, truckload, Tierces (21742 or 21760), loose, Vans, (other than lift) (41045 or 41050), knocked down or folded, loose, including pads or wrapping for packing.</p> <p>Less truckload-----</p> <p>Truckload: Minimum Weight 30,000 pounds-----</p> <p>(2) Subject to less truckload rating only. (3) Does not apply to Carriers (used packages), malt beverage or cereal beverage (See Item 331 of this tariff). (4) Subject to minimum rate of 37 cents per hundred pounds or actual Class 55 rate whichever is lower. On continuous through movements on which charges are obtained by use of combinations of separately established rates, the minimum rate stated above shall apply, not in connection with the separately established factors, but to the total of the combined rate applicable to the through continuous movement. (5) Not to exceed less truckload rate.</p> <p>NOTE 1.--Applies only on Carriers (used packages), secondhand, empty, returning, or when shipped for return paying load. Applies only when return movement is over same line, or lines, as outbound movement, subject to Item 291 of this tariff, except as provided in Note 2; and subject also to estimated weights, if any, which are published in the Governing Classification.</p> <p>NOTE 2.--If the charge accruing under the rating in the Governing Classification is lower than the charge accruing under the exception rating contained herein, the lower charge resulting from the Governing Classification rating will apply.</p>	<p style="text-align: center;">(1) *(E) 330.5</p> <p style="text-align: center;">(3) (4) 50% of 55</p> <p style="text-align: center;">(3) (5) 35.4</p>
<p>(1) Certain commodity descriptions transferred from Item 330. (6) First Revised Page 31-AA canceled by Supplement 73. *(E) Expires with December 31, 1970.</p> <p>* Addition, Decision No. 76408</p>	
EFFECTIVE	
<p>Correction 2197</p> <p style="text-align: right;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

SECTION 1--RULES OF GENERAL APPLICATION (Continued)		ITEM
EXCEPTIONS TO GOVERNING CLASSIFICATION AND EXCEPTION RATINGS TARIFF (Continued) (Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)		Class Rating
<p>CARRIERS (USED PACKAGES), Malt Beverage or Cereal Beverage, wooden, metal, or wood and metal combined, subject to Notes 1 and 2, viz.:</p> <p>Barrels, Half Barrels, Casks, Drums, Hogsheads, Kegs, Puncheons, Tierces (21720, 21740, 21760 or 21780),</p> <p>Bottle Carriers (bottle carrying boxes or crates with permanently fixed partitions) (40883, 40885, 40890, 40900, 40910, 40920 or 40930),</p> <p>Bottles (87680 or 87700) (old, capacity not exceeding one quart) in boxes, barrels, or in bulk securely braced.</p> <p>Less truckload-----</p> <p>Truckload: Minimum Weight 20,000 pounds-----</p> <p>*(E) Carts (Freight), hand, metal (188880), knocked down flat, wheels on or off, subject to Notes 1 and 2.</p> <p>Less truckload-----</p> <p>(1) With truckload shipments of commodities subject to this exception rating, there may be included:</p> <p>Malt Liquors, viz.: Ale, Beer, Porter or Stout (unfit for human consumption), quantity not to exceed 2,000 pounds. The weight of such Malt Liquors (actual weight of which must be certified to by the shipper on shipping order) is not to be used in determining the minimum truckload weight of the containers shipped.</p> <p>(2) Subject to minimum rate of 37 cents per hundred pounds or actual Class 55 rate whichever is lower. On continuous through movements on which charges are obtained by use of combinations of separately established rates, the minimum rate stated above shall apply, not in connection with the separately established factors, but to the total of the combined rate applicable to the through continuous movement.</p> <p>NOTE 1.--Applies only on Carriers (used packages), secondhand, empty, returning, or when shipped for return paying load. Applies only when return movement is over same line, or lines, as outbound movement, subject to Item No. 291 of this tariff, except as provided in Note 2; and subject also to estimated weights, if any, which are published in the Governing Classification.</p> <p>NOTE 2.--If the charge accruing under the rating in the Governing Classification is lower than the charge accruing under the exception rating contained herein, the lower charge resulting from the Governing Classification rating will apply.</p>		Govern- ing Classi- fication Ratings Apply (1) 35.3 (2) 50% of 55 §331
*(E) Expires with December 31, 1970.		
* Change) * Addition) Decision No. 76408		
EFFECTIVE		
Correction 2198		ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 1--RULES OF GENERAL APPLICATION (Continued)		ITEM
EXCEPTIONS TO GOVERNING CLASSIFICATION AND EXCEPTION RATINGS TARIFF (Continued) (Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)		Class Rating
Item canceled. Governing Classification rating applies.		0332
Cocconut, prepared, frozen (Food, cooked, cured, preserved or prepared, frozen, NOI) (73180) Cocconut, prepared, other than frozen (72580) Less truckload-----		55
Truckload: Minimum Weight 30,000 pounds-----		35
Item canceled. Governing Classification rating applies.		0335
DAIRY AND RELATED PRODUCTS, viz.: Butter or Oleomargarine (55380) Cheese and Cheese Foods (55470) Lard, Lard Compounds, Lard Substitutes, Shortening or Vegetable Oil Shortening (134530 or 134550) Monoglycerides, diglycerides or triglycerides of fat-forming fatty acids, or mixtures thereof, edible, other than shortening, with or without other edible acids (145020) Oil, Cooking or Salad (144800, 145100, 145170 or 145190) Less truckload-----		50.1
Truckload: Minimum Weight 30,000 pounds-----		35
Minimum Weight 36,000 pounds-----		35.1
Minimum Weight 45,000 pounds-----		(1) 35.3
(1) Subject to the following provisions: (a) When a shipment is transported on one unit of equipment at one time it is subject to a minimum weight of 45,000 pounds. (b) When a shipment is transported in multiple lots subject to Item 85 of this tariff, the initial lot transported on one unit of equipment at one time is subject to a minimum weight of 45,000 pounds and the actual weight of the remaining or following lot or lots shall be rated at the Class 35.3 rate.		
o Increase, Decision No.		76408
EFFECTIVE		
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA		
Correction 2199		

SECTION 1--RULES OF GENERAL APPLICATION (Continued)		ITEM
<p style="text-align: center;">EXCEPTIONS TO GOVERNING CLASSIFICATION AND EXCEPTION RATINGS TARIFF (Continued)</p> <p>(Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)</p>		Class Rating
<p>oCommodity rating canceled. Governing Classification rating applies.</p> <p>*(E) Dough, prepared, other than frozen, whether or not containing other ingredients or an accompanying complement of ingredients of icing or topping (72800), subject to Items 185 and 185-1 of this tariff.</p> <p>Less truckload -----</p> <p>Truckload: Minimum Weight 30,000 pounds -----</p>		<p>55</p> <p>35</p> <p>6336</p>
<p>Feed, animal, in metal cans in boxes or in metal cans in metal strapped bundles or in crates, not subject to Item 300 of this tariff, viz.: **</p> <p>Feed, animal, frozen, containing meat or fish or a mixture of meat or fish and cereals or vegetables (67040),</p> <p>Meat or Fish, or a mixture of Meat or Fish and Cereals or Vegetables with or without other ingredients, not frozen, other than dehydrated or dry (67400), in metal cans in boxes, or in metal cans in metal strapped bundles or in crates not subject to Item 300 of this tariff.</p> <p>Less truckload -----</p> <p>Truckload: Minimum Weight 30,000 pounds ----- Minimum Weight 36,000 pounds ----- Minimum Weight 42,000 pounds ----- Minimum Weight 45,000 pounds -----</p> <p>(1) Not applicable to shipments which are subject to charges for temperature control service.</p>		<p>50.1</p> <p>35 35.1 35.2 (1) 35.3</p> <p>338</p>
<p>Flour, prepared, edible, with more than 40% but not more than 80% of other ingredients, manufactured from:</p> <p>Flour, made from one or more of the articles included in List 1 (Grain) in Item 652 of this tariff, viz.:</p> <p>Flour, cooked (73030)</p> <p>Flour, edible, NOI (73140)</p> <p>Flour, gelatinized (73060)</p> <p>Flour, Potato (73080)</p> <p>Flour, Rice (73100)</p> <p>Flour, Soybean (73120)</p> <p>Less truckload: Minimum Weight 10,000 pounds -----</p> <p>Truckload: Minimum Weight 40,000 pounds -----</p>		<p>50.1</p> <p>35.1</p> <p>339</p>
<p>*(E) Expires with December 31, 1970.</p> <p>o Change) * Addition) Decision No. o Increase)</p> <p style="text-align: center;">76408</p>		
EFFECTIVE		
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</p> <p>Correction 2200</p>		

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">EXCEPTIONS TO GOVERNING CLASSIFICATION AND EXCEPTION RATINGS TARIFF (Continued)</p> <p>(Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)</p>	(1) Class Rating
<p>OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES, AND OTHER ARTICLES, viz.: (All item references are to the Governing Classification)</p> <p>Barrels, Pump Working (Well Pump Cylinders) (127520) Bits, Drilling (125140, 183840, 183850 or 186900) Boiler Flues or Tubes (25600) (2) Fittings, Pipe, iron or steel, cast or wrought, plate or sheet (51460, 51470 or 51500), inside diameter 4 inches or greater (see Note) Bars, Grate (104320) Joints, Sucker Rod, iron or steel (96980) Mud or Compounds, or Mud Treating Compounds (138640) Oil, Water or Gas Well Outfits or Supplies, as described under the heading "Oil, Water, Gas Well Group" of the Governing Classification (2) Pipe or Tubing, iron or steel, inside diameter 4 inches or greater, viz.: Cast or Wrought (see Note); or Plate or Sheet, 16 gauge or thicker (51200, 51940, 51960, 51970, 52072, 52090 or 52200) Well Casing or Well Drilling (52090) Rods, Sucker (107100) Valves, Pump Working Barrel (127560)</p> <p>Truckload: Minimum Weight 20,000 pounds _____ Truckload: Minimum Weight 30,000 pounds _____</p> <p>The following articles when shipped in mixed shipments with one or more of the articles named above will be subject to ratings provided in this item:</p> <p>Air Compressors (118100) Anvils (183620) Belts (23320, 23340 or 120280) Boiler Parts (25520, 25720 or 25760) Boilers (25740, 25760, 25780, 25800 or 25820), including Fire Clay for setting Brick, Fire (32100) Engines (62080, 62100, 62120, 120800 or 120860) Fittings, Pipe, iron or steel, cast or wrought, plate or sheet (51460, 51470, 51480, 51500, 51510 or 51520), inside diameter less than 4 inches (see Note) Generators, Electric (62080, 62100 or 62120) Pipe or Tubing, iron or steel, inside diameter less than 4 inches, viz.: Cast or Wrought (see Note), or Plate or Sheet, 16 gauge or thicker (51200, 51210, 51220, 51230, 51240, 51250, 51260, 51320, 51940, 51960, 51970, 52072, 52090, 52200, 52220 or 52240) Plate or Sheet, iron or steel (106020, 106060, 106065, 106080, 106100, 106120, 106140, 106160, 106180, 106220, 106260, 106280, 106720 or 106740) Pumps, Power (128000) Rods, Pull (107100 or 199690) Rope (14680, 30940, 53390, 63780, 98470, 107520 or 171240) Smokestacks (52340) Tanks, steel (25800, 121150, 123540, 180820, 180840, 181070, 181110, 181170, 181260, 181300, 181310, 181330, 181350, 181370, 181390, 181410, 181440, 181480, 181520, 181540, 181560, 181620, 181660, 181740 or 181760) Tools, mechanics' (186900) (one box), secondhand (used), not exceeding 1,000 pounds in weight Trucks or Running Gears, Steam Boiler (189740), knocked down Towers, Water Cooling, atmospheric (187030) Valves, iron or brass (50855 or 50870)</p> <p>NOTE.—Will not apply on cast iron pipe or fittings as described in Item 378.</p> <p>(1) Truckload ratings set forth in this item do not alternate with less-truckload ratings.</p> <p>(2) Applicable only when transported from, to, or between oil, water or gas well job sites.</p>	<p>77½ 60</p> <p>4 -(E) 365</p>
<p>-(E) Expires with December 31, 1970.</p> <p>4 Change) - Addition) Decision No. 76408</p>	
EFFECTIVE	
Correction 2201	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

MINIMUM RATE TARIFF 2

SECTION 1--RULES OF GENERAL APPLICATION (Continued)		ITEM
EXCEPTIONS TO GOVERNING CLASSIFICATION AND EXCEPTION RATINGS TARIFF (Continued) (Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classifica- tion.)		Class Rating
Meats, fresh, NOI, frozen or not frozen (134700), in carcasses or part carcasses, loose or in packages. Less truckload----- Truckload: Minimum Weight 21,000 pounds----- Minimum Weight 30,000 pounds-----		100 70 55
Item canceled. Governing Classification ratings apply.		00 376.5
* (E) Expires with December 31, 1970. * Addition) o Increase) Decision No. 76408 o Reduction)		
EFFECTIVE		
Correction 2202		
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.		

SECTION 1--RULES OF GENERAL APPLICATION (Continued)		ITEM
EXCEPTIONS TO GOVERNING CLASSIFICATION AND EXCEPTION RATINGS TARIFF (Continue) (Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corre- sponding item numbers of the Governing Classification.)		Class Rating
Petroleum and Petroleum Products, in packages, as described in and subject to the provisions of Items 723 and 723-1 of this tariff. Minimum Weight 20,000 pounds----- 50.1 Minimum Weight 30,000 pounds----- 35 Minimum Weight 36,000 pounds----- 35.1 Minimum Weight 42,000 pounds----- (1)35.2 Minimum Weight 40,000 pounds----- (2)35.3 (1) Not applicable on Asphalt (Asphaltum), natural, by-product or petroleum, liquid, other than paint, stain or varnish (15220). (2) Applicable only on Asphalt (Asphaltum), natural, by-product or petro- leum, liquid, other than paint, stain or varnish (15220).		377.5
Item canceled. Governing Classification ratings apply.		0377.6
Pipe, cast iron pressure (51200), not less than 12 feet and not more than 18½ feet in length, in straight shipments or in mixed shipments with cast iron pressure pipe fittings. Pipe, cast iron soil (51290), not less than 2 feet and not more than 11 feet in length, in straight shipments, or in mixed shipments with cast iron soil pipe fittings. Minimum Weight 36,000 pounds----- 35		378
Pot Scourers (101260) Less truckload----- 85 Truckload: Minimum Weight 24,000 pounds----- 55		(E) 378.5
Poultry and Poultry Parts (134740) Less truckload----- 100 Minimum Weight 10,000 pounds----- 55 Minimum Weight 30,000 pounds----- 35 Minimum Weight 36,000 pounds----- 35.1 Minimum Weight 42,000 pounds----- 35.2		379
(E) Expires with December 31, 1970. o Increase, Decision No. 76408		
EFFECTIVE		
Correction 2203 ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA		

MINIMUM RATE TARIFF 2

SECTION 1--RULES OF GENERAL APPLICATION (Continued)		ITEM
<p>EXCEPTIONS TO GOVERNING CLASSIFICATION AND EXCEPTION RATINGS TARIFF (Continued)</p> <p>(Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)</p>		Class Rating
Item canceled. Governing Classification rating applies.		◇ 379.5
<p>Salt, Common (Sodium Chloride) (46260)</p> <p>Less truckload -----</p>	50.1	380
Item canceled. Governing Classification ratings apply.		◇ 382
<p>(1)Seeds (172770, 172790, 172810, 172830, 172850, 172870, 172890, 172910, 172930, 172950, 172970, 172990, 173010, 173030, 173050, 173070, 173090, 173110, 173150, 173170, 173190, 173210, 173230, 173250, 173270, 173290, 173310, 173330, 173350, 173370, 173390, 173410, 173430, 173450, 173470, 173490, 173510, 173530, 173550, 173570, 173590, 173600, 173620, 173640, 173660, 173720, 173740, 173760, 173780, 173800, 173820, 173840, 173860, 173880, 173900, 173920, 173940, 173960, 173980 or 174000)</p> <p>Less truckload -----</p> <p>(1) Unless otherwise exempt under the provisions of Items 40 through 42 of this tariff.</p>	50.1	383
Item canceled. Governing Classification ratings apply.		◇ 385
◇ Increase, Decision No. 76408		
EFFECTIVE		
Correction 2204	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

MINIMUM RATE TARIFF 2

SECTION 1--RULES OF GENERAL APPLICATION (Concluded)		ITEM
EXCEPTIONS TO GOVERNING CLASSIFICATION AND EXCEPTION RATINGS TARIFF (Concluded)		
(Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)	Class Rating	
Sugar, in packages, viz.: Sugar, beet or cane, raw or other than raw (74900 or 74910) Sugar, corn, sorghum grain or wheat, whether or not granulated or powdered (74960 or 74970) Less truckload ----- Truckload: Minimum Weight 30,000 pounds ----- Minimum Weight 40,000 pounds -----	50.1 35.1 35.2	390
Item canceled. Governing Classification ratings apply.		00 395
Vermouth (111490), or Wine, NOI (111510). Less truckload ----- (1) Applies only on domestic Vermouth or Wine having a declared value of not more than \$2.00 per gallon.	(1)55	400
Wool, Steel (200160), in inner containers in multiple-wall paper bags or in bales in boxes Less truckload----- Truckload: Minimum Weight 16,000 pounds-----	100 70	(E) 410
(E) Expires with December 31, 1970 ◊ Increase) ◊ Reduction) Decision No. 76408		
EFFECTIVE		
Correction 2205 ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA		