

In the Matter of the Investigation for the purpose of )  
considering and determining revisions in or reissues )  
of Minimum Rate Tariff No. 14-A )

Case No. 7857  
(Petition for Modification No. 30)  
(Filed April 14, 1970)  
(Amended April 16, 1970)

OPINION AND ORDER

California Trucking Association, in the above petition, seeks adjustments in the minimum rates and rules for the transportation, in bulk, of agricultural products set forth in Minimum Rate Tariff No. 14-A. According to the petition, the magnitude of the cost increases experienced by motor carriers because of the provisions of the recent labor contract which became effective April 1 is the greatest one-year increase ever experienced by the trucking industry. Petitioner alleges that immediate rate relief is essential to preserve and maintain carrier service to the public.

The effect of labor cost increases upon total costs is indicated in the affidavit. The cost increases range from 1.7% increase in total costs per \$.10 of hourly labor cost increase to .9%.

Petitioner asserts that carriers subject to Minimum Rate Tariff No. 14-A are operating with a profit margin of under 3% before provisions for interest and taxes, which means approximately 1% is available to pay the increased costs of operating under the new labor contract. Inasmuch as increased costs of operating under the new labor contract approximate 7%, it is alleged that the ability of the trucking industry to meet financial obligations and to maintain adequate service to the public will be substantially impaired unless immediate rate increases are available to provide additional revenue. All other material changes in carrier operating expenses assertedly reflect inflationary pressures on the costs of equipment, supplies and services utilized by the industry, with no offsetting reductions.

The petition states further that these facts were furnished to and considered at a meeting of the affected shippers and carriers where a general consensus resulted concerning the propriety of the requested increases, the method of providing for the needed increases, and the need for expedited handling, that the parties agreed that the surcharge approach would not provide the desired results, and that rate adjustments at the peak of the marketing season would create undue hardships upon the shippers as well as severely disrupt established marketing patterns. According to the petition, the shipper-carrier group determined also that the studies presented fairly measured conditions which would prevail throughout the coming marketing season.

In the circumstances, the Commission finds that the proposed increases in rates as proposed by petitioner are justified, and that such increased rates will result in just, reasonable and nondiscriminatory rates for the services to which they apply. The Commission concludes that the petition, as amended, should be granted.

## IT IS ORDERED that:

1. Minimum Rate Tariff No. 14-A (Appendix A to Decision No. 67397, as amended) is hereby further amended by incorporating therein, to become effective May 3, 1970, Fourth Revised Page 7, Fourth Revised Page 12, First Revised Page 13, Second Revised Page 14, Second Revised Page 26, Original Page 26-A, Second Revised Page 29, Seventh Revised Page 32, and Fourth Revised Page 34 attached hereto and by this reference made a part hereof.

2. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to Decision No. 67397, as amended, are hereby directed to establish in their tariffs the increases necessary to conform with the further adjustments ordered herein.

3. With respect to rates maintained by common carriers for transportation not subject to the minimum rate order herein involved and/or maintained on a level other than minimum rates for transportation for which rates are prescribed in the minimum rate order involved, said carriers are authorized to apply the increases established by this order.

4. Common carriers are hereby authorized and directed to increase their rates on not less than two days' notice to the Commission and to the public and to publish said increases to become effective May 3, 1970.

5. 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.

6. In all other respects Decision No. 67397, as amended, shall remain in full force and effect.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 21st day of April, 1970.

*Augusta*

President

*J. P. Johnson*

*William L. Sturgeon*

*William L. Sturgeon*

Commissioners

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

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM									
<p><b>DELAYS TO EQUIPMENT</b></p> <p>1. Except as provided in paragraph 2, a period of two hours for loading and two hours for unloading shall be allowed for each unit of equipment.</p> <p>2. A period of four hours for loading and four hours for unloading shipments of whole grain shall be allowed for each unit of equipment.</p> <p>3. "Unit of Equipment," means a motor truck, and/or trailer or semitrailer, exclusive of motor tractor.</p> <p>4. Charges for loading and/or unloading time in excess of free time authorized in paragraph 1 of this item are provided in Item 130.</p> <p>5. A charge of ¢3¢ per 100 pounds will be made by the carrier on all shipments of whole grain on all equipment unloaded or loaded after free time has elapsed.</p>	<p>¢120</p>									
<p><b>CHARGES FOR ACCESSORIAL SERVICES AND FOR EQUIPMENT HELD AFTER FREE TIME HAS ELAPSED</b></p> <p>The charges provided in this item apply for accessorial services, as provided in Item 110, and for time in excess of the free time specified in Items 120 and 190.</p> <p style="text-align: center;"><u>Charges in Cents</u></p> <table style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;"></th> <th style="text-align: center; width: 20%;"><u>For First 30 Minutes or Fraction</u></th> <th style="text-align: center; width: 20%;"><u>For Each Additional 15 Minutes or Fraction</u></th> </tr> </thead> <tbody> <tr> <td>(a) For driver or other carrier employee, per man -----</td> <td style="text-align: center;">¢470</td> <td style="text-align: center;">¢235</td> </tr> <tr> <td>(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors) -----</td> <td style="text-align: center;">65</td> <td style="text-align: center;">33</td> </tr> </tbody> </table>		<u>For First 30 Minutes or Fraction</u>	<u>For Each Additional 15 Minutes or Fraction</u>	(a) For driver or other carrier employee, per man -----	¢470	¢235	(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors) -----	65	33	<p>¢130</p>
	<u>For First 30 Minutes or Fraction</u>	<u>For Each Additional 15 Minutes or Fraction</u>								
(a) For driver or other carrier employee, per man -----	¢470	¢235								
(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors) -----	65	33								
<p> <span style="display: inline-block; width: 100px;">                     ¢ Change                      ¢ Increase                 </span>                 )                  ) Decision No. <b>77125</b> </p>										
<p>EFFECTIVE MAY 3, 1970</p>										
<p>Correction 94</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	
ADDITIONAL CHARGES FOR SPLIT PICKUP OR SPLIT DELIVERY SHIPMENT			6170	
Weight of Component Part (Pounds)		Charge for Each Component Part (Cents)		
Over	But Not Over			
0	2,000	----- 400		
2,000	4,000	----- 500		
4,000	10,000	----- 600		
10,000	20,000	----- 700		
20,000	---	----- 800		
FIELD PICKUP SHIPMENT				
<p>1. Field pickup shipment means a quantity of property transported by one carrier for one debtor from a point in a single field or farm site.</p> <p>2. A "single field or farm site" is that area devoted to the production of grain or rice, or to the production of hay or related commodities. In no event shall field or farm site exceed 1 section (640 acres).</p> <p>3. The point of origin of a field pickup shipment shall be the point in a single field or farm site nearest the point of destination.</p> <p>4. Additional charges for loading a field pickup shipment shall be assessed as follows:</p> <p>(a) For shipments subject to the rates provided in Items 300 and 400, at the charges provided in said items. (See Exception)                      EXCEPTION.--No charge shall be applicable to any shipment of baled hay, fodder or straw loaded from a single stack.</p> <p>(b) For shipments subject to the rates provided in Item 550, add 02½ cents per 100 pounds to the rate otherwise applicable. (See Exception)                      EXCEPTION.--No charge shall be applicable to any shipment moving from a permanent storage facility (i.e.: warehouse, silo, bin, tank) with a minimum storage capacity of 48,000 pounds.</p> <p>5. A single shipping document for the entire field pickup shipment shall be issued prior to or at the time of the first pickup. Such shipping document shall show the name of the debtor, the name of the consignor, the name of the carrier, point of origin, point of destination, date, kind and estimated quantity of property to be transported.</p> <p>6. When written information as required in paragraph 5 of this item has not been received by the carrier prior to or at the time of the first pickup, the following provisions shall apply:</p> <p>(a) Written shipping instruction shall be furnished by the debtor to the carrier within a period of two calendar days (excluding Saturdays, Sundays and legal holidays) of the date on which the first lot is picked up. The written instructions shall confirm oral shipping instruction and shall describe the kind and quantity of property in the field pickup shipment.</p> <p>(b) Within a period of two calendar days (excluding Saturdays, Sundays and legal holidays) of the date on which it receives the written shipping instructions, the carrier shall issue to the debtor the single shipping document for the entire field pickup shipment as required by paragraph 5 of this item.</p> <p>7. A single freight bill for each field pickup shipment transported, stating the rate and charge, shall be issued no later than seven days from the date of the first pickup. Such freight bill shall show the point of origin, point of destination, the name of the debtor, the name of the consignor, the name of the carrier, date, description and weight of the property in each component part separately transported. A separate document may be issued for each component part, showing the point of origin, point of destination, date, description and weight of each component part so transported, and shall given reference to the single freight bill covering the entire field pickup shipment and shall be attached thereto and become a part thereof.</p>				6180
Change ) Increase )		Decision No. <b>77125</b>		
EFFECTIVE MAY 3, 1970				
Correction 95		ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.		

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	Item
<p style="text-align: center;">STOPPING IN TRANSIT</p> <p>1. Shipments of baled hay, fodder or straw:</p> <p>(a) One stop in transit for inspection and/or receipt of delivery instructions will be permitted in connection with each shipment.</p> <p>(b) One hour free time will be allowed for the stop.</p> <p>(c) Charges for time in excess of one hour are provided in Item 130.</p> <p>2. Shipments of whole grain:</p> <p>(a) Two stops in transit for inspection and receipt of delivery instructions or other purposes will be permitted in connection with each shipment.</p> <p>(b) A charge of \$2.12 shall be assessed for the second stop.</p>	6190
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>1. Common carrier rates may be used instead of the rates shown in this tariff when a lower charge is produced for the same transportation.</p> <p>2. When rail carload rates are used instead of the rates in this tariff, point of origin and point of destination shall be directly served by rail spur track.</p> <p>3. When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest authorized minimum weight may be used.</p> <p>4. The definitions of "point of origin" and "point of destination" in Item 10 apply in connection with this item.</p>	200
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>1. Common carrier rates may be combined with rates shown in this tariff when such combinations result in lower charges for the same transportation.</p> <p>2. When common carrier rail rates are applied in combination with rates in this tariff, such combination of rates shall be constructed only over a rail team track.</p> <p>3. If the route from point or points of origin to the team track, or from the team track to point or points of destination, is within the corporate limits of a single incorporated city, the rates provided in this tariff for transportation for distances of 3 miles or less shall apply from point or points of origin to team track or from team track to point or points of destination, as the case may be.</p>	210
<p>◊ Change } Decision No. <b>77125</b>          ◊ Increase }</p>	
<p>EFFECTIVE MAY 3, 1970</p>	
<p>Correction 96</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

ACCESSORIAL SERVICES NOT INCLUDED IN  
 COMMON CARRIER RATES

1. If a common carrier rate used for highway transportation as provided in Items 200 and 210 does not include accessorial services performed by the highway carrier, the following additional charges shall be assessed:

(a) For loading or unloading carrier's equipment:

- (1) 034¢ per 100 pounds assessed on the weight on which transportation charges are computed when the shipment is loaded into or unloaded from the carrier's equipment by the consignor or consignee with the physical assistance of a single carrier employee (either a driver or a helper and the labor performed is restricted to work within or on carrier's equipment) by use of power equipment, as described in Item 10, furnished by the consignor or consignee without expense to carrier, provided the freight bill issued pursuant to Item 250 indicates that the shipment was loaded and/or unloaded under said circumstances.
- (2) 054¢ per 100 pounds assessed on the weight on which transportation charges are computed when the shipment is loaded into or unloaded from the carrier's equipment other than as provided in subparagraph (a)(1) or when information required by subparagraph (a)(1) is not contained on the freight bill, except as provided in paragraph 3.

(b) For other accessorial services, the charges provided in Item 130.

2. Except as provided in Item 210, Alternative Application of Combinations with Common Carrier Rates, split pickup or split delivery service shall not be accorded unless included in the common carrier rate.

3. Loading and/or unloading charges shall apply in all circumstances except the following:

(a) When rates provided in this tariff are combined with rail carload rates and

- (1) point of origin is not directly served by rail spur track, only the charge for unloading shall be assessed;
- (2) point of destination is not directly served by rail spur track, only the charge for loading shall be assessed;
- (3) neither point of origin nor point of destination is directly served by rail spur track, no charge for loading or for unloading shall be assessed.

(b) When a shipment of any commodity in bulk is loaded into and/or unloaded from the carrier's equipment by gravity;

(c) when a shipment is loaded into and/or unloaded from the carrier's equipment by the consignor and/or consignee with power equipment; or

(d) when the carrier's equipment is a trailer or semitrailer left for loading and/or unloading without the presence of the carrier's employee, provided the shipping document issued for the shipment specifies that it was loaded and/or unloaded under one of the circumstances described in this paragraph, or in paragraphs (b) or (c) above.

6220

6 Change )  
 0 Increase )

Decision No. 77125

EFFECTIVE MAY 3, 1970

Correction 97

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

SECTION 3--DISTANCE COMMODITY RATES (In Cents Per 100 Pounds)					ITEM	
HAY, FODDER (Bean, Cane, Corn or Pea), or STRAW, in machine pressed bales (See Note)						
Over	(1) MILES But Not Over	MINIMUM WEIGHT IN POUNDS				
		Less than 20,000	20,000	30,000	(2) 40,000	
0	3	36	19½	12½	11	
3	5	37	22	13½	12½	
5	10	38	23	14½	13½	
10	15	39	24	15½	14½	
15	20	41	25	16½	15½	
20	25	42	26	17½	16½	
25	30	43	27	18½	17½	
30	35	44	29	19½	18½	
35	40	45	31	20½	19½	
40	45	46	32	22	21	
45	50	48	34	24	23	
50	60	50	36	25	24	
60	70	52	38	27	25	
70	80	54	41	28	27	
80	90	56	44	29	28	0300
90	100	58	47	30	29	
100	110	60	50	31	30	
110	120	62	51	32	31	
120	130	64	53	33	32	
130	140	67	55	34	33	
140	150	69	58	36	34	
150	160	71	60	37	35	
160	170	73	62	39	36	
170	180	74	64	42	37	
180	190	76	65	44	38	
190	200	78	68	47	41	
200	220	81	70	49	43	
220	240	84	72	51	45	
240	260	87	74	53	47	
260	280	90	77	55	49	
280	300	95	81	57	52	
300	325	98	85	60	54	
325	350	102	88	62	56	
350	375	106	93	65	59	
375	400	109	96	68	61	
400	425	113	100	71	63	
425	450	116	104	73	65	
450	475	121	107	75	68	
475	500	124	111	78	71	
500	525	128	114	80	73	
(1) See Item 90. (2) Rates in this column do not apply for the transportation of hay between points for which rates are provided in Item 400. NOTE.--An additional charge of 04½ cents per 100 pounds shall be assessed for loading field pickup shipments, as defined in Item 180, other than when loading is performed by a power operated hay loader.						
(3) Certain Distance Commodity Rates shown on this page transferred to Original Page 26-A. ◇ Increase, Decision No. <b>77125</b>						
EFFECTIVE MAY 3, 1970						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA						
Correction 98						

SECTION 3--DISTANCE COMMODITY RATES (In Cents Per 100 Pounds)						ITEM
HAY, FODDER (Bean, Cane, Corn or Pea), or STRAW, in machine pressed bales (See Note)						
(1) MILES		MINIMUM WEIGHT IN POUNDS				
		Less than 20,000	20,000	30,000	(2) 40,000	
Over	But Not Over					
525	550	132	119	83	75	
550	575	136	123	85	78	
575	600	139	127	88	80	
600	625	143	131	90	82	
625	650	147	134	94	84	
650	675	151	138	97	87	
675	700	155	142	100	89	
700	725	159	147	103	91	
725	750	162	151	105	94	
750	775	166	155	108	97	(3) *301
775	800	171	160	111	101	
800	850	176	164	114	104	
850	900	181	169	119	107	
900	950	186	175	122	110	
950	1,000	192	180	126	113	
1,000	1,050	199	185	129	116	
1,050	1,100	204	189	133	120	
1,100	1,150	209	194	136	124	
1,150	1,200	214	200	140	127	

(1) See Item 90.  
 (2) Rates in this column do not apply for the transportation of hay between points for which rates are provided in Item 400.

NOTE.--An additional charge of 04½ cents per 100 pounds shall be assessed for loading field pickup shipments, as defined in Item 180, other than when loading is performed by a power operated hay loader.

(3) Distance Commodity Rates shown in this item formerly appeared in Item 300 on First Revised Page 26.

\* Addition )  
 ◊ Increase ) Decision No. **77125**

EFFECTIVE MAY 3, 1970

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

Correction 99

SECTION 4--TERRITORIAL COMMODITY RATES (In Cents Per 100 Pounds)				ITEM
HAY, in machine pressed bales (See Note 2) Minimum Weight 40,000 Pounds				
(1)FROM:	◇ RATES (See Note 1)			
	(1)TO POINTS IN:			
	Los Angeles-Artesia Territory	Los Angeles-Artesia (San Fernando) Intra-Territory	San Diego Territory	
Barstow Territory-----	36	--	--	4400
Coachella Valley Territory-----	34	--	37	
Fresno Territory-----	52	--	--	
Imperial Valley Territory-----	44	--	34	
Lancaster Territory-----	31	24	--	
Merced Territory-----	59	--	--	
North Kern Territory-----	41	--	--	
Palo Verde Territory-----	43	--	--	
Salton Sea Territory-----	39	--	37	
South Kern Territory-----	36	--	--	
Tulare Territory-----	46	--	--	
(1) See Section 2 for description of territories.				
NOTE 1.-- (a) The provisions of Items 120, 130 and 190 do not apply in connection with rates in this item. (b) Shipments into either the Los Angeles-Artesia or San Diego Territory, for which transportation charges are assessed upon a basis of a minimum weight of 30,000 pounds or more, may, upon order of consignee or consignor, be stopped once within either the Los Angeles-Artesia or San Diego Territory and, under the rates set forth above, be held in transit without being unloaded from carrier's equipment pending subsequent delivery. (c) When upon order of consignee or consignor, a shipment is stopped within either the Los Angeles-Artesia or San Diego Territory and held in transit without being unloaded from carrier's equipment, 48 hours free time (computed from the first 7:00 a.m. after time of arrival at point where shipment is held) will be allowed for furnishing to the carrier instructions to deliver the shipment to the point of destination where it is to be unloaded. The free-time period will be 96 hours, if the point of destination is located outside the territory within which the shipment was initially held in transit. A charge of \$26.00 will be assessed for each 24-hour period, or fraction thereof, that the carrier's equipment is detained subsequent to the free-time period specified herein. In computing time in accordance with these provisions, Sundays and legal holidays will be excluded.				
NOTE 2.--An additional charge of 04½ cents per 100 pounds shall be assessed for loading field pickup shipments as defined in Item 180, other than when loading is performed by a power operated hay loader.				
◇ Change } Decision No. 77125 ◇ Increase }				
EFFECTIVE MAY 3, 1970				
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.				
Correction 100				

MINIMUM RATE TARIFF 14-A

SECTION 5--DISTANCE COMMODITY RATES (Concluded)  
 (In Cents Per 100 Pounds)

ITEM

Grain, Rice, Grain Products, Animal or Poultry Feed, Seeds, and Related Articles, as described in Items 515, 520, 525 and 530, in bulk or in bins or in containers otherwise specified.

MILES But Not Over Over		RATES (See Note 1)					
		MINIMUM WEIGHT IN POUNDS					
		10,000 (See Note 2)	20,000	30,000	40,000	48,000 (See Note 3)	52,000 (See Note 4)
0	3	14½	12	9½	8	8	7
3	5	15½	13	10	8½	8½	7½
5	10	17	14½	10½	9½	9	8
10	15	18	15½	11½	10½	9½	8½
15	20	20	16½	12½	11	10	9
20	25	22	17½	13½	11½	11	10
25	30	23	18½	14½	12½	11½	11
30	35	25	20	15½	14	12½	12
35	40	26	21	16½	15	13½	13
40	45	28	22	17½	15½	14½	13½
45	50	30	23½	18½	16½	15½	14
50	60	33	25½	20½	18	17	15
60	70	35	27	22	19½	18	16
70	80	37	28½	23½	20½	19	17
80	90	40	30	25	21½	20	18
90	100	43	31	27	23	21½	19
100	110	46	33	29	25	23	20
110	120	49	34	30	26	24	21
120	130	51	35	31	27	25	22
130	140	54	37	33	29	27	23
140	150	57	39	34	30	28	24
150	160	59	42	36	32	30	25
160	170	61	43	38	34	31	26
170	180	63	44	39	35	32	27
180	190	65	46	41	37	33	28
190	200	68	48	43	39	35	30
200	220	72	51	46	41	37	33
220	240	75	53	48	43	39	35
240	260	79	56	50	45	41	37
260	280	82	59	53	47	43	39
280	300	86	62	56	50	46	42
300	325	89	64	59	53	49	45
325	350	92	67	62	55	51	48
350	375	95	70	64	57	53	51
375	400	99	72	66	59	55	54
400	425	102	75	69	61	57	56
425	450	106	78	71	63	59	58
450	475	109	81	74	65	61	60
475	500	112	84	76	67	63	62
For distances over 500 miles, add for each 25 miles or fraction thereof:		o 3	o 3	o 2½	o 2½	o 2½	o 2

6550

NOTE 1.--On all Field Pickup Shipments, as defined in Item 180, add the charges provided therein to the rate otherwise applicable.

NOTE 2.--Rates for shipments weighing less than 10,000 pounds are provided in Minimum Rate Tariff 2.

NOTE 3.--Rates in this column are subject to the provisions of Item 510.

NOTE 4.--Rates in this column are subject to the provisions of Item 512.

o Change )  
 o Increase, except as noted ) Decision No. 77125  
 o No change )

EFFECTIVE MAY 3, 1970

Correction 101

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

SECTION 6--DISTANCE COMMODITY RATES (Concluded) (In Cents Per 100 Pounds)						ITEM
SEEDS, viz.: Cotton, Flax or Safflower.						
MILES		RATES	MILES		RATES	0600
Over	But Not Over		Over	But Not Over		
0	3	6½	140	150	25	
3	5	7½	150	160	26	
5	10	7½	160	170	27	
10	15	8½	170	180	28	
15	20	9	180	190	29	
20	25	9½	190	200	31	
25	30	10½	200	220	34	
30	35	11½	220	240	36	
35	40	12	240	260	38	
40	45	13	260	280	40	
45	50	14	280	300	43½	
50	60	15	300	325	46½	
60	70	16	325	350	50	
70	80	17	350	375	53	
80	90	18	375	400	56	
90	100	19	400	425	59	
100	110	20	425	450	62	
110	120	21	450	---	(1)	
120	130	23				
130	140	24				

(1) Add to rate for 450 miles, 03 cents per 100 pounds for each 25 miles or fraction thereof.

END OF TARIFF

◇ Increase, except as noted )  
 ○ No change )

Decision No. 77125

EFFECTIVE MAY 3, 1970

Correction 102

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