

ORIGINAL

Decision No. 78264

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 property within and between all points and places in Orange County and portions of Los Angeles and San Bernardino Counties.

Case No. 6322

AND RELATED MATTERS.

Cases Nos. 5432, 5433,  
5435, 5437,  
5603, 7024,  
and 7858

(Order Setting Hearing in  
Decision No. 74991,  
dated November 26, 1968)

(Appearances are listed in Appendix A)

O P I N I O N

The Order Setting Hearing herein was issued for the receipt of evidence pertaining to establishment of a single minimum rate tariff (Decision No. 61419, in Case No. 6322, 58 Cal. P.U.C. 462) and revision of minimum rates, rules, classifications, constructive mileages, and related matters, for transportation of general commodities within portions of Los Angeles and Orange Counties heretofore identified and zoned by the Commission specifically for that

purpose (Decisions Nos. 69533 and 70682, in Case No. 6322, 64 Cal. P.U.C. 633 and 65 Cal. P.U.C. 533), respectively.

Public hearing was held before Examiner Carter R. Bishop, Jr., in the period February 18, 1969 through August 14, 1970. The matter was submitted upon the receipt of a late-filed exhibit and closing statements due August 31, 1970. Sixty-five days of hearing were held and 133 Exhibits were received. Closing statements were filed by the Commission staff, California Trucking Association (CTA), California Manufacturers Association (CMA), Highway Carriers Association (HCA), Bethlehem Steel Corporation (Bethlehem), California Fertilizer Association (CFA), United Parcel Service (UPS) and Red Arrow Bonded Messenger Corporation (Red Arrow).

Evidence was presented on behalf of the Commission staff, CTA, CMA, HCA, Bethlehem, CFA, UPS and Red Arrow, Montgomery Ward & Company, Shell Oil Company, Furniture Manufacturers Association of California, Flintkote Company (Pioneer Division), Dried Fruit Association of California, Cannery League of California, Traffic Managers Conference of California, Fibreboard Corporation, Gypsum Association, Leslie Foods, Inc., Prestressed Concrete Manufacturers Association, Kimberley-Clark Corporation, Borden Foods Company, Stauffer Chemical Company, Kraftco Corporations (Kraft Foods Division), Monsanto Company, Allyn Transportation Company, Acme Transportation Company, Ferry-Morse Seed Company, Hunt-Wesson Foods, Spreckels Sugar Company, California Fertilizer Association, Vincent Ganduglia Trucking, Stauffer Chemical Company, P.P.G. Industries, Pacific Motor Trucking Company, Humble Oil & Refining Company, Enjay Chemical Company, Witco Chemical Corporation, Chipman Truck Company, Dow Chemical

Company, Union Carbide Corporation, Productol Chemical Company, and Armored Transport, Inc.

Pursuant to the Order Setting Hearing, the Commission staff prepared and presented studies designed to provide a factual basis for its proposals looking to the establishment of a single minimum rate tariff to supplant Minimum Rate Tariffs 2 and 5 in the geographic area embraced by the portions of Los Angeles and Orange Counties included in the 58-zone area adopted in prior proceedings.<sup>1</sup> A staff engineer introduced studies containing the estimated costs of transporting general commodities in the described area. A staff transportation rate expert presented a traffic-flow study showing the types of traffic handled by highway carriers within the 58-zone area, and the points between which such traffic moved. The rate expert presented a proposed new tariff to govern the transportation of general commodities within the 58-zone area.

Cost studies and a proposed tariff were introduced by CTA's director and assistant director of its Division of Transportation Economics. Proposed tariff provisions also were introduced by representatives of CMA and HCA. The testimony of other witnesses concerned the movement of specific commodities or groups of commodities.<sup>2</sup> Careful consideration has been given to the evidence and argument of all parties, although all such testimony and argument are not discussed in detail herein.

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<sup>1</sup> Minimum Rate Tariff 2 (MRT 2) governs the transportation of general commodities on a statewide basis. Minimum Rate Tariff 5 (MRT 5) names minimum rates for the transportation of general commodities locally within the central portion of Los Angeles County.

<sup>2</sup> The testimony of individual shippers and carriers largely related to their requests for retention of existing exemptions, commodity rates and exception ratings in the new tariff. Inasmuch as the tariff provisions adopted by the order herein would satisfy all but a few of such requests, only those requests not adopted as a result of the order will be discussed in the opinion.

Cost Evidence

The Commission staff engineer's cost study contains estimates of the cost of reasonably efficient operations of highway carriers for movements within the 58-zone area, as follows:

- a. Costs in cents per pound by weight groups for less-truckload and truckload shipments.
- b. Hourly costs for vehicle units with driver.
- c. Costs for shipments accorded temperature control service.
- d. Pool shipment handling costs.
- e. Rail straight carloading and unloading costs.
- f. Costs for accessorial labor and for various types of accessorial services.

Said cost study does not develop separate costs for commodities now moving under commodity rates, nor for transportation now exempted from the provisions of MRT 2 and MRT 5.

Extensive cross-examination on the staff cost study was conducted by CTA. The original staff cost study, modified to correct errors and to bring costs up to date, was reintroduced as Exhibit 86. Said exhibit was subsequently revised in Exhibit 117 to reflect labor cost conditions as of January 1, 1971.

CTA introduced Exhibit 85, containing its estimates of costs for movements within the 58-zone area. Said cost study was amended in Exhibit 118 to reflect labor cost conditions as of January 1, 1971. The cost study introduced by CTA is bottomed on the data used in the staff cost study, with modifications to reflect changes in those portions of the staff cost study with which CTA disagrees. By such restructuring of the staff cost study, CTA

arrived at higher costs. The specific major areas of disagreement between the staff and the CTA cost studies are the following:

1. Annual hours worked by employees.
2. Maintenance and repair costs of certain classes of motor vehicle equipment.
3. Useful life of motor vehicle equipment.
4. Use factor for motor vehicle equipment.
5. Indirect costs.
6. Cost data for temperature control freight and vehicle unit hourly rental costs.

The disagreement with respect to annual work hours results from the different methods employed by the staff and CTA in accounting for hours of employees which are employed for less than a full year. The method used by the staff gives a more accurate portrayal of payroll taxes, health and welfare benefits and pension expenses on an hourly basis, and should be adopted as reasonable.

The second area of disagreement involves vehicle repair costs. CTA contends that maintenance and repair costs should reflect the same period of years as equipment costs, to be consistent. CTA adjusted the staff data to eliminate data which CTA believed was inconsistent, resulting in a narrowing of the basic data to about one-third of that used in the staff analysis. The staff contends that CTA's use of the data for the year 1966 alone, in comparison to the data for the 3-year period, 1964-1966 used by the staff, does not reflect costs of individual vehicles throughout a 3-year maintenance cycle to insure inclusion of all types of repairs both major and minor.

CTA also adjusted the mileage maintenance costs developed for the year 1966 to raise such costs to reflect increases to mechanics' wages. The staff introduced evidence designed to show

that over the years the actual cost per mile for maintenance and repairs has remained almost constant in spite of substantial increases in labor costs.

While CTA's contentions concerning consistency have merit, the result of using only those data from the staff study which CTA claims is consistent limits the time period of the basic data so as not to provide a full span of costs; therefore, the adjusted data does not correctly portray the low-maintenance, as well as high-maintenance, periods in the life of the motive equipment. Similarly, the record shows that efficiencies in maintenance procedures offset the annual increases in mechanics' wages; thus, maintenance costs per mile have not increased in proportion to increases in mechanics' wages.

CTA urged in its studies that the useful life of trucking equipment is less than the service lives used in the staff study, and reduced said service lives accordingly. The rebuttal testimony offered by the staff showed that the average actual ages of various categories of trucking equipment used in its studies is near the service lives adopted by it. The average age is approximately half the actual useful life of the equipment. Thus, the staff rebuttal testimony indicates that the service lives of equipment set forth in the cost studies are more appropriate than those adopted by CTA.

CTA disagrees with the annual use-hour factors for motor vehicle equipment. CTA adjusted the annual use hours in the staff exhibit to reflect the average use of a fleet of carrier's equipment including standby equipment. The data used by CTA to determine the relative amount of standby equipment was limited to an analysis of the equipment records of two carriers, and no determination was made whether standby equipment shown in such records was operative or

was in excess of that reasonably required for efficient operations. The staff study gives effect to standby equipment. In the circumstances, the staff annual use factors of equipment should be adopted.

The principal area of disagreement between the staff and CTA is in the development of indirect costs. The staff witness based his estimate of the ratio of indirect expenses to direct expenses on the analysis of the book records of the 38 carriers shown in Exhibit 25, using the methods described in Exhibit 26. The recorded data was adjusted generally to limit the amounts of salaries and expenses of officers and supervisory personnel to a maximum of 8-1/2 percent of total direct expenses, whenever said expenses exceeded approximately 10 percent of total direct expenses. Said adjustment accounts for the principal difference between the staff and CTA studies. The staff argued that there is ample precedent in past decisions to substantiate this type of adjustment.<sup>3</sup> CTA argued that only an expert on compensation of corporation executives could arrive at a fair and reasonable determination of executives' salaries and expenses; inasmuch as CTA witnesses are not expert in this field, CTA made no adjustment in recorded data for management salaries.

The staff urged that the purpose of its adjustment is to bring expenses of officers' and supervisory personnel salaries more in line with amounts which are appropriate considering the responsibilities involved and that are appropriate for rate making.

The 1966 operating results of the 38 carriers named in Exhibit 25 were studied by both the staff and by CTA. Thus, the

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<sup>3</sup> The staff, in its closing statement, cites Decision No. 64119, 60 Cal. P.U.C. 106 (involving a water utility), and Decision No. 67369, 62 Cal. P.U.C. 775, involving Pacific Telephone Company; neither of which is in point.

background information used was the same. The staff study introduced as Exhibit 77 shows that there was a wide divergence between the indirect expense ratios of individual carriers, either on an unadjusted, or on an adjusted basis.<sup>4</sup> Of all the elements in the cost studies, the exercise of judgment is the greatest in connection with the selection of appropriate indirect expense ratios because of the wide spread in actual ratios of individual carriers.

The record does not contain any correlation between efficient operations, on the one hand, and management salaries, on the other hand. Nor does the record show that any particular carrier's payments for its management services were excessive, except to the extent that some carriers paid more in relation to other carriers for management services. The percentage figure selected by the staff as the ceiling for management services necessarily was arbitrary. Considering all the evidence and adjustments to include insurance expenses in gross revenue expenses as hereinafter set forth, it appears that indirect expense ratios as follows are reasonable.<sup>5</sup>

<u>Shipment Weight Groups - Pounds</u>		
<u>0-499</u>	<u>500-1,999</u>	<u>2,000-9,999</u>
29.0%	28.5%	28.0%
<u>10,000-29,999</u>		<u>30,000 and over</u>
25.0%		23.5%

<sup>4</sup> On an unadjusted basis, Exhibit 77 shows that indirect ratios of 22 less-truckload carriers ranged from 15.9 percent to 52.2 percent, and of 15 truckload carriers ranged from 16.4 percent to 36.4 percent. Adjusting these data to reflect supervisory and management expenses not to exceed 8.5 percent of total direct expenses resulted in a range of 15.9 percent to 39.8 percent for less-truckload carriers, and 16.4 percent to 28.6 percent for truckload carriers.

<sup>5</sup> Excludes billing and rating costs included in direct costs.



CTA urges that there is no factual basis underlying the estimated costs for temperature control services in the staff study. The staff points out, in its closing statement, the portions of the record which describe the underlying studies conducted by the staff, to show that the staff studies are predicated upon the higher costs, where applicable, for specialized equipment, and upon actual pickup, delivery, and platform operations of carriers engaged in temperature control service. Hereinafter we find that the existing rate differentials for temperature control service now provided in MRT 2 should also apply to movements within the 58-zone area. Therefore, the temperature control services costs developed herein will not underlie charges for temperature control services in the 58-zone area.

CTA also challenged the staff cost study covering hourly vehicle unit rental costs on the basis that no study was made of actual operations of carriers under hourly rates. The staff countered this statement with the fact that its study disclosed that the same carriers that engage in service under hourly rates also provided service on a hundredweight basis. From this fact the staff concluded that certain cost factors are appropriate for use in either an hourly cost development or an hundredweight cost development; for example: equipment costs, use hours, mileage costs and labor cost factors. The staff therefore concluded that no study of performance under hourly rate conditions was necessary, and that the staff method is a reasonable and valid method of developing vehicle unit hourly costs. The staff rate proposal (Exhibit 87) states that in developing proposed hourly rates consideration was given to the levels of rates in Minimum Rate Tariff (MRT 15), and that wherever 1/40th of the MRT 15 weekly rate, plus a 10 percent increment,

exceeded hourly rate calculations reflecting the hourly costs developed herein, such higher basis was adopted. It appears that the foregoing formula for construction of hourly rates depends, in part, upon rate levels in MRT 15, as well as upon the hourly vehicle unit costs data of record. Indirect expenses in connection with such costs should be based on 25.5 percent of direct expenses (including rating and billing costs). With this adjustment, the hourly vehicle unit costs are adequate for the purposes of this proceeding.

The staff and CTA also differ in their cost presentations with respect to the manner in which public liability and property damage insurance should be treated. The staff study included such insurance costs as part of fixed and depreciation expense in the development of direct costs. CTA included such insurance expenses in gross revenue expenses. The staff witness conceded that actual insurance premiums of the carriers included in its study are based on the carriers' annual gross revenues. The staff witness testified that his main reason for including insurance costs in direct costs rather than in gross revenue expenses is that liability insurance costs would remain constant in future cost offset proceedings, and would not increase in relationship to increased gross revenues. CTA did not dispute the dollar amount of insurance expense included in the basic staff study; CTA argued that, inasmuch as carriers actually incur increased insurance premiums when their gross revenues are increased, carriers should not be penalized in future cost offset proceedings by holding insurance costs constant. No different result would result in this proceeding from either method. However, in any future cost offset proceeding in which the staff cost study may serve as a foundation, it will be reasonable

and proper to include public liability, property damage, and fire, theft and collision insurance in gross revenue expenses. This change will cause the instant staff study to be consistent with other staff cost studies involving general commodities and with the cost studies introduced by CTA in Case No. 5432 which underlie current class rates in MRT 2. The following amounts are found reasonable for gross revenue expenses:

Insurance .....	2.41%
Board of Equalization Taxes .....	1.18
PUC Transportation Rate Fund Fee .....	0.25
Total .....	<u>3.84</u>

Tariff Proposals

The Commission staff, in response to the Order Setting Hearing herein, introduced a complete new tariff to govern the transportation of general commodities within the 58-zone area.<sup>6</sup> The format of the tariff, the commodity exemptions, the majority of the general rules and regulations, and the classification exception ratings in said proposed tariff are largely patterned on MRT 2. Late-filed Exhibit 133 of the staff states that tariff items in that exhibit and in Exhibit 87 which carry an expiration date in 1970 are proposed to have such further expiration date as may be designated by the Commission in comparable items in MRT 2 on or after January 1, 1971. Exhibit 133 also proposed that class rates for shipments of 5,000 pounds and over and certain commodity rates be established on the same levels as the rates set forth in MRT 2 effective January 1, 1971. As hereinbefore indicated, the level of hourly rates proposed by the staff reflect current levels of vehicle unit rates in MRT 15.

<sup>6</sup> The staff tariff was originally introduced as Exhibit 18. It was reintroduced as Exhibit 87 and modified in late-filed Exhibit 133 to reflect January 1, 1971 labor cost conditions.

A proposed tariff similar to that of the staff was introduced by CTA as Exhibit 93 (and brought up to January 1, 1971 cost levels in Exhibit 118). The principal differences between CTA's proposed tariff and that of the staff were (1) the levels of the rates, and (2) the proposed cancellation of the majority of current exemptions, exception ratings and commodity rates. CTA contended that, inasmuch as the cost data of record cover the movement of generally all types and classes of commodities not requiring special equipment, any new tariff from this proceeding should provide class rates to govern present movements now subject to exemptions, exception ratings and commodity rates. The greatest part of the evidence adduced by individual shippers and carriers and by shipper organizations was designed to rebut the latter contentions of CTA, and to request the maintenance in any new tariff the current exemptions, commodity rates or exception ratings with which they were concerned.

A proposed tariff presented by HCA was constructed on the framework of the staff and CTA tariff exhibits, and contained modifications thereof designed to simplify and make more certain the application of the rules and rates. CMA also presented proposed tariff provisions generally patterned on the staff exhibit, but modified to retain, on an interim basis, the commodity rates currently set forth in MRT 5 subject to further review by the parties.

Near the closing of the proceeding the CTA modified its proposal to recommend that MRT 5 be canceled and that rates for the 58-zone area be included in MRT-2, subject to all present provisions

of that tariff, including exemptions, exception ratings and commodity rates.<sup>7</sup>

In support of the latter proposal, CTA argued that traffic between points in the 58-zone area is predominantly moving under MRT 2 at the present time; throughout the staff proposed tariff, the rates and charges are held to a maximum level which does not exceed the current MRT 2 level of rates; those variations in the staff proposal from MRT 2 are not based on any special transportation conditions or circumstances found to exist within the 58-zone area, but are intended to be improvements of the present MRT 2 provisions; adoption of MRT 2 to govern the 58-zone area would largely maintain the status quo, and thus satisfy the tariff requests made on behalf of the majority of the individual shippers and carriers and the shipper organizations participating herein; and said proposal would result in tariff simplification.

The reasoning advanced for the inclusion in MRT 2 of rates and charges for transportation of general commodities within the 58-zone area has merit and that proposal should be adopted with the following modifications. Hourly vehicle unit rates proposed by the staff are in the same format as the weekly, monthly and yearly vehicle unit rates set forth in MRT 15, and the general rules

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<sup>7</sup> CTA urges in its closing statement that MRT 5 be canceled and that MRT 2 be amended to accomplish the following:

1. Make MRT 2 applicable to transportation between points within the Los Angeles Metropolitan Area as well as between points within and points outside said area.
2. Incorporate in MRT 2 the hourly vehicle unit rates presently provided in MRT 5, with clarification of the portal to portal application of those rates, and with an increase in the minimum charge sufficient to deter adverse selection.
3. Incorporate in MRT 2 such special provisions as may be found justified for application within the area.

governing the staff's proposed rates are the same as those in MRT 15. Publication of the hourly vehicle unit rates in MRT 15 will result in tariff simplification and in uniformity of application of all vehicle unit rates. The record is clear that hourly rates are used on the basis of adverse selection; that is, such rates are selected only when they would produce lower charges than other types of rates. In order to protect the general class and commodity rates from such adverse selection, a minimum charge based on four hours will result in reasonable provisions. The request that hourly rates be made applicable to uncrated new furniture should be adopted inasmuch as yearly, monthly and weekly vehicle unit rates in MRT 15 now apply to uncrated new furniture.

The cost data of record indicates that, insofar as smaller shipments are concerned, the rate levels in MRT 2 are inappropriate for short-haul movements encountered in the 58-zone area. The rates proposed by the Commission staff, adjusted to reflect changes in cost data necessary to incorporate higher indirect expenses found reasonable and to place such rates on the same datum plane as the rates established in MRT 2 as of January 1, 1971, will be reasonable for operations within the 58-zone area. Pool car shipment rates, commodity rates on metal cans and on frozen fish, fork-lift service charges, and rail car loading and unloading charges, adjusted as heretofore indicated, should also be incorporated in MRT 2 to reflect the transportation conditions and the needs of commerce encountered within the 58-zone area. The parties agreed that the staff's proposed rule should be established which would provide rates on articles for which no specific rating is provided in the governing classification.

Bethlehem Steel Company, Fibreboard Corporation and Flintkote Corporation requested that certain commodity rates in MRT 5, which are alleged to be used extensively by said shippers, be brought forward in any new tariff. It will be reasonable to include in MRT 2, the MRT 5 commodity rates on waste paper and rags (in machine pressed bales), roofing, building and paving materials, and paper and paper articles, on the levels reflecting average cost conditions during 1971. Said rates should be restricted to their present geographic area.

Findings and Conclusions

The Commission finds that:

1. Prior decisions have indicated the intent to establish revised minimum rates, rules and regulations within those portions of Los Angeles and Orange Counties embraced by the 58-zone area adopted by the Commission for that purpose. (Decision No. 61419, 58 Cal. P.U.C. 462, Decision No. 69533, 64 Cal. P.U.C. 633, and Decision No. 70682, 65 Cal. P.U.C. 533.)
2. Duly noticed public hearings in response to said intent were held in Case No. 6322, et al., Order Setting Hearing in Decision No. 74991, dated November 26, 1968, in which all interested parties had opportunity to appear and be heard.
3. The staff cost evidence introduced in Exhibit 86 in this proceeding, adjusted for higher indirect expense ratios and insurance costs as a percentage of gross revenues, as indicated in the preceding opinion, and brought up-to-date to reflect 1971 levels of carriers' wage costs, are reasonable for the purposes of this proceeding.
4. The adoption of Minimum Rate Tariff 2 (modified as indicated hereinafter) to govern the transportation of general commodities on a weight basis within the 58-zone area, and inclusion

in Minimum Rate Tariff 15 of hourly rates and rules for transportation on a vehicle unit rate basis in the 58-zone area, will eliminate the unnecessary duplication of tariff provisions and make uniform, to the greatest extent possible, the general tariff provisions applicable on a statewide basis and those applicable within the 58-zone area, thus resulting in tariff simplification, and a reduction in the number of tariffs issued by the Commission.

5. The adoption of tariff provisions described in the previous finding will retain, to a large extent, existing exemptions, exception classification ratings, and commodity rates; thus satisfying the majority of the proposals made in this proceeding by individual carriers, shippers and shipper organizations.

6. The adoption of the tariff provisions outlined in the following findings will cause increases and reductions in the revenues of individual carriers operating in the 58-zone area. Such revenue increases and reductions are reasonable in light of the purpose of this proceeding to establish an integrated rate structure for the transportation of general commodities: (a) within the 58-zone area, and (b) between said area and the balance of the state. The overall result of the adoption of the tariff provisions described hereinafter will not increase nor reduce the operating revenues for all highway carrier services performed within the 58-zone area by more than 1 percent (as indicated in Exhibit 69).

7. The rates, charges, rules and other provisions set forth in Minimum Rate Tariff 2, except as described below, will be the just, reasonable, and nondiscriminatory minimum rates, now and for the future, to govern the transportation of general commodities by highway permit carriers between all points within the 58-zone area heretofore adopted by the Commission in Decision No. 69533, supra, including transportation wholly within individual cities.



8. The modification of Minimum Rate Tariff 2 to include therein the following additional items containing rates and charges, limited in application to the 58-zone area, will result in just, reasonable and nondiscriminatory minimum rates and charges:

- a. Items Nos. 179-1 and 179-2, Pool shipment charges.
- b. Item No. 260, Forklift service rates.
- c. Item No. 262, Railcar loading and unloading charges.
- d. Item No. 265, Parcel delivery rates.
- e. Items Nos. 530 and 540, Shipment charges for shipments less than 1,000 pounds.
- f. Items No. 550, Class rates - minimum weight 1,000 pounds.
- g. Item No. 772, Commodity rates on cans, NOI, including jacketed cans.
- h. Item No. 775, Commodity rates on fish, fresh, frozen, NOI.

9. The modification of Minimum Rate Tariff 2 to transfer therein the following additional items containing commodity rates from Minimum Rate Tariff 5, limited to their present geographic area, will result in just, reasonable and nondiscriminatory rates and charges:

- a. Items Nos. 760 and 761, Iron and steel articles.
- b. Item No. 765, Waste paper and bags, in machine pressed bales.
- c. Item No. 767, Roofing, building and paving materials.
- d. Item No. 770, Paper and paper articles.

10. The modification of Minimum Rate Tariff 2 to include therein the additional definitions set forth in Items 10 and 11, and other rule modifications, including Item No. 299, Ratings for Articles for which Classification Ratings are not provided in the

governing classification, are necessary to govern the rates established herein, and will result in just, reasonable and nondiscriminatory rules and provisions.

11. The adoption of the provisions of Distance Table 7 to govern zone boundaries, in lieu of the rule found reasonable in Decision No. 70682, supra, will provide uniformity of tariff application, and will result in just, reasonable and nondiscriminatory rules and provisions.

12. The establishment in Minimum Rate Tariff 15 of general hourly rates based on the cost data herein, but not less than one-fortieth of the related weekly vehicle unit rates plus 10 percent, and subject to a minimum charge of four hours, to apply within the 58-zone area described in Decision No. 69533, will result in just, reasonable and nondiscriminatory minimum vehicle unit rates, charges and rules for transportation by highway permit carriers.

13. The establishment in Minimum Rate Tariff 15 of specific hourly vehicle unit rates for the transportation of trailers moved in railroad trailer-on-flat car service, subject to a minimum charge of one hour will result in just, reasonable and nondiscriminatory minimum rates.

14. Increases in rates and charges resulting from the adoption of the rates, charges and rules described in Findings 3 through 13 are justified.

15. To the extent that the provisions of Minimum Rate Tariffs 2 and 15 have been found heretofore to constitute reasonable minimum rates and rules for common carriers as defined in the Public Utilities Act, said provisions, as hereinafter adjusted, are, and will be, reasonable minimum rate provisions for said common carriers. To the extent that the existing rates and charges of said carriers for the

transportation involved are less in volume or effect than the minimum rates and charges herein designated as reasonable for said carriers, to that same extent the rates and charges of said carriers are hereby found to be, now and for the future, unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the costs of other means of transportation.

16. The authorizations heretofore granted to highway permit carriers and highway common carriers to depart from the minimum rates set forth in Minimum Rate Tariffs 2, 5 and 15 within the 58-zone area, as described in Exhibit 111, will continue to be reasonable until such rate deviations expire or are extended by further order of the Commission.

The Commission concludes that:

1. Minimum Rate Tariff 2 should be amended by the order which follows.
2. Minimum Rate Tariff 15 should be amended by separate order to incorporate the rates and charges found reasonable hereinabove.
3. Minimum Rate Tariff 5 should be canceled by separate order.
4. Other minimum rate tariffs should be amended by separate order to reflect therein the changes made necessary by Conclusions 1, 2 and 3.
5. Authorizations to depart from the provisions of Minimum Rate Tariffs 2, 5 and 15 heretofore granted should remain in effect until such authorizations expire or are otherwise modified by the Commission in separate proceedings.
6. Common carriers should be authorized to depart from the long- and short-haul provisions of the Public Utilities Code to the extent necessary to establish the rates authorized herein.
7. Any motion not heretofore ruled upon should be denied.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 2 (Appendix D of Decision No. 31606, as amended) is further amended by incorporating therein, to become effective March 13, 1971, the revised pages attached hereto and listed in Appendix B, also attached hereto, which pages and appendix by this reference are made a part hereof.

2. The rates, charges and rules set forth in the revisions to Minimum Rate Tariff 2, which are designated Appendix B of the order herein are established and approved, effective March 13, 1971, as the just, reasonable and nondiscriminatory minimum rates and charges to be assessed, charged and collected and rules to be observed by any and all common carriers as defined in the Public Utilities Act except common carriers by railroad, and all highway permit carriers as defined in Section 3515 of the Public Utilities Code, for the transportation by motor vehicle over the public highways of the State of general commodities, and for the performance of other services, including accessorial services rendered incident thereto, for which rates, charges and rules are provided in said Minimum Rate Tariff 2.

3. All radial highway common carriers and highway contract carriers shall, on March 13, 1971, cease and desist and thereafter abstain from assessing or collecting rates or charges on general commodities lower in volume or effect than those set forth in Minimum Rate Tariff 2 for transportation and other services incidental thereto for which rates have been provided in said minimum rate tariff.

4. All common carriers as defined in the Public Utilities Act, except common carriers by railroad, maintaining rates, charges,

accessorial charges and rules for the transportation by motor vehicle over public highways of the State of general commodities lower in volume or effect than the rates, charges and rules prescribed in Minimum Rate Tariff 2 shall cancel said rates, charges and rules and establish in their stead rates, charges and rules no lower in volume or effect than set forth in Minimum Rate Tariff 2.

5. All common carriers referred to and described in the preceding ordering paragraph shall, on or before March 13, 1971, cease and desist and thereafter abstain from publishing or maintaining in their tariffs, rates, charges, or rules on general commodities lower in volume or effect than those prescribed in Minimum Rate Tariff 2.

6. Any provisions concurrently maintained in common carrier tariffs which are more restrictive than, or which produce charges greater than, those contained in Minimum Rate Tariff 2 are authorized to be maintained in connection with the rates and charges directed to be established by ordering paragraph 2 hereof.

7. 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 tenth day after the effective date of this order, on not less than ten days' notice to the Commission and to the public; such tariff publications as are required shall be made effective not later than March 13, 1971, 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 tenth day after the effective date of this order, and may be made effective on not less than ten days' notice to the Commission and to the public

if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order.

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

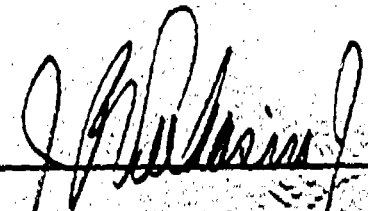
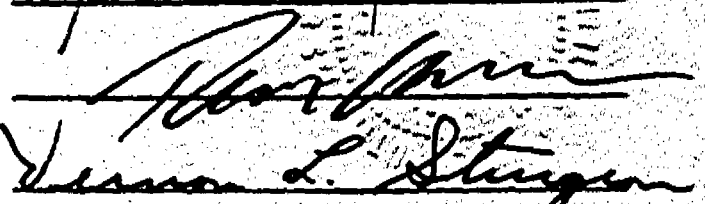
9. In all other respects said Decision No. 31606, as amended, shall remain in full force and effect.

10. All motions not heretofore ruled upon are denied.

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

Dated at San Francisco, California, this 2nd day of ✓

FEBRUARY, 1971.

  
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Chairman  
  
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Commissioners

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

APPENDIX A  
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LIST OF APPEARANCES

Respondents: William S. Rozay, for Rozay's Transfer;  
H. B. Johnston, Jr., for Citizen's Warehouse Transfer Co., Inc.;  
Alberto R. Pearson, for A. R. Pearson Truck Co., Inc.; Ralph A. Cernuda, for M & M Transfer Co.; Eugene P. (Gene) Smith, for J & B Trucking Co.; Will Sherman, for Ram's Express; Harlow P. Hilton, for Consolidated Freightways (Clark-Inland Cartage Div.); Jackson W. Kendall, for Bekins Moving & Storage Co.; E. P. De Connick, for Cook Trucking Service, Inc.; Jess Franco, for Carey Truck Lines, Inc.; J. W. Floyd, Barry Keyes and Gary Goldfein, for Williams Transportation, Inc.; C. Donald Albin, for Rainbow Truck Co.; Dennis R. Hoagland and Clyde R. Hoagland, for Redway Truck & Warehouse Co.; Wilbur De Vilbiss, for Signal Trucking Service, Ltd.; Anthony J. Konicki and William E. Still, for Pacific Motor Trucking Company; E. C. Dalrymple, for Santa Fe Trail Transportation Company; Otto Broyles, for Anaheim Truck & Transfer Company; R. C. Ellis and Joseph E. MacDonald, for California Motor Express; F. S. Kohles, for Valley Express Company and Valley Motor Lines, Inc.; S. C. Meadows, for North American Van Lines, Inc.; B. W. Boyd, for Alco Transportation Company; Raymond N. Thill, for Royce Transportation; G. L. Mockenhaupt, for B & L Truck & Transportation Company; Robert N. Helgeson, for Smith Transportation Company and Carson Freight Lines; Thomas M. Tapscott, for Huskie Freightways, Inc.; H. W. Rhode and R. C. Snyder, for Snyder Transfer Company, Inc.; A. U. Meredith, for G & H Transportation, Inc.; J. E. Murphy, for Murphy Transportation; George R. Russell, for Russell Truck Company; Mrs. Mary B. Bleming, for West Coast Warehouse Corporation; Roger L. Ramsey, for United Parcel Service and Red Arrow Bonded Messenger Corp.; Robert L. Harness, for Container Transport; John McDonald Smith, for Southern Pacific Transportation Company, Atchison, Topeka & Santa Fe Railway System and Union Pacific Railroad Company; William R. Kinnaird, for American Transfer Co.; Silver, Rosen & Johnson Professional Corporation, by Martin J. Rosen, for Acme Transportation, Inc., Allya Transportation Co., American Transfer Co., Asbury Transportation, Balzer Truck Co., Cal Ammonia Transport, Capitol Truck Lines, Chipman Truck Company, California Tank Lines, Direct Oil Carriers, Inc., Gray Truck Company, Molasses Truck Service, Pomona Tank Line, Post Transportation Co., Rainbow Truck Co. and W. S. Hatch Co.; R. C. Chipman, for Chipman Truck Co., Robert G. Irvin, for Armored Transport, Inc.

APPENDIX A  
Page 2 of 3

LIST OF APPEARANCES

Interested Parties: J. C. Kaspar, A. D. Poe, H. F. Kollmyer and Richard W. Smith, for California Trucking Association; W. J. Newlove, for Radio Corporation of America, Inc.; Don B. Shields and Milton W. Flack, for Highway Carriers Association; Donald M. Enos and G. C. Turner, for Owens Illinois, Inc.; Harold A. Covert, for United States Borax and Chemical Corp.; Raymond D. Vinick and R. L. Walsh, for Hunt-Wesson Foods, Inc.; Jack N. Schumann, for Orange County Chamber of Commerce; J. D. Kain, David B. Caria, and Michael D. Bollen, for Shell Oil Company; Roy Bell, for Mutual Citrus Products Co.; Frank A. Small, for Philadelphia Quartz Co.; R. A. Morin and Milton A. Walker, for Fibreboard Corporation; Arthur Sargent and W. V. Knoell, for Western Motor Tariff Bureau, Inc.; W. R. Czaban, for Purex Corp., Ltd.; E. J. Langhofer and Keith E. Miller, for Miller Traffic Service and Highway Carriers Association; Charles Caterino and Richard B. Colby, for Flintkote Company (Pioneer Division); Cornelius P. Titus, for United Concrete Pipe Corporation; Bill T. Farris, for the County of Los Angeles (Traffic Department); Wm. D. Grindrod and R. L. Larson, for Norris Industries; Don Marken, for Traffic Managers Conference of California and Western Traffic Conference, Inc.; Robert F. Brambley, for Emhart Corporation (Kwickset Division); Charles H. Costello and Ronald M. Zaller, for Continental Can Company, Inc.; James Quintrall, for Los Angeles Warehousemen's Association; R. C. Fels, for Furniture Manufacturers Association of California; Joan T. Reed, for California Manufacturers Association; Morton Colgrove, for Potlatch Forests, Inc. (The Northwest Paper Company), and for Pomona Chamber of Commerce; Harold Summerfield, G. L. Wadsworth and W. A. Watkins, for Bethlehem Steel Corporation; Ralph Hubbard, for California Farm Bureau Federation; Kenneth D. Delaney, for Los Angeles Area Chamber of Commerce; Richard E. Quagliaroli, for Mattel, Inc.; Ned O. Fuller and Ronald P. McCloskey, for Monsanto Company; Gordon Larsen, for American Can Company; Edward D. Watt, for Westab, Inc.; Donald C. Garland, for Montgomery Ward; Carl R. Herring, for Humko Products; Arden Riess, for Northrup, King & Company; Lloyd E. Murdick, for Ferry-Morse Seed Company and California Seed Association; William D. Mayer, for Del Monte Corporation, Dried Fruit Association of California and Cannery League of California; Norman J. Coleman, for Firestone Tire & Rubber Company; B. C. Norris, for White Front Stores; C. Fred Imhoff, for Industrial Asphalt, Inc.; Kevin A. Small, for Xerox Corporation; John Wilson, for Dart Industries; R. W. Scott, for Revere Copper & Brass, Inc.; Robert L. Kruetz, for National Gypsum Company; Calhoun E. Jacobson, for Sunbeam Lighting Corp., EJS Lighting Co., Lightcraft Corporation of California, Marvin Electric Products Co. and Kelite Products Co.; Asa Button, for Spreckels Sugar Company; Loren D. Olsen, for the Gypsum Association; William L. Swanson, for U.S. Gypsum Corporation; James S. Blaine, for Leslie Salt Co.;



APPENDIX A  
Page 3 of 3

LIST OF APPEARANCES

Interested Parties: (Continued) Frank Loughran and William Larimore,  
for Kimberly Clark Corporation, Leslie Foods, Inc., Prestressed  
Concrete Association and Bordens Food Company; Vaughn, Paul &  
Lyons, by John G. Lyons, for California Fertilizer Association;  
Gordon A. Rodgers, for Allied Chemical Corporation; Richard N.  
Caramadre, for P.P.G. Industries, Inc.; Donald C. Phinney, for  
Productol Chemical Co.; Paul J. Wellnitz, for Union Carbide  
Corporation; G. B. Fink, for Dow Chemical Company; Grover C.  
Willis, for Kraft Foods; E. H. Huff and H. W. Timmerman, for  
Zellerbach Paper Company; F. E. Barush, for Kimberly Clark  
Corporation; James F. O'Neill, for Andrew Jergens Company;  
Ken O'Brien, for Container Corp. of America.

Protestant: E. L. Larson, for Glass Container Corporation.

Commission Staff: Norman Haley, R. J. Carberry and George H.  
Morrison.

APPENDIX B TO DECISION NO. 78264

LIST OF ORIGINAL AND REVISED PAGES TO MINIMUM RATE TARIFF 2

AUTHORIZED BY SAID DECISION

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TWENTY-FOURTH REVISED PAGE 12  
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ORIGINAL PAGE 66-M

(END OF APPENDIX B LIST)

MINIMUM RATE TARIFF 2

SECTION 1--RULES OF GENERAL APPLICATION	ITEM
<p style="text-align: center;"><b>DEFINITIONS OF TECHNICAL TERMS</b> (Items 10, 11 and 12)</p> <p><b>AIR-MILE</b> means a statute mile measured in a straight line without regard to terrain features or differences in elevation.</p> <p><b>ARMORED CAR</b> means any motor truck and/or other highway vehicle which has been armored with bullet resistant metal and/or bullet proof glass, and which is manned by an armed crew.</p> <p><b>CARRIER</b> means a radial highway common carrier, a highway contract carrier, a cement contract carrier or a dump truck carrier as defined in the Highway Carriers' Act, or a household goods carrier as defined in the Household Goods Carriers Act.</p> <p><b>CARRIER'S EQUIPMENT</b> means any motor truck or other self-propelled highway vehicle, trailer, semitrailer, or any combination of such highway vehicles operated as a single unit.</p> <p><b>COMMON CARRIER RATE</b> means any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment; any interstate or foreign rate or rates of any common carrier railroad or railroads applying between points in California by an interstate or foreign route, lawfully in effect at time of shipment; also any interstate or foreign rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, applying between points in California and in effect at time of shipment and covering transportation exempt from rate regulation of the Interstate Commerce Commission under Section 203(b)(6) or Section 203(b)(8) of Part II of the Interstate Commerce Act.</p> <p><b>*COMPONENT PART</b> means any part of a shipment received by the carrier whether or not such part is separately delivered by the carrier; and any part of a shipment separately delivered by the carrier whether or not such part is separately received by the carrier.</p> <p><b>CONSIGNOR</b> means the person, firm or corporation shown on the bill of lading as the shipper of the property received by the carrier for transportation.</p> <p><b>DANGEROUS ARTICLES TARIFF</b> means Motor Carriers' Explosives and Dangerous Articles Tariff 14, Cal.P.U.C. 9, of American Trucking Associations, Inc., Agent.</p> <p><b>DEBTOR</b> means the person obligated to pay freight charges to the carrier, whether consignor, consignee or other party.</p> <p><b>DISTANCE TABLE</b> means Distance Table 7 issued by the Cal.P.U.C.</p> <p><b>ESCORT SERVICE</b> means the furnishing of pilot cars or vehicles by a carrier as may be required by any governmental agency to accompany a shipment for highway safety.</p> <p><b>ESTABLISHED DEPOT</b> means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p><b>EXCEPTION RATINGS TARIFF</b> means Exception Ratings Tariff 1 issued by the Cal.P.U.C.</p> <p><b>GOVERNING CLASSIFICATION</b> means National Motor Freight Classification A-11, Cal. P.U.C. 9, of National Motor Freight Traffic Association, Inc., Agent.</p> <p><b>HOLIDAYS</b> means New Year's Day (January 1), Washington's Birthday (the third Monday in February), Memorial Day (the last Monday in May), Fourth of July, Labor Day (the first Monday in September), Thanksgiving Day, the Day after Thanksgiving, December 24 and Christmas Day (December 25). When a holiday falls on Sunday, the following Monday shall be considered as a holiday.</p> <p><b>INDEPENDENT-CONTRACTOR SUBHAULER</b> means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to result of the work only and not as to the means by which such result is accomplished.</p> <p style="text-align: right;">(Continued in Item 11)</p>	<p>d10</p>
<p>                 § Change        ) Decision No. <b>78264</b>                  * Addition     )             </p>	
<p><b>EFFECTIVE</b></p>	
<p>Correction</p>	<p>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
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Continued)                      (Items 10, 11 and 12)</p> <p>* <b>LOW BED EQUIPMENT</b> means a semitrailer, dolly or other trailing equipment constructed with any or all of the loading area depressed below the top of the tires (other than van-type trailing equipment).</p> <p><b>MULTIPLE LOT SHIPMENT</b> means a shipment transported in accordance with the provisions of Item 85.</p> <p><b>PALLETIZED SHIPMENT</b> means a shipment tendered to and transported by the carrier on pallets (elevating-truck pallets or platforms or lift-truck skids, with or without standing sides or ends, but without tops).</p> <p><b>PERMIT SHIPMENT</b> means a shipment which because of its width, length, height, weight or size requires special authority from a governmental agency regulating the use of highways, roads or streets for the transportation of such shipment in whole or in part.</p> <p><b>PICKUP AND DELIVERY CHARGE</b> means the full charge applicable without the deduction authorized by Item 110.</p> <p><b>POINT OF DESTINATION</b> means the precise location at which property is tendered for physical delivery into the custody of the consignee. All sites within a single business place of one consignee shall be considered as one point of destination. A business place of one consignee shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.</p> <p><b>POINT OF ORIGIN</b> means the precise location at which property is physically delivered by the consignor into the custody of the carrier for transportation. All sites within a single business place of one consignor shall be considered as one point of origin. A business place of one consignor shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.</p> <p><b>POOL SHIPMENT</b> means a shipment consisting of component parts which are for reshipment to two or more points of destination, such shipment being consigned to:</p> <ol style="list-style-type: none"> <li>1. A carrier with instructions for unloading, distribution and delivery of one or more component parts to consignees, their agents, or to other carriers; or</li> <li>2. A consignee (other than a carrier) in connection with which pool shipment a carrier is instructed to unload, distribute and deliver one or more component parts to the consignee, subconsignees, their agents or to other carriers.</li> </ol> <p>The term "delivery" as used in this definition means relinquishing the property to the consignee, his agent, or another carrier entitled to receive such property, whether at the point of distribution or elsewhere.</p> <p><b>POWER EQUIPMENT</b> means any gasoline, diesel, electric or gas driven equipment including electric powered cranes and lift-truck equipment.</p> <p><b>RAILHEAD</b> means a point at which facilities are maintained for the loading of property into or upon, or the unloading of property from, rail cars or vessels. It also includes truck loading facilities of plants or industries located at such rail or vessel loading or unloading point.</p> <p><b>RATE</b> means the figure stated in cents, dollars and cents, or fractions thereof, including the charge and, also, the ratings, minimum weight and rules governing, and the accessory charges applying in connection therewith to be used in computing the charge on property transported.</p> <p><b>SAME TRANSPORTATION</b> means transportation of the same kind and quantity of property between the same points, and subject to the same limitations, conditions and privileges, but not necessarily in an identical type of equipment.</p> <p style="text-align: center;">(Continued in Item 12)</p>	611
<p>                     ♂ Change     )                      * Addition   )     Decision No. <b>78264</b> </p>	
EFFECTIVE	
Correction	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;">DEFINITION OF TECHNICAL TERMS (Concluded)                      (Items 10, 11 and 12)</p> <p>*VEHICULAR ELEVATOR means elevator capable of lifting or lowering carrier's equipment to different levels for loading or unloading.</p> <p>*VEHICULAR RAMP means structures enabling carrier's equipment to be driven to different levels for loading or unloading.</p> <p>*WHARF means any wharf, berth, pier, quay, landing or other structure to which a vessel may make fast and that area or structure (other than a public utility warehouse) immediately adjacent, which is used for transit storage, loading, unloading, assembling, or distribution of goods or merchandise.</p> <p>SPLIT PICKUP SHIPMENT means a shipment consisting of two or more component parts picked up by a carrier within a period of two calendar days for one person, firm or corporation at more than one point of origin, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 5,000 pounds, said shipment being consigned and delivered to one consignee at one point of destination. (See Note)</p> <p>NOTE.--In addition to the component parts picked up by the carrier, a split pickup shipment will include other component parts delivered to carrier's established depot for the person, firm or corporation for whom carrier made such pickups.</p> <p>SPLIT DELIVERY SHIPMENT means a shipment consisting of two or more component parts delivered to (a) one consignee at more than one point of destination, or (b) more than one consignee at one or more points of destination, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 5,000 pounds, said shipment being shipped by one consignor from one point of origin. (See Note)</p> <p>NOTE.--All transportation charges must be prepaid and, except as provided in paragraph 3 of Item 255, charges shall be billed to and collected from only one debtor.</p> <p>STRINGING means the progressive delivery of a shipment at spaced intervals or designated points along a predetermined route.</p> <p>TEAM TRACK means a point at which property may be loaded into, or upon, or unloaded from rail cars by the public generally. It also includes wharves, docks and landings at which the public generally may receive and tender shipments of property from and to common carriers by vessel.</p> <p>TEMPERATURE CONTROL SERVICE means the protection from heat by the use of ice (either water or solidified carbon dioxide), by mechanical refrigeration, or by release of liquefied gases.</p>	<p>912</p>
<p>(1) Item 20 transferred to Original Page 12-B.</p> <p>                     † Change     )                      * Addition   ) Decision No.     <b>78264</b> </p>	
<p>EFFECTIVE</p>	
<p>Correction</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
<p style="text-align: center;">APPLICATION OF TARIFF--CARRIERS</p> <p>Rates provided in this tariff are minimum rates established pursuant to the Highway Carriers' Act and the Household Goods Carriers Act and apply for transportation of property by radial highway common carriers, highway contract carriers, cement contract carriers, dump truck carriers and household goods carriers as defined in said Acts.</p> <p>When property in continuous through movement is transported by two or more such carriers, the rates (including minimum charges) provided herein shall be the minimum rates for the combined transportation.</p> <p>Rates and rules named in this tariff shall not apply to transportation by independent-contractor subhaulers when such transportation is performed for other carriers defined in this tariff or for common carriers defined in the Public Utilities Act.</p>	<p>(1) 20</p>
<p>(1) Item 20 transferred from Thirteenth Revised Page 12-A, Decision No. <b>78284</b></p>	
<p>EFFECTIVE</p>	
<p>Correction</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
<p style="text-align: center;"><b>APPLICATION OF TARIFF--TERRITORIAL</b> (Items 30, 31 and 32)</p> <p>Subject to Note 1 of Item 32 the rates in this tariff apply for transportation of shipments between all points within the State of California, except:</p> <p>(a) Shipments having point of origin in Alameda, Albany, Berkeley, Emeryville, Oakland or Piedmont, and point of destination in another of those cities;</p> <p>(b) Shipments having both point of origin and point of destination within the San Diego Drayage Area as described in Minimum Rate Tariff 9-B;</p> <p style="text-align: center;">**</p> <p>(d) Shipments (1) between Sacramento and North Sacramento; (2) between said cities on the one hand and the adjacent plants of the Lumbermen's Supply, Inc., Essex Lumber Company, Campbell Soup Company, McKesson &amp; Robbins, Inc., Howard Terminal Warehouse, Royal Packing Company, Procter &amp; Gamble Manufacturing Company, Fort Sutter Warehouse Co., Libby, McNeil &amp; Libby, Boone Warehouses, Inc., and Craybar Electric Company, Inc., on the other hand; (3) between said cities and plants on the one hand and the Sacramento Air Depot, the Sacramento Municipal Airport and the Sacramento Signal Depot on the other hand; (4) between the Sacramento Air Depot, the Sacramento Municipal Airport and the Sacramento Signal Depot; (5) between points and places within the area described as follows:</p> <p>Beginning at the junction of the Sacramento River Barge Canal and the Sacramento River, westerly along the Sacramento River Barge Canal to Jefferson Boulevard, southwesterly along Jefferson Boulevard to Arlington Road, northerly along Arlington Road to Thorpe Road, westerly along Thorpe Road and its meanderings, thence along the westerly prolongation of Thorpe Road to the east levee of the Yolo Bypass, northerly along the east levee of the Yolo Bypass to the right of way of the Southern Pacific Company, northeasterly along the right of way of the Southern Pacific Company to Harbor Boulevard, northerly along Harbor Boulevard to Riverbank Road, thence northerly along an imaginary line to the Sacramento River, easterly and southerly along the Sacramento River to its junction with the Sacramento River Barge Canal, the point of beginning (includes Port of Sacramento and the communities of West Sacramento, Broderick and Bryte);</p> <p>and (6) between any of the communities, plants, or other locations identified in paragraph (d) hereof;</p> <p>(e) Shipments between Marysville and Yuba City and between said cities on the one hand and the adjacent plant of the Harter Packing Company on the other hand;</p> <p>(f) Shipments between the Sonora freight depot of the Sierra Railroad Company and Sonora;</p> <p style="text-align: center;">(Continued in Item 31)</p>	<p>630</p>
<p> <span style="font-size: 2em;">}</span> <span style="font-size: 2em;">}</span>                 Change                  ** Paragraph (c) Eliminated } Decision No. 78264             </p>	
<p><b>EFFECTIVE</b></p>	
<p>Correction</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
<p style="text-align: center;"><b>APPLICATION OF TARIFF--TERRITORIAL (Concluded)</b>                      (Items 30, 31 and 32)</p> <p>Subject to Note 1 of this item the rates in this tariff apply for transportation of shipments between all points within the State of California, except:</p> <p>(j) Shipments having both point of origin and point of destination within the Watsonville area embraced by the following boundaries:</p> <p>All of the City of Watsonville, also the territory bounded as follows:</p> <p>All points and places within two miles of Wall and Main Streets, Watsonville, and all points on or within one-fourth mile of Freedom Boulevard between the corporate city limits of Watsonville and a point commonly known as 5 Mile House, approximately three miles northwest of the corporate city limits of Watsonville.</p> <p>(k) Shipments having both point of origin and point of destination within the metropolitan Stockton area embraced by the following boundaries (includes both sides of streets, boulevards, roads, avenues or highways named):</p> <p>All of the City of Stockton, also the territory bounded as follows:</p> <p>Beginning at the junction of the San Joaquin and the Calaveras Rivers, easterly along the Calaveras River to the city limits, northerly on an imaginary line to March Lane, westerly, northerly and easterly along the west boundary of the city limits to Don Road, northerly on Don Road to Lucille Avenue, easterly on Lucille Avenue to Thornton Road, southeasterly along Thornton Road to Paloma Avenue, easterly along Paloma Avenue to the city limits, northerly, easterly and southerly along the city limits to Hammer Lane, easterly along Hammer Lane to U. S. Highway 99, southerly along U. S. Highway 99 to the Central California Traction Company's right-of-way, easterly to Hubbard Avenue, southerly along Hubbard Avenue and an imaginary line including the Wilcox Road to the Diverting Canal, southeasterly along the Diverting Canal to the Southern Pacific Company's right-of-way, easterly along the Southern Pacific Company's right-of-way, to a point opposite to the Budd Road, southerly to East Main Street, westerly along East Main Street to Walker Lane, southerly on Walker Lane an an imaginary line to the Carpenter Road, westerly along the Carpenter Road to Sharps Lane, southerly on Sharps Lane to the Sperry Road, including Stockton Field Airport, westerly on Sperry Road and continuing westerly along an imaginary line to U. S. Highway 50 and the French Camp Slough, northerly along the French Camp Slough to the San Joaquin River, northerly along the San Joaquin River to the junction of the Calaveras River, and including the U. S. Naval Supply Annex on Rough and Ready Island.</p> <p>(l) Shipments transported wholly within the exterior boundaries of an incorporated city *(except incorporated cities within the Metropolitan Los Angeles Area described in Item 270-3).</p> <p>NOTE 1.--The exceptions provided in Items 30, 31 and 32 do not apply in connection with the transportation of split pickup or split delivery shipments having one or more points of origin or destination outside of the cities or areas designated in these items.</p>	<p>§32</p>
<p>§ Change )                  * Addition ) Decision No. <b>78264</b></p>	
<p>EFFECTIVE</p>	
<p>Correction</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																					
<p style="text-align: center;"><b>APPLICATION OF RATES</b></p> <p>Rates in this tariff, and common carrier rates applied under the provisions of Items 200, 210, 220 and 230, subject to minimum weights of less than 10,000 pounds, include loading into and unloading from the carrier's equipment. When the carrier picks up or delivers a shipment subject to a minimum weight of less than 10,000 pounds and weighing more than 100 pounds, at a point not at street level, and no vehicular elevator service or vehicular ramp is provided and made available to the carrier, an additional charge of 15 cents per 100 pounds, minimum additional charge \$1.15 per shipment, shall be assessed for the service of handling shipment beyond the carrier's equipment.</p> <p>Rates in this tariff, subject to minimum weights of 10,000 pounds or more, include loading into and unloading from carrier's equipment at established depots. At points of origin or points of destination other than established depots, rates in this tariff (other than common carrier rates, applied under the provisions of Items 200, 210, 220 and 230), subject to minimum weights of 10,000 pounds or more, and rates provided in Items 635, 636 and 729 include the services of one man (driver or helper) for loading or unloading of the carrier's equipment, subject to the provisions of Item 140.</p>	120																					
<p style="text-align: center;"><b>CHARGES FOR SHIPMENTS ORIGINATING OR DESTINED TO WHARFS-- METROPOLITAN LOS ANGELES AREA</b></p> <p>When point of origin or destination is on a wharf, an additional rate of 6 cents per 100 pounds for each point of origin or point of destination located on a wharf shall be added to the applicable rate subject to a minimum additional charge of 90 cents per shipment. (See Exception)</p> <p>EXCEPTION.--Do not apply to shipments for which rates are provided in Items 530 or 775.</p>	*122																					
<p style="text-align: center;"><b>CHARGES FOR ESCORT SERVICE</b></p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring escort service:</p> <p>(a) A charge of \$10.70 per hour, plus 8 3/4 cents per mile computed in accordance with the provisions of Item 100, shall be made for each escort vehicle and driver furnished, for the time and distance said vehicle and driver are engaged in such service (See Note).</p> <p>(b) A charge shall be made equal to the actual cost of any bridge or ferry tolls incurred for each escort car.</p> <p>(c) A charge of \$9.50 per twenty-four (24) hour period shall be assessed for subsistence for each escort driver if service requires over-night delay.</p> <p>NOTE.--Charges for fractions of an hour shall be determined in accordance with the following table:</p> <table border="0" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;"><u>MINUTES</u></th> <th></th> </tr> <tr> <th style="text-align: center;"><u>Over</u></th> <th style="text-align: center;"><u>But Not Over</u></th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">8</td> <td>-----omit</td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">23</td> <td>-----shall be 1/4 hour</td> </tr> <tr> <td style="text-align: center;">23</td> <td style="text-align: center;">38</td> <td>-----shall be 1/2 hour</td> </tr> <tr> <td style="text-align: center;">38</td> <td style="text-align: center;">53</td> <td>-----shall be 3/4 hour</td> </tr> <tr> <td style="text-align: center;">53</td> <td style="text-align: center;">60</td> <td>-----shall be 1 hour</td> </tr> </tbody> </table>	<u>MINUTES</u>			<u>Over</u>	<u>But Not Over</u>		0	8	-----omit	8	23	-----shall be 1/4 hour	23	38	-----shall be 1/2 hour	38	53	-----shall be 3/4 hour	53	60	-----shall be 1 hour	124
<u>MINUTES</u>																						
<u>Over</u>	<u>But Not Over</u>																					
0	8	-----omit																				
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38	53	-----shall be 3/4 hour																				
53	60	-----shall be 1 hour																				
* Addition, Decision No. <b>78254</b>																						
EFFECTIVE																						
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</p> <p>Correction</p>																						

MINIMUM RATE TARIFF 2

SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

SMALL SHIPMENT SERVICE  
 (Not subject to the provisions of Item 150)

Rates provided in this item shall apply only when the shipping document is annotated by shipper with the words: "Small Shipment Service Requested." By such request, the shipper agrees to the requirements set forth in this item as prerequisite to application of the charges provided herein. Rates in this item will apply only to prepaid shipments, released to a value of 50 cents per pound or less per article, weighing not over 500 pounds and moving for distances not in excess of 400 constructive miles or under the provisions of Item 510.

Rates in this item will not apply to:

1. Shipments including any commodity rated above Class 100; nor
2. Shipments weighing less than 100 pounds which contain more than five pieces, or any shipment which contains more than five pieces per 100 pounds, or fraction thereof, of total shipment weight; nor
3. Shipments which require temperature control service, C.O.D. or order notify service, or which have origin or destination on steamship docks or oil-well sites; nor
4. Shipments picked up or delivered at private residences of retail customers; nor
5. Shipments containing personal effects, baggage or used household goods; nor
6. Shipments moving on government bill of lading.

φ(3)  
 (E)  
 149

Rates provided in this item do not alternate with other rates and charges in this tariff, and rates provided in this item may not be used in combination with any other rates.

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

Weight of Shipment (In Pounds)		Charge in Cents	
Over	But Not Over	(1)	(2)
0	25	325	530
25	50	395	530
50	75	460	530
75	100	495	530
100	150	600	740
150	200	710	890
200	250	810	1040
250	300	920	1185
300	400	1110	1440
400	500	1285	1640

- (1) Apply only on shipments moving distances not exceeding 150 constructive miles.
- (2) Apply only on shipments moving distances exceeding 150 constructive miles, but not more than 400 constructive miles, and shipments moving under the provisions of Item 510.
- \* (3) Will not apply to shipments having both origin and destination in the Metropolitan Los Angeles Area.

(E) This item expires with April 30, 1971.

φ Change )  
 \* Addition ) Decision No. **78264**

EFFECTIVE

Correction

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;">STRINGING SERVICES (Concluded)                      (Items 174 and 175)</p> <p>NOTE 4.--                      Carrier may not furnish the dunnage to protect the shipment on the ground, place the shipment in trenches or connect or erect the commodity.</p> <p>When carrier provides carrier-owned equipment for unloading, a reasonable charge shall be assessed but not less than the total operating cost of the unloading equipment. When carrier supplies leased or rented equipment for unloading, a charge shall be assessed not less than the cost to the carrier of providing and operating such equipment.</p> <p>NOTE 5.--The number of helper hours of service for each day shall be computed from the time helper commences to assist in the stringing operation, or leaves carrier's terminal or place of employment to assist in the stringing operation, whichever is sooner, and shall end at the time the helper finishes assisting in the stringing operation or arrives at the carrier's terminal or place of employment, whichever is later.</p> <p>NOTE 6.--Stringing charges may be quoted and assessed based upon a unit of measurement different from that set forth in this item provided:</p> <p>(a) That the carrier assess rates and charges no lower in effect than those provided in this item and that each copy of the freight bill shall have attached hereto a statement of the charges which would have been assessed if the minimum rates had been applied, and full information necessary for accurate determination of the charges under the minimum rates.</p> <p>(b) That the carrier prepare, in addition to any other documents required by the tariff, an Accessorial Service Document as set forth in Item 255, Paragraph 3, for each shipment for which stringing service is performed.</p>	175
<p style="text-align: center;">POOL SHIPMENTS*--CENTRAL COASTAL TERRITORY                      (Items 176, 177 and 179)</p> <p>Pool shipments unloaded and/or segregated within the Central Coastal Territory, as described in Item 270, shall be subject to rates and charges named in Items 177 and 179 (see Exceptions 1, 2 and 3).</p> <p>EXCEPTION 1.--Does not apply to pool shipments unloaded and/or segregated at San Francisco when component parts are for delivery at San Francisco (see Minimum Rate Tariff 19 for rates and charges).</p> <p>EXCEPTION 2.--Does not apply to pool shipments unloaded and/or segregated at Alameda, Albany, Berkeley, Emeryville, Oakland or Piedmont when component parts are for delivery at Alameda, Albany, Berkeley, Emeryville, Oakland or Piedmont (see Minimum Rate Tariff I-B for rates and charges).</p> <p>EXCEPTION 3.--Charges apply only to the component part or parts that the carrier unloads and/or segregates within the territory named in this item.</p> <p style="text-align: center;">(Continued in Item 177)</p>	176
<p>                     ♂ Change        )                      * Addition     ) Decision No.   <b>78264</b> </p>	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA	

Correction

SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

POOL SHIPMENTS\*--CENTRAL COASTAL TERRITORY (Continued)  
 (Items 176, 177 and 179)

Pool shipments as described in Item 11 shall be subject to rates and charges as follows for the services designated, viz.:

1. Unloading and/or segregating (does not include transportation).

Articles for which rates are not otherwise specified in this item.  
 (1) Class rates in cents per 100 pounds.

100	92½	85	77½	70	65	60	55	50	45	40	37½	35
54	51	48	46	43	41	39	37	36	35	34	32	32 (2)

- (1) Minimum charge 195 cents per component part.
- (2) Applies on articles rated class 35 or lower.

Commodity rates in cents per 100 pounds  
Minimum Charge 195 cents  
per component part

177

Games or Toys, as described under the heading  
 "Games or Toys Group,"  
 and

Bicycles, K.D., as described in Items 188590  
 and 188610 series,  
 and

Vehicles, other than self-propelled, K.D., as  
 described in Items 188690, 188780, 189000,  
 189180, 189440, 189780, 189820 and 189960  
 series, in the Governing Classification----- 77

2. Pool Shipments of Furniture or Furniture Parts as described under the headings  
 "Furniture Group" and "Furniture Parts Group" in the Governing Classification shall be  
 charged as follows:

(a) Unloading and/or segregating including all accessorial services except  
 those governed by paragraphs 3(g) and 3(h) of Item 179 \$1.60 per 100 pounds,  
 minimum charge \$3.05 per component part.

(Continued in Item 179)

Change )  
 \* Addition ) Decision No. **78264**

EFFECTIVE

Correction

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;">POOL SHIPMENTS*--CENTRAL COASTAL TERRITORY (Concluded)                      (Items 176, 177 and 179)</p> <p>3. Accessorial Services:</p> <p>(a) A clerical service charge of 95 cents per component part is to be assessed on each and every component that the carrier unloads and/or segregates and delivers to the consignee, subconsignee, their agents or to other carriers. This charge covers the services of preparing delivery instructions, issuance of freight bills to each subconsignee or shipper and accounting therefor, and/or the processing of similar documents prepared by the shipper and accounting therefor.</p> <p>(b) Listing and reporting marked weights, gallonage or serial numbers, 2½ cents per line, per package or piece, minimum charge 80 cents per component part.</p> <p>(c) Marking, tagging, stenciling or labeling, 2½ cents per package or piece, minimum charge \$1.25 per component part.</p> <p>(d) Advancing, prorating and collecting inbound freight charges of other carriers, 1 percent of amount advanced minimum charge \$1.25 per component part.</p> <p>(e) Advancing or prepayment of outbound freight charges to other carriers, 95 cents per component part.</p> <p>(f) Breaking down, leveling off, installing dunnage in pool cars stopped for partial unloading will be charged as provided in Item 145 for helpers, plus the cost of dunnage.</p> <p>(g) Storage will be charged as provided in Item 141 when carrier through no fault of its own is unable to effect delivery of a component part.</p> <p>(h) Replacing damage-free equipment in pool cars, or any other accessorial service not provided for elsewhere shall be charged at the hourly rate provided in paragraph (a) of Item 145.</p> <p>(i) In addition to the other accessorial charges provided herein special handling charges based on the total weight of the component part shall be assessed as follows:</p> <p>(1) For each component part on which delivery is taken at carrier's terminal; 33 cents per 100 pounds, minimum charge \$1.55.</p> <p>(2) When, through no fault of carrier, all pieces comprising one component part are not picked up at one specific time on delivery taken at carrier's terminal, charges shall be assessed as set forth under subparagraph (1) hereof plus an additional charge of 33 cents per 100 pounds, minimum charge \$1.35.</p>	<p>179</p>
<p>of Change )                      * Addition ) Decision No. <b>78254</b></p>	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA	

Correction

SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

POOL SHIPMENTS--METROPOLITAN LOS ANGELES AREA  
(Items 179-1 and 179-2)

(Subject to rates provided in Items 179-2 and 530)

The provisions of this item apply to the services of unloading and segregating pool shipments, and transporting shipments or shipment contained in pool shipments, when destination of the shipment or component is within the area encompassed by Metropolitan Zones 201 through 258.

1. The rates in Items 179-2 and 530 shall apply for the services of unloading and segregating, and/or delivery of shipments or shipment components which are parts of pool shipments, whether performed entirely with carrier's equipment, or partly with truck equipment containing pool shipments tendered to the carrier.

2. Shipments (component parts of pool shipments), received by the carrier during a single 24 hour period in different rail cars or units of motor carrier equipment, may be combined by the carrier for delivery at one time.

3. When rail car or truck equipment is unloaded and segregated and deliveries made from carrier's established depot, constructive mileage shall be determined from the mileage basing point of the Metropolitan Zone Group, which contains the Metropolitan Zone within which the carrier's established depot is located. For Los Angeles Metropolitan Zone Group Descriptions and mileage basing points see Pages 237 and 238 of the Distance Table.

4. The rates in Item 179-2 include one freight bill for each pool lot.

5. The provisions of this item do not apply on iron or steel articles, hereinafter listed, in open top rail cars when unloading is provided with crane facilities furnished by or at the expense of the rail carrier. Provided, however, for each man in excess of one furnished by the carrier a charge as provided in Item 145 shall be made.

Iron or Steel Articles, viz.:

Angles	Billets	Piling	Shoes	Zees
Bars	Channels	Plates	Tires	
Bases, Post	Columns	Rods	Tin Plates	
Beams	Girders	Sheets	Trusses	

\*  
179-1

\* Addition, Decision No. 78264

EFFECTIVE

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

Correction

SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

POOL SHIPMENT CHARGES--METROPOLITAN LOS ANGELES AREA (Concluded)  
(Subject to the provisions of Item 179-1)

(a) DISTRIBUTION RATES

MILES		In Cents Per 100 Pounds			
Over	But Not Over	MINIMUM WEIGHT IN POUNDS			
		1,000 (Note 1)	5,000	10,000	20,000
0	15	70	52	36	27
15	30	76	58	40	29
30		88	66	47	34

NOTE 1.--In no event shall the distribution on shipments moving under rates subject to a minimum weight of 1,000 pounds be less than the charge provided in Item 530, Col. B, for a shipment of over 900 pounds.

(b) SEGREGATION RATES

In Cents Per 100 Pounds			
MINIMUM WEIGHT IN POUNDS			
Any Quantity	5,000	10,000	20,000
80	47	37	25

The minimum charge per shipment or shipment component for unloading and segregating shall be the charge for 100 pounds.

- (c) An additional charge of 50 cents shall be assessed for each freight bill prepared by the carrier in excess of one.
- (d) For the additional service of transporting motor carrier equipment containing the pool lot from the assembly point for the trailer on flat car to carrier's established depot and return from carrier's established depot to the assembly point, an additional charge of \$20.00 shall be assessed.

\* 179-2

\* Addition, Decision No. 78264

EFFECTIVE

Correction

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;">ISSUANCE OF DOCUMENTS (Concluded)                      (Items 255 and 256)</p> <p>4. For the transportation of (1) permit shipments, (2) shipments which require circuitous routing, (3) shipments requiring escort service, or (4) dangerous articles, the following information, wherever applicable, shall be shown on all bills of lading, freight bills or accessorial service documents issued by the carrier in connection therewith and shall be in addition to the information otherwise required to be shown thereon:</p> <p>(a) Permit identification of all permit shipments. (See Item 11)                      (b) Any circuitous routing required, and the authority therefor.                      (c) Any escort service furnished and the authority therefor. (See Item 10)                      (d) Description of dangerous articles must be in terms prescribed in the Dangerous Articles Tariff, including reference to labeling requirements. A further description, not inconsistent therewith, may be included.</p> <p>5. A copy of each bill of lading, freight bill, accessorial service document, weighmaster's certificate, written instructions, written agreement, written request or any other written document which supports the rates and charges assessed and which the carrier is required to issue, receive or obtain by this tariff for any transportation or accessorial service shall be retained and preserved by the carrier, at a location within the State of California, subject to the Commission's inspection, for a period of not less than three years from the date of issue.</p>	256								
<p style="text-align: center;">UNITS OF MEASUREMENT TO BE OBSERVED</p> <p>Except as otherwise provided in this tariff, rates or accessorial charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.</p>	257								
<p style="text-align: center;">FORKLIFT SERVICE RATES--METROPOLITAN LOS ANGELES AREA</p> <p>When carrier supplies forklift for loading and/or unloading at other than carrier's established depot or a wharf, the following rates shall be assessed in addition to all other applicable rates and charges contained in the tariff:</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;"><u>Col. 1</u></td> <td style="text-align: center;"><u>Col. 2</u></td> </tr> <tr> <td style="text-align: center;">(Cents per Hour)</td> <td></td> </tr> <tr> <td style="text-align: center;"><u>Forklift Operator</u></td> <td style="text-align: center;"><u>Forklift</u></td> </tr> <tr> <td style="text-align: center;">925</td> <td style="text-align: center;">155</td> </tr> </table> <p>The forklift and driver's hours of service shall be computed from the time the forklift leaves the carrier's established depot until it returns to carrier's established depot. When carrier's truck driver operates the forklift, the rate in Col. 2 shall apply. When carrier supplies the forklift operator other than the truck driver, the rate in Col. 1 shall be added to the rate in Col. 2.</p>	<u>Col. 1</u>	<u>Col. 2</u>	(Cents per Hour)		<u>Forklift Operator</u>	<u>Forklift</u>	925	155	*260
<u>Col. 1</u>	<u>Col. 2</u>								
(Cents per Hour)									
<u>Forklift Operator</u>	<u>Forklift</u>								
925	155								
<p>* Addition, Decision No. <b>78264</b></p>									
EFFECTIVE									
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA								



SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p>RAIL CARLOADING AND UNLOADING CHARGES--METROPOLITAN LOS ANGELES AREA</p> <p>(Rules and charges in this item are not applicable to shipments subject to rates and charges in Item 179-2)</p> <p>(a) For the service of loading or unloading rail cars at carrier's established depot or team track, the following rate shall be made in addition to the transportation charges:</p> <p style="padding-left: 40px;">15 cents per 100 pounds</p> <p>(b) For the service of separating the contents of rail cars into two or more units of the same kind or group, the following rate shall be assessed in addition to the rate provided in paragraph (a).</p> <p style="padding-left: 40px;">7½ cents per 100 pounds</p> <p>(c) When a fork lift is supplied by the carrier for loading and/or unloading, the charges in Item 260 will be assessed in addition to all other applicable rates and charges.</p> <p>(d) The above rates include the services of not more than one man. The rates provided in Item 145 shall be assessed for each man in excess of one.</p> <p>(e) The rates and rules set forth above are applicable only to rail cars whose contents are consigned to a single consignee.</p>	<p>*262</p>
<p>* Addition, Decision No. <b>78264</b></p>	
<p>EFFECTIVE</p>	
<p>Correction</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
<p style="text-align: center;"><b>PARCEL DELIVERIES--METROPOLITAN LOS ANGELES AREA</b></p> <p>PARCEL DELIVERIES, freight, regardless of classification, transported within and between all zones: (See Note)</p> <p>1. The rates and provisions of this item are limited in their application to shipments of general commodities, except articles of unusual value, dangerous articles (Class A and B explosives), household goods, commodities in bulk, and commodities requiring temperature control or special equipment. Each package or article shall be considered as a separate and distinct shipment.</p> <p>2. The provisions of this item will not apply to the transportation of:</p> <ul style="list-style-type: none"> <li>(a) Any package or article weighing more than 50 pounds or exceeding 108 inches in length and girth combined.</li> <li>(b) Any packages or articles weighing in the aggregate more than 100 pounds from one consignor at one location to one consignee at one location during a single day.</li> <li>(c) Any package or article when consignor requests delivery on the same day that package or article is picked up at consignor's place of business or delivered to carrier's terminal.</li> <li>(d) Any shipment between retail stores and their branches or warehouses on the one hand, and on the other hand, the premises of the customers of such stores.</li> </ul> <p>3. Rates and charges in this item shall apply only on prepaid shipments and only where the shipper elects in writing in advance to utilize the rates and charges herein for all packages weighing 50 pounds or less tendered by said shipper to the carrier for delivery during the same calendar week.</p> <p>NOTE.--In addition to the rates named herein, the carrier shall assess a service charge of \$2.00 per week unless all packages or pieces are tendered at carrier's terminal.</p>	<p style="text-align: center;"><b>RATES</b></p> <p style="text-align: center;">In Cents Per Package 36 Plus 3 cents for each pound or fraction thereof</p> <p style="text-align: right;">*265</p>
<p>* Addition, Decision No. <b>78264</b></p>	
<p><b>EFFECTIVE</b></p>	
<p>Correction</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

TERRITORIAL DESCRIPTIONS (Continued)  
 (Items 270 through 270-3)

2. SAN JOAQUIN VALLEY TERRITORY includes that area embraced by the following boundary: Beginning at the intersection of U. S. Highway No. 99 and the northern boundary of San Joaquin County; thence easterly and southerly along said boundary to its intersection with the Stanislaus County boundary; southerly along the easterly boundary of Stanislaus County to its intersection with the Merced County boundary; southerly along the eastern boundary of Merced County to its intersection with the Madera County boundary; southerly along an imaginary line extending through the unincorporated communities of Friant and Orange Cove to its intersection with State Highway No. 198 at the unincorporated community of Lemon Cove; southerly along said imaginary line to its intersection with State Highway No. 190 at the unincorporated community of Success; southerly along said imaginary line to its intersection with State Highway No. 178, 15 miles east of Bakersfield; southwesterly along said imaginary line to its intersection with U. S. Highway No. 466 and County Road 1.7 miles east of Edison; southerly along said County Road to its intersection with County Road north of Arvin; westerly along said County Road through Weedpatch to its junction with U. S. Highway No. 99; southerly along U. S. Highway No. 99 to its junction with State Highway No. 166; westerly along State Highway No. 166 to its junction with U. S. Highway No. 399 at Maricopa; northwesterly along U. S. Highway No. 399 to Taft; northwesterly along State Highway No. 33 to its intersection with U. S. Highway No. 50, 3.5 miles east of Tracy; westerly along U. S. Highway No. 50 to its intersection with the western boundary of San Joaquin County; northerly and easterly along said boundary to point of beginning.

270-2

2½. SACRAMENTO VALLEY TERRITORY includes that area consisting of the Counties of Butte, Colusa, Glenn, Sacramento, Sutter, Tehama, Yolo, Yuba and that portion of the County of Placer lying west of State Highway No. 49.

(Continued)

TERRITORIAL DESCRIPTIONS (Concluded)  
 (Items 270 through 270-3)

3. SAN FRANCISCO TERRITORY includes that area consisting of the following Metropolitan Zones as set forth in Section 2-A of the Distance Table: 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 124, 125, 126, 127, 128, 129 and 130.

270-3

4. LOS ANGELES TERRITORY includes that area consisting of the following Metropolitan Zones as set forth in Section 2-A of the Distance Table: 203, 204, 205, 206, 207, 208, 214, 215, 216, 217, 218, 219, 220, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 240, 241, 242, 243, 247, 248, 249, 250, 251 and 252.

\*5. METROPOLITAN LOS ANGELES AREA includes that area consisting of Metropolitan Zones 201 through 258, as described in Section 2-A of the Distance Table.

g Change )  
 \* Addition ) Decision No. 78264

EFFECTIVE

Correction

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
EXCEPTION TO GOVERNING CLASSIFICATION AND SECTION 2 OF THE EXCEPTION RATINGS TARIFF	
<p style="text-align: center;">METHOD OF COMPUTING COMBINATION RATES</p> <p>On a continuous through movement of commodities moving under ratings based on a multiple, percentage or proportion of another rate for which charges are obtained by use of two or more separately stated rates, the through charge shall be computed by combining the two or more separately stated rates before applying the multiple, percentage or proportion authorized.</p>	295
<p style="text-align: center;">ACCESSORIAL CHARGES NOT TO BE OFFSET BY TRANSPORTATION CHARGES</p> <p>Accessorial charges set forth in this tariff for accessorial services not included in the rate for actual transportation shall be assessed and collected whenever such services are performed, regardless of the level of the transportation rate assessed. Such accessorial charges may not be waived on the basis that a higher-than-minimum transportation rate serves as an offset.</p>	297
<p style="text-align: center;">APPLICATION OF CLASS RATES THAT ARE PERCENTAGES, MULTIPLES OR PROPORTIONS OF SPECIFIC CLASS RATINGS</p> <p>Class ratings which are based on percentages, multiples or proportions of Class 100 or other specified class ratings are not restricted in their application solely to the minimum class rates in the any-quantity weight brackets but will apply in connection with the minimum weight brackets set forth in this tariff applicable to the shipment transported.</p>	298
<p style="text-align: center;">ARTICLES FOR WHICH CLASSIFICATION RATINGS ARE NOT PROVIDED IN THE GOVERNING CLASSIFICATION -- METROPOLITAN LOS ANGELES AREA</p> <p>Articles indexed in the Governing Classification as "NOT TAKEN" and articles which are rated as Class "O" may be accepted for shipment. Class rates shall be assessed on a basis of Class 100, subject to a released value of 50 cents per pound per article; or Class 150, subject to a released value of \$1.50 per pound per article.</p>	*299
<p>* Addition, Decision No. <b>78264</b></p>	
EFFECTIVE	
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 2--CLASS RATES Δ(Continued) In Cents Per 100 Pounds										ITEM
Rates in this item apply only to shipments having point of origin in the San Francisco Metropolitan Zone Group and point of destination in the East Bay Metropolitan Zone Group and to shipments having point of origin in the East Bay Metropolitan Zone Group and point of destination in the San Francisco Metropolitan Zone Group. (See Note 3)										520
Minimum Weight 20,000 Pounds except as provided in Note 1										
100	92½	85	77½	70	65	60	55	50	50.1	
61	58	55	52	49½	47½	45	44	42	39½	
Minimum Weight as provided in Governing Classification, Exception Ratings Tariff or this tariff, subject to Item 290 (See Note 2)										
45	40	37½	35	35.1	35.2	35.3	35.4			
40	37½	37	36	33	30½	28	24½			
NOTE 1.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff (subject to Item 290) but in no event less than 20,000 pounds.										
NOTE 2.--Subject to the provisions of Item 292 for volume incentive service.										
NOTE 3.--Except as provided in Items 160 and 170, rates are not applicable to split pickup or split delivery shipments.										
Δ Change, neither increase nor reduction, Decision No. <b>78264</b>										
EFFECTIVE										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										
Correction										

SECTION 2—CLASS RATES (Continued)

ITEM

SHIPMENT CHARGES—METROPOLITAN LOS ANGELES AREA  
(See Notes 1, 2, 3 and 4)  
(Charges on shipments weighing less than 1,000 pounds)

Weight of Shipment (In Pounds)		Charge in Cents		
Over	But Not Over	Col. A (1)	Col. B (2)	Col. C (3)
0	25	380	270	265
25	50	465	305	315
50	75	535	345	370
75	100	595	365	425
100	150	710	430	500
150	200	830	515	605
200	250	950	590	725
250	300	1040	670	830
300	400	1230	760	1010
400	500	1375	760	1075
500	600	1505	760	1175
600	700	1635	760	1320
700	800	1765	760	1475
800	900	1895	760	1615
900	—*	2035	760	1765

\*But less than 1,000 pounds.

NOTE 1.—For commodities rated over Class 100 in the National Motor Freight Classification, the Shipment Charge shall be the charge stated above for the weight of the shipment multiplied by the applicable rating. Exception: Not subject to the charges provided in Col. C.

\*530

NOTE 2.—Charges in this item will not apply to shipments made under the provisions of Item 265, Parcel Deliveries.

NOTE 3.—For shipments having point of origin or point of destination on a wharf, the shipment charge shall be that charge set forth above plus 100 cents per shipment.

NOTE 4.—(Exception to paragraph 1 of Item 90 - Mixed Shipments) Mixed shipments shall be subject to the highest rated commodity in the shipment, but not to exceed Class 125.

- (1) Applicable only on shipments not subject to Cols. B and C.
  - (2) Applicable only on shipments subject to Pool Shipments in Item 179-1.
  - + (3) Applicable only on shipments which have both point of origin and point of destination within the area encompassed by one or more of the following Metropolitan Zones: 218, 227, 228, 229, 234, 235 and 236.
- +Expires 12 months from the effective date of this tariff page.

\* Addition, Decision No. **78264**

EFFECTIVE

Correction

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

SECTION 2--CLASS RATES (Concluded) In Cents Per 100 Pounds												ITEM
CLASS RATES--METROPOLITAN LOS ANGELES AREA												
MILES		Minimum Weight 1,000 Pounds (See Note)										
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1	
0	5	167	159	150	142	134	129	124	117	114	105	
5	10	171	162	154	145	137	132	127	120	116	108	
10	15	175	166	158	149	140	135	130	123	119	110	
15	20	179	170	161	152	143	138	132	125	122	113	
20	25	183	174	165	156	146	141	135	128	124	115	
25	30	188	179	169	160	150	145	139	132	128	118	*550
30	35	193	183	174	164	154	149	143	135	131	122	
35	40	198	188	178	168	158	152	147	139	135	125	
40	45	201	191	181	171	161	155	149	141	137	127	
45	50	204	194	184	173	163	157	151	143	139	129	
50	60	207	197	186	176	166	159	153	145	141	130	
60	70	211	200	190	179	169	162	156	148	143	133	
70	-	(1)	(1)	(1)	(1)	(2)	(2)	(2)	(2)	(3)	(3)	
<p>(1) Add to the rate for 70 miles 6 cents per 100 pounds for each 10 miles or fraction thereof in excess of 70 miles.</p> <p>(2) Add to the rate for 70 miles 5 cents per 100 pounds for each 10 miles or fraction thereof in excess of 70 miles.</p> <p>(3) Add to the rate for 70 miles 4 cents per 100 pounds for each 10 miles or fraction thereof in excess of 70 miles.</p> <p>NOTE.--In no event shall the charge on shipments moving under rates in this item be less than the charge in Item 530 for a shipment of over 900 pounds.</p>												
<p>* Addition, Decision No. <b>78264</b></p>												
EFFECTIVE												
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA												
Correction												

\*SECTION 3.5

\_\_\_\_\_

COMMODITY RATES  
METROPOLITAN LOS ANGELES AREA

\_\_\_\_\_

The rates in this Section are limited to movements  
within and between Metropolitan Zones  
218, 227, 228, 229, 234,  
235 and 236.

\* Addition, Decision No. 78264

EFFECTIVE

Correction

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



SECTION 3.5--COMMODITY RATES (Continued)	ITEM
<p style="text-align: center;">COMMODITY DESCRIPTION (Applies in connection with items making specific reference hereto.) (All item references are to the GC)</p> <p>IRON and STEEL ARTICLES, viz.:</p> <ul style="list-style-type: none"> <li>Bands (104180, 104200 and 104220)</li> <li>Bars, plain, corrugated, twisted or bent (104340)</li> <li>Billets (104440 and 104460)</li> <li>Bolts (104520 and 104540)</li> <li>Castings, rough (104780, Sub 1, 2 and 3)</li> <li>Fencing (including fence posts) (105080, 105100, 105120, 105140 and 105160)</li> <li>Fittings, pipe (51460, 51470, 51480, 51482, 51500, 51510 and 51520)</li> <li>Forging, rough (104750, 104770, 104780 and 104790)</li> <li>Hoops (105540)</li> <li>Ingot (104460)</li> <li>Nails (105840)</li> <li>Nuts (104520 and 104540)</li> <li>Pig Iron (105900)</li> <li>Pipe (51190, 51200, 51210, 51220, 51230, 51240, 51250, 51260 and 51320)</li> <li>Rivets (106500 and 106510)</li> <li>Rods (106530)</li> <li>Sheets, black, galvanized, corrugated or plain (106060, 106080, 106100, 106120, 106140, 106160, 106180, 106200, 106220, 106710 and 106740)</li> <li>Ties, bale (107220 and 107240)</li> <li>Tinplate (107140, 107160, 107180 and 107200)</li> <li>Washers (107400)</li> <li>Wire (including wire rope or strand) (107480 and 107520)</li> </ul> <p>IRON and STEEL, structural, fabricated or unfabricated, viz.:</p> <ul style="list-style-type: none"> <li>Angles (104050)</li> <li>Bars, truss (104340 and 104420)</li> <li>Bases, post (104400)</li> <li>Beams (104420)</li> <li>Braces (104600)</li> <li>Caps, post (104660)</li> <li>Channels (104810, 104830 and 104850)</li> <li>Columns (104890, 104900 and 104910)</li> <li>Frames, circular</li> <li>Girders (105420 and 105440)</li> <li>Guides, elevator (34590)</li> <li>Hangers, joist (105520)</li> <li>Ladder Assemblies, tank or tower (108820)</li> <li>Piling (105940)</li> <li>Plates (106020, 106060, 106080, 106100, 106120, 106140, 106160, 106180, 106200, 106220, 106260 and 106280)</li> <li>Plates, fish</li> <li>Pulleys, tank or reservoir</li> <li>Railings, bridge</li> <li>Rails (106400)</li> <li>Shoes, riveted or cast (106820)</li> <li>Tees (107120)</li> <li>Trusses (107300)</li> <li>Tubing, pier</li> <li>Turnbuckles (107340)</li> <li>Weights (not including sash weights) (107420)</li> <li>Zees (107120)</li> </ul>	*760
<p>* Addition, Decision No. <b>78264</b></p>	
EFFECTIVE	
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 3.5--COMMODITY RATES (Continued)	ITEM
<p style="text-align: center;">COMMODITY DESCRIPTIONS                      (Applies in connection with items making specific reference hereto.)                      (All item references are to the GC)                      (Items 761 and 762)</p> <p>ROOFING, BUILDING OR PAVING MATERIAL, viz.:</p> <p>Asbestos Lumber (14830), subject to Note 2, loose or in packages</p> <p>Asbestos Millboard (14850), in boxes or crates, or in burlap rolls</p> <p>Asbestos Ridge Roll (14910), subject to Note 2, loose or in packages</p> <p>Asbestos Roofing or Sheathing (14830 or 170530), hard, flat or corrugated, subject to Notes 1 and 2, loose or in packages</p> <p>Asphalt Flooring Compound, solid (mastic block) (33660), loose or in packages</p> <p>Asphaltic Sewer Pipe Joints (33720), in boxes</p> <p>Cement, roofing, liquid or other than liquid (170040 or 170060), in packages</p> <p>Coating, roof (not paint or stain), in metal pails, in metal cans in crates, or in bulk in barrels</p> <p>Compounds, Paving Joint (35180), in packages</p> <p>Compound, waterproofing, dry, liquid or paste, viz.:</p> <p style="padding-left: 20px;">Cement, Concrete or Masonry (33800 or 33880), in packages</p> <p>Paper, Building, Roofing or Sheathing, including Asbestos or Felt Paper (170020), in boxes, bundles, crates or rolls</p> <p>Paving Joints, expansion, viz.: Asphalt or Asphalt Base (35140), loose or in packages</p> <p>Paving Joints, expansion rubber composition (35160), loose or in packages</p> <p>Roofing, composition or prepared, subject to Note 1, viz.:</p> <p style="padding-left: 20px;">Felt or Paper (170160), saturated and coated with asphalt, pitch, tar or similar materials combined with burlap or cotton cloth, coated or not coated</p> <p style="padding-left: 20px;">Felt or Paper (170160), saturated and coated with asphalt, pitch, tar or similar materials, and surfaced with crushed slate, talc, sand, mica, pebbles or similar materials, but not combined with burlap cotton cloth or other fabrics</p> <p style="padding-left: 20px;">Felt or Paper, asbestos (170190), in bundles, rolls, boxes or crates</p> <p style="padding-left: 20px;">Cotton Cloth (49110), saturated or coated with asphalt, pitch, tar or similar materials, coated or not coated with gravel, slag, sand, mica or other similar coating, in rolls (subject to Note 2)</p> <p>Shingles or Siding, in bundles, boxes or crates (subject to Note 1), viz.:</p> <p style="padding-left: 20px;">Asphalt (170550 or 170570), coated or not coated with gravel, sand, slag, mica or other similar materials</p> <p style="text-align: center;">(Continued in Item 762)</p>	<p style="text-align: center;">*761</p>
<p>* Addition, Decision No. <b>78264</b></p>	
<p>EFFECTIVE</p>	
<p>Correction</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,                      SAN FRANCISCO, CALIFORNIA</p>

SECTION 3.5--COMMODITY RATES (Continued)	ITEM
<p style="text-align: center;"><b>COMMODITY DESCRIPTIONS</b>                      (Applies in connection with items making specific reference hereto.)                      (All item references are to the GC)                      (Items 761 and 762)</p> <p>ROOFING, BUILDING OR PAVING MATERIAL, viz.: (Concluded)</p> <p>Wallboard, other than plasterboard (15020, 15030, 193660, 193680, 193700, 193720, 193740, 193760, 193780, 193820, 193840, 193860, 193950 or 193960)</p> <p style="text-align: center;">- also -</p> <p>Lining (felt or paper), carpet, plain (70540, 70580, 70600 or 70650)</p> <p>In straight or mixed shipments - or - in mixed shipments with</p> <p>Asphalt (asphaltum), natural, by-product, or petroleum, viz.:                      Liquid (15220), in metal cans in crates, or in bulk in barrels                      Solid (15240), in packages</p> <p>Boards, wall, viz.:                      Plaster Boards (fibreboard, pulpboard, strawboard, felt or fibre and plaster combined) (193900), loose or in packages (subject to Note 3)</p> <p>Pitch (other than Brewer's, Montan or Pine) (15270, 15300, 15310, 15320 or 15360), in barrels with or without heads</p> <p>Shingles or Siding, asbestos, hard (170530), in bundles, boxes or crates (subject to Note 1)</p> <p>Tar, viz.:                      Coal or Petroleum (15380), in barrels</p> <p>NOTE 1.--With shipments of one or more articles making reference to this note, there may be included Metal Fasteners, Metal or Wooden Strips, Mop Yarn, Nails, Tin Roofing Caps, not to exceed ten percent of the weight of the entire shipment, at the rate named.</p> <p>NOTE 2.--The aggregate weight of articles making reference to this note is limited to fifteen percent of the total weight of the shipment. The total weight of such articles must be shown separately on shipping document by shipper.</p> <p>NOTE 3.--With shipments of plasterboard in mixed shipments with other articles described in this item, plasterboard joint system (plastering compound and fabric, paper, or metal tape combined) not to exceed in weight five percent of the weight of the plasterboard contained in the shipment may be included at rates applying on the plasterboard.</p>	*762
<p>* Addition, Decision No. <b>78264</b></p>	
EFFECTIVE	
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 3.5--COMMODITY RATES (Continued)			ITEM
<p>IRON and STEEL ARTICLES as described in Item 760. (See Notes 1 and 2)</p> <p>Rates in Cents per 100 Pounds</p>			*764
<p><u>MILES</u></p> <p>Over            But Not Over</p>	<p>COMMODITY RATE</p>		
<p>0                5</p>	<p>Minimum Weight 40,000 Pounds----- 12½</p>		
<p>NOTE 1.--This item is not applicable to Permit Shipments.</p> <p>NOTE 2.--The provisions of this item will not apply on shipments having a prior or subsequent rail movement, or subject to the alternative application items of this tariff. (Items 210 through 230)</p>			
<p>JUNK, viz.:</p> <p>Waste Paper and Rags in machine pressed bales.</p> <p>Rates in Cents per 100 Pounds</p>			*765
<p><u>MILES</u></p> <p>Over            But Not Over</p>	<p>MINIMUM WEIGHT (In Pounds)</p>		
	<p>10,000</p>	<p>20,000</p>	
<p>0                5</p> <p>5                10</p> <p>10               --</p>	<p>25</p> <p>29</p> <p>45</p>	<p>19</p> <p>21</p> <p>25</p>	
<p>* Addition, Decision No. <b>78254</b></p>			
<p>EFFECTIVE</p>			
<p>Correction</p>		<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</p>	

SECTION 3.5--COMMODITY RATES (Continued)					ITEM
ROOFING, BUILDING OR PAVING MATERIALS (For Commodity description see Items 761 and 762) Rates in Cents per 100 Pounds					*767
<u>MILES</u>		MINIMUM WEIGHT (In Pounds)			
Over	But Not Over	10,000	20,000		
0	5	29	23		
5	10	34½	24½		
10	--	50	27½		
PAPER AND PAPER ARTICLES, viz.: Boxes, paperboard or pulpboard, flat or folded flat, with or without fillers, partitions and pads sufficient to complete the boxes in the shipment; Paperboard or Pulpboard, binders; bristol, card, tag or trunkboard. Rates in Cents per 100 Pounds					*770
<u>MILES</u>		MINIMUM WEIGHT (In Pounds)			
Over	But Not Over	10,000	20,000	30,000	
0	10	29	25½	24½	
10	--	40	29	27½	
* Addition, Decision No. <b>78264</b>					
EFFECTIVE					
Correction <span style="float: right;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</span>					

SECTION 3.5--COMMODITY RATES (Concluded)				ITEM
Containers, Sheet Steel		FROM Metropolitan Zone 248 to Metropolitan Zone 251, apply the applicable rate for 0-5 miles.		*772
Cans, NOI, including jacketed cans (1) (52760, 52770, 52772, 52780, 52790 and 52800) (1) Subject to truckload ratings only.				
COMMODITY	BETWEEN	AND	Rates in Cents per 2,000 Pounds	
Fish, fresh, frozen NOI (69770) in bulk containers or Fish Loins, Frozen in packages or pallets (69770)  Minimum Weight 40,000 Pounds	Public Utility Cold Storage Warehouse within MZ-251	Canneries at Terminal Island within MZ-251	325	*775
(1) When transportation performed on a Saturday, Sunday or a Holiday a charge of 50 cents per 2,000 pounds shall be added to the rates set forth above. (2) Not subject to the provisions of Item 120. (3) No temperature control service shall be performed. (4) The weight of the bulk containers shall not be included in the gross weight of the shipment.				
* Addition, Decision No. <b>78264</b>				
EFFECTIVE				
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.				
Correction				