

ORIGINAL

Decision No. 8C235

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation into the rates, rules, regulations, charges, allowances and practices of all common carriers, highway carriers, and city carriers relating to the transportation of any and all commodities between and within all points and places in the State of California (including, but not limited to, transportation for which rates are provided in Minimum Rate Tariff 2).

Case No. 5432
Petition for Modification
No. 665
(Third Amendment Filed
January 31, 1972)

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

Application No. 52834
(Second Amendment Filed
February 15, 1972)

(Appearances are shown in Appendix A to Decision No. 79483)

Additional Appearances

Richard D. Stokes, for Haslett Company; and
James L. Roney, for Dart Transportation
Company; respondents.
Jess J. Butcher, for California Manufacturers
Association; Daniel J. Sweeney, Attorney at
Law, for National Small Shipments Traffic Con-
ference, Inc. and Drug and Toilet Preparation
Traffic Conference; Frank Loughran, Attorney
at Law, for the Wine Institute; and Stan
Chiarucci, for S & W Fine Foods; protestants.
Robert F. Schafer, for MJB Company; Harold
Sumerfield, for Bethlehem Steel Corporation;
James F. O'Neill, for Andrew Jergens Company;
Austin G. McDonald, for Lever Brothers;
Howard W. Haage, for National Can Corporation;
and Vernon Balmes, Attorney at Law, for the
Internal Revenue Service; interested parties.
Robert E. Walker, for the Commission staff.

FINAL OPINION

Minimum Rate Tariff 2 (MRT 2) contains statewide minimum rates for the transportation of general commodities by highway permit carriers. Highway common carriers and express corporations are required to maintain rates no lower in volume or effect than said minimum rates. Rail carriers are required to maintain less-carload rates no lower in volume or effect than the less-truckload rates in said tariff.

Decision No. 79483, dated December 14, 1971, in Case No. 5432, Petition No. 665, and Application No. 52834, was an interim order which authorized surcharge increases in the minimum rates and charges averaging 5 1/2 percent. The interim relief granted by that decision encompassed highway carrier wage increases effective January 1, 1972 and prior thereto, pursuant to collective bargaining agreements between highway carriers and Teamster Union employees. The last general increase in MRT 2 rates and charges prior to Decision No. 79483 was made effective January 1, 1971, pursuant to Decision No. 73030, dated December 18, 1970, in Case No. 5432, Petition No. 596. Said adjustment reflects the average wages and other costs incurred by highway carriers during the year 1971.

In the Third Amendment to Petition No. 665, filed January 31, 1972, California Trucking Association (CTA) proposes to cancel the present surcharge increases in MRT 2 and to substitute therefor definitive rates and charges which reflect increases in carrier wage and related costs which were effective on July 1, 1972 pursuant to collective bargaining agreements. The California rail carriers seek similar relief with respect to minimum charges and split delivery charges maintained on the same level as the minimum rates for highway carriers.

Public hearing on the request of CTA and the railroads for permanent rate relief was held before Commissioner Holmes and/or Examiner Mallory in San Francisco on February 17, April 3, 4, 18, and 19, May 15 and 16, 1972, and in Los Angeles on March 13, 1972.

The proceeding was submitted upon receipt of closing briefs on May 31, 1972. Closing briefs were filed by CTA; California Manufacturers Association (CMA); The National Small Shipments Traffic Conference, Inc. and Drug and Toilet Preparation Traffic Conference (Traffic Conferences); and the Commission staff. CMA and Traffic Conferences oppose the granting of any additional rate relief on the basis that such rate relief is unnecessary and would be contrary to the policies and guidelines of the Federal Price Commission. The Commission staff position is that additional rate relief should be denied because the proposed increases would be inconsistent with the purposes of the Federal Economic Stabilization Program and that such increases would violate the Federal Price Commission's price guidelines. In an oral closing statement, the Cannery League of California (Cannery League) opposed granting of rate relief in excess of increases in direct operating costs and requested that no increase be made to compensate for increases in indirect costs.

Evidence in this phase of the proceedings was presented on behalf of the CTA, the California railroads, the Commission staff, Cannery League, CMA, Traffic Conferences, and Humble Oil and Refining Company.

Cost evidence was developed by CTA's Director of its Division of Transportation Economics and by a Senior Transportation Engineer from the Commission staff. Both witnesses presented studies measuring the impact on total costs of the wage and related payroll increases effective in 1972. Said cost data were compared with total average costs for the year 1971 and the percentage increases in costs between said periods were determined.^{1/} The cost development of the CTA witness followed the method approved by the Commission in Decision No. 78030 (supra) and in Decision No. 76353, dated

^{1/} The current minimum rates without the surcharge increases reflect the weighted average labor costs for the year 1971, except the cost of living increase of eight cents per hour effective July 1, 1971.

October 28, 1969, in Case No. 5432, et al. (70 Cal. P.U.C. 277).^{2/} The method used by CTA is described as the "Wage (Cost) Offset" method in Decision No. 76353. The Commission staff cost witness presented exhibits which reflect both the "Wage (Cost) Offset" and the "Wage Offset" method of showing the effect of increased wage and related costs. The CTA witness and an Associate Transportation Rate Expert presented exhibits containing proposed rates and charges based on the cost data introduced herein. The exhibits of the staff witness reflect the staff cost data developed on the "Wage Offset" method; no comparable exhibits were presented showing the rates and charges which would be reflective of the "Wage (Cost) Offset" method of cost development. The Commission staff rate witness stated that the rate levels set forth in his exhibits were not proposed by the staff, but were furnished for information purposes to complete the record. It is the staff position that no increases should be granted in this phase of the proceeding.

2/ Decision No. 76353 describes at pages 280 and 281, three approved methods for cost-offset rate adjustments in the Commission minimum rate tariffs, namely:

1. Wage (Cost) Offset: Indirect expense ratios established in the original full-scale cost study are applied to the up-dated direct costs determined for the wage offset adjustment. This method assumes that indirect expense items have, or will, increase proportionately with direct costs.
2. Wage Offset: The percentage increase in direct labor is multiplied by the percentage of salaries and wages included in the indirect expenses of the original full-scale cost study and the resulting factor is applied to the dollar amount of indirect expenses included in the original cost presentation. This method assumes that only those expenses included in the indirect expense ratios related to salaries and wages will increase proportionately with the increases in direct labor costs.
3. Direct Wage Offset: Indirect expenses are held constant and no allowance for changes in indirects is made in the cost offset adjustment in rates.

The CTA witness also furnished data to comply with various requirements of the Federal Price Commission, including data to show productivity of employees of highway carriers operating under MRT 2 in recent years.

The representative of the Cannery League presented evidence designed to show that the proposed truckload rates on canned goods moving in California would be excessive. The data presented by the witness showed that minimum truckload rates on canned goods within California exceed rates for similar distances within Oregon and within Washington, and that the minimum rates on canned goods within California have been increased by greater percentage amounts in the period September, 1967 through January 1, 1972 than the truckload rates on canned goods applicable within Oregon and Washington, and between points in the Western United States. The Cannery League requests that no further increase be made in the truckload commodity rate or exception class rating on canned goods and that the present surcharges be incorporated in the rate structure. It is the position of the Cannery League that the total amount of increase originally sought by CTA to cover both the January 1 and July 1, 1972 wage increases were authorized by Decision No. 79483 (supra) and no further increases are required in this phase of the proceeding.

A representative of Humble Oil testified in opposition to further increases in minimum rates for the movement of packaged petroleum products, tires, batteries and automotive accessories distributed to Humble's dealers in California. The witness testified that because of the rise in its transportation costs, Humble has experimented with the use of vehicle unit rates under Minimum Rate Tariff 15 (MRT 15) and found that said rates are satisfactory. Further increases in MRT 2 will cause further diversion to MRT 15 rates by Humble.

A transportation consultant appearing on behalf of Traffic Conferences presented an analysis of annual report data of carriers operating in California which was designed to show that, based on

said data, the reporting carriers as a group can operate at a reasonable profit without further revenue increases in 1972 and, therefore, said carriers can absorb the July 1, 1972 wage increases without the rate increases sought in this phase of the proceeding. The witness criticized the offset procedures adopted by the Commission to reflect wage and related increases in minimum rates. It is the position of the witness that said procedures give no effect to changed technology, such as more efficient motive equipment, larger vehicles, automation in terminals, nor to other factors such as better productivity of labor. The witness further criticized the fact that the last full-scale cost study upon which the rates in MRT 2 are predicated was introduced in evidence more than 10 years ago. The witness stated a 10-year-old base gives no consideration to changes in relative efficiency stemming from new methods and equipment adopted by the trucking industry in that period.^{3/}

The witness for Traffic Conferences used a list of 86 carriers furnished to him by CTA as basis for his analysis of carrier annual report data. The annual reports used were those on file with the Interstate Commerce Commission (ICC) in its principal office in Washington, D.C. To the extent that reports were not available, or that there were obvious errors in the data in available reports, the information for individual carriers were not used. After eliminations for the foregoing reasons, a total of 45 carriers were studied by the witness, and composite revenues, expenses, net income (or loss), and certain operating statistics were determined for the group. The following data, deemed by the witness to be significant, are summarized from his Exhibit 665-38:

^{3/} The record shows that the Commission staff is conducting new full-scale studies which are scheduled for completion in the second half of 1973.

TABLE 1

TRAFFIC CONFERENCES'
ANALYSIS OF COMPOSITE OPERATING
RESULTS OF 45 HIGHWAY
CARRIERS SERVING CALIFORNIA
(Source: Exhibit 665-38)

	<u>1969</u>	<u>1970</u>	<u>1971</u>
Operating Revenues	\$167,859,400	\$177,627,774	\$208,476,696
Net Carrier Oper. Property	\$ 31,826,870	\$ 35,558,123	\$ 35,305,788
Net Income or Loss	\$ 2,514,635	\$ 2,514,071	\$ 5,477,834
Ratio Net Income to Oper. Property	.0150	.0142	.0263
Return on Shareholders' Equity	12.28%	11.16%	20.31%
Revenue Dollars Per Net Carrier Oper. Prop. Dollar	\$5.26	\$5.00	\$5.90

The following table sets forth the results of analysis of the annual reports of 45 carriers with respect to productivity changes, as developed by the witness for Traffic Conferences:

TABLE 2

TRAFFIC CONFERENCES'
ANALYSIS OF HIGHWAY
CARRIER PRODUCTIVITY
(Source: Exhibit 665-40)

	<u>1970</u>	<u>1971</u>
Revenue	\$184,197,106	\$216,583,832
Expenses	\$180,999,943	\$203,372,475
Number of Employees	8,928	9,129
Total Hours	19,698,477	20,295,889
Tons	6,518,700	6,917,328
Ton Miles (+000)	1,216,740	1,325,704
Tons Per Employee	730.1	757.7
Increase 1971 vs. 1970	-	3.8%
Ton Miles Per Employee Hour	61.8	65.3
Increase 1971 vs. 1970	-	5.7%
Operating Ratio	98.2%	93.9%

The witness also compared the composite operating ratios of the 45 study carriers for the period 1968 through 1970 with 1971. The three-year period constitutes the base period for Federal Price Commission analyses of profitability. These comparisons are set forth in the following table:

TABLE 3
TRAFFIC CONFERENCES'
COMPARISON OF COMPOSITE "BASE PERIOD"
OPERATING RATIOS FOR 46 CALIFORNIA
CARRIERS WITH 1971 COMPOSITE OPERATING RATIOS
(Source: Exhibit 665-37)

	<u>Operating Ratios</u>
1968	97.7%
1969	97.9%
1970	98.4%
Simple Aver. 3-Years	98.0%
Average Best 2-Years	97.8%
1971	93.9%

The witness concluded from his analysis of the data in Tables 2 and 3 that rate levels were increased in 1971 in amounts greater than the corresponding increases in costs. The witness presented a comparison of rate increases currently being sought by various regional rate bureaus from the I.C.C. with the corresponding estimated cost increases. The data in said exhibits indicates that both the estimated cost increases and sought rate increase are less than the corresponding data presented in CTA exhibits. The witness testified that an operating ratio of 95 to 96 percent (before provision for federal income taxes) historically has permitted carriers to prosper. In the opinion of the witness a composite operating ratio between 95 and 96 percent would result in a healthy motor carrier industry. Based on the foregoing analysis and opinions, the witness concluded that California carriers do not need a further increase in rates at this time in order to remain in a healthy operating position.

CTA, thru its Director of its Division of Transport Research, presented rebuttal evidence to that introduced by the witness for Traffic Conferences, without conceding the accuracy nor value of using data contained in carriers' annual reports. The witness for CTA began his analysis with the same list of carriers as furnished by CTA to Traffic Conferences. Certain carriers were eliminated from the list because they were out of business in 1971 as a result of bankruptcy or discontinuance of operations. ONC Motor Freight System was eliminated from CTA's analysis because its operations became predominantly interstate in character after the year 1968, assertedly because of the election of ONC's management not to actively engage in California intrastate operations. Several carriers not included in Traffic Conferences' analysis were included in CTA's. The CTA witness testified that such carriers could be included in its analysis because CTA used annual reports and other data filed with the Commission and not available at the I.C.C. in Washington, D.C.^{4/} The CTA made analyses similar in format to those presented by the witness for Traffic Conference.

The witness for CTA showed in Exhibit 665-45 that productivity of the 45 carriers used in Table 2 was better in the year 1969 than in 1970. The witness stated that an increase in productivity is indicated in the comparison in Table 2 of 1970 vs. 1971 data. However, if 1969 is added to the comparison it will show that there was a dip in productivity in 1970, and that the productivity data in 1971 are only slightly better than in 1969. The CTA witness also presented an exhibit to show that by using all available annual report data, and by excluding ONC Freight System from the analysis, the following productivity factor would result:

^{4/} For example, annual reports of express corporations, such as California Motor Express, are not filed with the I.C.C.

TABLE 4

CTA'S
ANALYSIS OF HIGHWAY
CARRIER PRODUCTIVITY
(Source: Exhibit 665-46)

	<u>1969</u>	<u>1970</u>	<u>1971</u>
Revenues	\$188,159,025	\$204,435,987	\$200,968,226
Expenses	184,548,146	202,295,671	193,249,269
Number of Employees	10,267	10,576	9,445
Total Hours	22,845,303	20,855,045	19,764,296
Tons	7,799,168	7,997,027	7,994,210
Ton Miles (+000)	1,358,139	1,072,394	1,202,796
Tons Per Employee	859.7	770.9	841.9
Index 1969=100	100.0	89.7	97.9
<u>Ton-Miles Per</u> Employee Hour	67.7	50.8	58.1
Index 1969=100	100.0	75.0	85.8
Operating Ratio	98.1%	99.0%	96.2%

The CTA witness made a comparison of so-called "base period" operating ratios of California carriers with 1971 operating ratios, which brought up-to-date the operating data presented by him in the initial phase of this proceeding. The comparison is set forth below:

TABLE 5

CTA'S COMPARISON OF COMPOSITE
"BASE PERIOD" OPERATING
RATIOS OF CALIFORNIA
HIGHWAY CARRIERS WITH
THE COMPOSITE OPERATING
RATIO FOR 1971
(Source: Exhibit 665-42)

<u>Year</u>	<u>Revenues</u>	<u>Operating Expenses</u>	<u>Ratios (%)</u>
1968	\$210,350,174	\$205,879,002	97.9
1969	192,550,139	188,996,424	98.2
1970	207,444,365	205,249,004	98.9
3-Year Simple Average			98.3
Best 2-Year Average			98.1
1971	222,830,382	213,699,366	95.9

The data set forth in the above table differs from the data in Table 3 in that ONC Freight System is excluded, and because it includes a different number of carriers for each year, namely, 78 carriers in 1969, 77 carriers in 1970 and 69 carriers in 1971. The witness testified that the drop in the number of carriers from which data were obtained in 1971 stems from the fact that annual reports for seven carriers had not been filed on the date the analysis was made.

The CTA witness presented an exhibit designed to refute the testimony of the witness appearing for Traffic Conferences to the effect that motor carriers have historically retained their financial health and their ability to expand services to meet demands of shippers with an operating ratio of 95 to 96 percent. The CTA witness introduced Exhibit 665-44 setting forth motor carrier operating ratios for various regions in the United States, which data were extracted from exhibits introduced by Traffic Conferences' witness in an Interstate Commerce Commission proceeding. Said exhibit shows that the operating ratios of interstate carriers in all regions appear to average about 94.6 percent in 1968, about 96.0 percent in

1969 and about 96.3 percent in 1970; as a comparison the composite operating ratios for California carriers were 97.9 percent in 1968, 98.2 percent in 1969 and 98.9 percent in 1970.

The CTA witness also presented an exhibit containing information extracted from the Commission's Data Bank Report 511-7, with respect to changes in historical costs of motor vehicles in the period 1962 through 1970. Said exhibit showed that the cost of a new two-axle gasoline van-type truck (typical pickup-and-delivery unit) had increased by 22.7 percent in that period; and that the cost of a two-axle diesel tractor (typical line-haul power unit) had increased by 25.4 percent in an eight-year span. This information was presented in order to show that, although equipment cost changes are not considered in an offset proceeding, such costs are not static and increases have occurred over equipment costs contained in the last full-scale cost study introduced in 1962.

Position of the Parties

The brief of protestant Traffic Conferences states that there are two principal issues in this proceeding: (1) whether the use of an "offset" method of projecting an increase in costs in 1972 from operating and traffic data developed from year 1962 operations has been fully justified by relevant and competent evidence; and, assuming a finding in the carriers' favor on the foregoing issue, (2) whether the proposed increases would be in conformance with the Economic Stabilization Act and the Price Commission's guidelines thereunder.

Traffic Conferences asserts that Decision No. 76353 (70 Cal. P.U.C. 277) reviewed and gave qualified acceptance to the "offset" method of cost increases in minimum rate proceedings, but emphasized that in each proceeding petitioner must establish that, despite the passage of time, the old datum plane is proper for measuring current cost-revenue relationships. Traffic Conferences argued that this means that the carriers here have the burden of proving by relevant and competent evidence that their year 1962 operating and

traffic factors (i.e., the datum plane) remain a representative and reliable picture of those same categories of factors as they exist today. In other words, the carriers at the very least must submit competent evidence showing that their current traffic and operating factors have remained so constant and unchanged (with respect to the eight "major elements" quoted from Decision No. 76353) that the 1962 study factors are acceptable as a reliable and accurate measurement of those same factors today.^{5/} Traffic Conferences argued that petitioner has failed to meet its burden in this case by failing to submit evidence on these points.

Traffic Conferences also submits that the "offset" method is unreliable and inaccurate as a measure of increased costs for carriers in 1972 because of the changes in motor carriers' traffic volume and operating patterns since 1962 when the last full-scale studies were introduced, and which are not given effect in the "offset" method of rate adjustments.

Traffic Conferences, CMA, and the Commission staff urge that the showing of petitioner is lacking with respect to evidence which satisfies the criteria of the Price Commission, and that the increases sought by petitioner are inconsistent with the purpose of Price Commission guidelines; therefore, these parties recommend that the third amendment to the petition herein be denied.

CTA's position is that it has fully sustained the burden of proof with respect to an "offset" rate increase as outlined in Decision No. 76353, supra, and has provided in this record sufficient data to determine whether the sought rate increase falls within

5/ The eight "major elements" are:

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

Price Commission guidelines. Furthermore, CTA argued that this Commission should first determine whether the sought rate increase meets the test of California law, and, if such tests are met, should then consider whether Price Commission rules have been met. CTA urged that a rate increase which meets the test of California statutory requirements should not be denied by this Commission; and this Commission should not attempt to prejudge the consideration that would be given by the Price Commission should the increases authorized by this Commission be referred to that agency for approval.

Discussion

The Commission has recognized in prior proceedings in this minimum rate case that, having established minimum rates for the transportation of general commodities by highway carriers, it is incumbent on the Commission to maintain those minimum rates on reasonable levels, giving effect to known changes in carriers' operating costs. In prior proceedings the Commission indicated that the ideal method of making periodic rate adjustments is to base the rate adjustments on full-scale cost studies in which all elements of cost are developed from the latest available information. Commission decisions also acknowledged that this ideal method of adjusting rates is incapable of achievement when major cost changes occur annually or semi-annually. Said decisions recognize that the preparation of full-scale studies in the past have required up to two years in which to gather and collate the underlying facts, and that such studies cost several thousands of dollars to produce.

The largest single cost element involved in motor carrier operations is labor cost, which amounts to fifty percent or more of the total direct costs. Changes in labor costs occur frequently; current collective bargaining agreements contain provisions for semi-annual wage increases. Labor and related payroll costs (including payroll taxes) and gross revenue expenses can be readily measured in offset proceedings because such cost factors are readily determinable. Wages and fringe benefits are set out in collective bargaining agree-

ments and payroll and gross revenue taxes are set by statute. Moreover, each such cost change has a definite effective date, as set forth in the wage contract or statute.

In order to reflect in cost studies the changes in equipment costs and related operating costs, and in order to measure changes in the productivity of labor, a great deal of underlying factual material must be gathered and analysed. These types of cost changes do not occur on a periodic basis; they are influenced by many opposing forces. Thus, such cost factors are not readily capable of being measured in an offset proceeding.

Decision No. 76353 (supra) and decisions cited therein determined that in between the development of full-scale cost studies it is reasonable to adjust rate levels to reflect only those cost changes which are readily determinable by reference to wage contracts or statutes and which have definite effective dates, such as changes in labor and payroll costs, payroll taxes, workmen's compensation insurance, and in gross revenue taxes. Those decisions determined that because of the difficulty and expense of determining the relative changes in other carrier costs, the changes in such costs would be reflected in rates only on the basis of data contained in full-scale cost studies.

In this proceeding, Traffic Conferences argued that petitioner failed to sustain the necessary burden of proof that costs (other than direct labor and payroll costs) have remained constant since the last rate proceeding.^{6/} As indicated above, prior

6/ The costs involved are:

1. Fixed investment and depreciation.
2. Vehicle use factors.
3. Performance factors (productivity).
4. Ratio of indirect to direct costs.

proceedings (including Decision No. 76353) determined that the costs described in footnote 6 cannot be determined without the development of a full-scale cost study and, therefore, would not be considered in a "cost offset" proceeding, such as the instant proceeding. Those decisions indicate that it is assumed in a "cost offset" type of proceeding that the costs described in footnote 6 remain constant, and that only labor and payroll costs have changed. Thus, it is the purpose of a "cost offset" proceeding to measure the changes in the latter type of costs. Generally no attempt is made to verify whether or not changes have occurred in fixed investment, use factor, performance or ratio of indirect to direct expenses if the latest full cost study is recent. However, when the period between the offset and full-scale studies is several years, such as here, it is proper to test the reasonableness of the assumption that the basic cost factors described in footnote 6 have not changed. Petitioner has shown that equipment and related costs have increased, while productivity of labor has fluctuated up and down. Therefore, the contention of Traffic Conferences that petitioner has not adequately met the burden of proof in a "cost offset" proceeding is without foundation.

The record shows that the Commission's Transportation Division staff is now conducting full-scale cost and economic studies looking to a complete revision of the provisions of MRT 2 and that these studies are expected to be ready for presentation at

public hearings to be held in the latter part of 1973. Decision No. 76353 contained findings (70 Cal. P.U.C. 277 at page 290) as set forth in the margin.^{7/}

- 7/ "5. The Commission should not adopt any particular cost offset method for adjusting its minimum rates; and thereby preclude the use of other offset procedures which may be shown to be justified and preferable under the circumstances.
- "6. The three cost offset methods, previously employed for adjusting the minimum rates and described herein as (1) Direct Wage Offset, (2) Wage Offset, and (3) Wage (Cost) Offset, have been shown to be acceptable procedures. The selection and employment of any one of said methods, or such other cost offset procedure for adjusting the minimum rates deemed appropriate, must be fully justified by relevant and competent evidence."

Decision No. 76353 also states as follows (at page 285):

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

Inasmuch as new full-scale studies are in the offing, and as the last full-scale study is based on data a decade old, it will be appropriate to use the "Wage Offset" method as a basis for further rate adjustments in MRT 2, pending completion of said full-scale studies.

Traffic Conferences also contends that the motor carrier industry in California was operating at a sufficient profit in 1971 to allow it to absorb further increases in labor costs without compensating adjustments in rates. As shown in exhibits introduced by Traffic Conferences, the composite operating ratio for 46 California highway carriers was 93.9 percent in 1971. Rebuttal testimony presented by CTA showed that the composite operating of 69 carriers was 95.9 percent in 1971. Neither party presented data which would show the effect on said composite operating ratios if operating expenses were adjusted to reflect increases in labor costs occurring after said period and operating revenues were adjusted to reflect the interim rate increase granted in January of this year. The latter information would provide some indication of the ability of the highway carriers to absorb labor cost increases without further rate increases. Lacking additional information, the record does not support the contention that carriers can continue to operate at a reasonable profit without a further rate adjustment to cover July 1, 1972 wage increases.

Federal Price Commission Regulations

As heretofore indicated Traffic Conferences, CMA, and the Commission staff oppose further increases in rates in this proceeding on the basis that such further increases are violative of Federal Price Commission rules and policies.

In its closing statement, Cannera League argued that the only offset method of adjusting minimum rates described in Decision No. 76353, consistent with Price Commission regulations, is the so-called "Direct Wage Offset" method (see footnote 2, supra), inasmuch as such method holds indirect expenses constant and no allowance for changes in indirect expenses is made in connection therewith.

Federal Price Commission regulations permit increased wage and related costs of transportation companies to be offset by increased prices, so long as (1) the increases are reduced by a factor reflecting increased productivity, (2) profit factors would not be increased, (3) the total revenue increase does not exceed the total increase in costs, and thus, the increase would not contribute to inflationary trends.

The staff urges that, because the interim rate increase granted in this proceeding exceeds two and one-half percent, further increases would be contrary to the intent of the Federal Economic Stabilization Program to limit yearly price increases to two and one-half percent. The aforementioned figure was merely a target announced at the time controls were instituted, and subsequent events have shown that such a target was impossible to achieve throughout the economy, particularly with respect to regulated utilities where profit margins historically have been held to a minimum.

We have reviewed the regulations of the Wage Board and Price Commission and conclude that further rate increases designed to offset only known increases in wage and related costs (effective July 1, 1972 or before) which do not increase profit margins, and which are designed to return to the carriers as a group increased revenues not in excess of the total increased costs will not be contrary to Price Commission regulations, nor the spirit and intent of the current federal economic controls.

Canners League urged that only the so-called "Direct Wage Offset" method satisfies the conclusions expressed in the above paragraph. We do not agree with this argument. The "Wage Offset" method gives effect in indirect expenses to wage increases for billers, raters, dispatchers and similar employees subject to union wage contracts, and said method does not provide for increases in that portion of indirect expenses which are not labor oriented. We conclude that the so-called "Wage Offset" method described in Decision No. 76353 (see footnote 2, supra) is consistent with Price Commission regulations and is appropriate for use herein.

As indicated above, one of the Price Commission criteria is that allowable costs must be reduced by productivity gains. Appendix III to Price Commission regulations lists annual rate of productivity gain for various industries segregated according to Standard Industrial Classification Codes. Included therein as guidelines for use by regulatory agencies are productivity gain data for several categories of utilities and transportation companies. Under the category "Trucking, Except Local" an annual rate of productivity gain of 2.3 percent is shown. Tables 2 and 4 herein contain data with respect to productivity of California carriers for the years 1969, 1970 and 1971. Using an index having 1969 as 100, Table 4 shows that Tons per Employee was 97.3 in 1970, and 101.0 in 1971; while Ton Miles per Employee Hour was 95.5 in 1970 and 100.9 in 1971. These data show a fluctuation from year-to-year, without a continuous improvement. However, the data clearly show that productivity as measured by these factors, was improved in 1971 over prior years and that an overall productivity gain of approximately one percent was achieved in the period 1969 to 1971 (which is less than the national guideline). Under the Internal Revenue Service explanation of the method of reducing an allowable cost increase to reflect a productivity gain of one percent, the overall increase in price should be reduced by one-half percent herein, considering that wages are approximately 50 percent of total costs.

The Commission staff report set forth in Exhibits 665-30 and 665-32 contains adjusted rates and changes reflecting the "Wage Offset" method of developing cost increases. The percentage of increase in total costs developed by using the "Wage Offset" method was reduced by five percent for tariff items applicable to operations in the Los Angeles Metropolitan Area, and by seven percent for operations in the balance of the state, in order that no increase in the profit factor would result from the rate adjustment contained in said report. We find that the rate adjustments reflected in Exhibits 665-30 and 665-32 give full effect to the additional revenue needs of the carriers and to Federal economic stabilization regulations

discussed above and, therefore, should serve as the basis for the adjustment of specific rates and changes in MRT 2.

Findings and Conclusions

1. Petition No. 665 filed by CTA on August 13, 1971, in Case No. 5432, originally sought increases in rates in MRT 2 to reflect the two-step increases in wages occurring in 1972 and resulting from collective bargaining agreements between motor carriers and Teamster Unions. Said relief was modified in the initial phase of this proceeding to request an interim rate increase to cover only those wage increases effective January 1, 1972, and not theretofore reflected in MRT 2 rates. Decision No. 79483, dated December 14, 1971, granted the requested interim relief in the form of surcharge increases effective January 1, 1972.

2. Third Amendment to Petition No. 665, filed January 31, 1972, seeks additional increases in MRT 2 rates to reflect therein further wage increases effective July 1, 1972. Said proposal would be accomplished by cancelling the interim surcharge supplement to MRT 2 and substituting therefor definitive rates and charges.

3. Highway carriers subject to MRT 2 and also subject to collective bargaining agreements with Teamster Unions have incurred, effective July 1, 1972, the further wage increases referred to in Third Amendment to Petition No. 665; said wage increases are made pursuant to existing three-year wage contracts; and said increases appear to be permissible within the Federal Government's economic stabilization rules and guidelines.

4. The wage increases referred to in the prior finding are not reflected in the current minimum rates in MRT 2.

5. To the extent that existing minimum rates do not reflect said wage increases said rates, on July 1, 1972, and thereafter, will be deficient and will be below the level of just, reasonable and non-discriminatory minimum rates.

6. The so-called "Wage Offset" method of cost calculation as described in Decision No. 76353 (70 Cal. P.U.C. 277) is suitable to measure percentagewise increases in costs for the purposes of determining increases in rates in this proceeding.

7. The cost calculations of the Commission staff in Exhibits 665-27, 28 and 29 are developed on the "Wage Offset" method and reasonably measure the percentage changes in costs from the last permanent adjustment in MRT 2 rates made by Decision No. 78030, dated December 18, 1970 in Case No. 5432, Petition No. 596.

8. Exhibits 665-30 and 665-32 introduced by the Commission staff reflect the percentage changes in costs developed in Exhibits 665-27, 28, and 29, reduced by five percent for rates applicable within the Los Angeles Metropolitan Area and seven percent in the balance of the state. Said rate developments give recognition to Price Commission guidelines regarding productivity and profit factors, and are designed to return in the form of revenues no greater amount than the increase in operating expenses resulting from known increases in wages, and related payroll costs and operating taxes.

9. The rate increases set forth in Exhibits 665-30 and 665-32, developed on the method described in the above finding, are the minimum necessary to assure continued and adequate service by highway carriers subject to MRT 2. Said rates are reasonable and will be authorized herein, as more specifically set forth in the tariff pages attached to this order.

10. The increased rates and charges set forth in the tariff pages attached to the order herein will result in just, reasonable and nondiscriminatory minimum rates and charges for the services to which they apply, and said increases are justified.

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

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

12. In addition to the increases in rates and charges in MRT 2, petitioner requests that common carriers be authorized to make corresponding increases in their rates and charges that are more restrictive, or produce greater charges than those contained in MRT 2; that are applicable to transportation of exempt commodities; and that are applicable in connection with all other transportation for which said common carrier rates and charges are based upon the provisions of MRT 2. The increased costs and transportation conditions demonstrated in this proceeding are equally applicable to the aforesaid transportation of common carriers. The sought increases in common carrier rates applicable to said transportation have been shown to be justified.

13. The increases in rail rates and charges proposed in Application No. 52834 are justified.

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

15. The rate increases authorized by the order which follows are consistent with the purposes of the Federal Government's Economic Stabilization Program in that said rates are designed to return to highway carriers only the increased wages and related costs to be incurred pursuant to labor contracts effective July 1, 1972, and said highway carriers will not receive increased net earnings from said rates.

The Commission concludes that Petition No. 665 (Third Amendment) should be granted to the extent provided in the order which follows, and that all motions not heretofore ruled upon should be denied.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 2 (Appendix D to Decision No. 31606, as amended) is further amended by incorporating therein, to become effective July 29, 1972, the tariff pages and supplement, attached hereto and listed in Appendix A, which pages and appendix by this reference are made a part hereof.

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

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

4. Common carriers maintaining rates on a level other than the minimum rates for transportation for which rates are prescribed in Minimum Rate Tariff 2 are authorized to increase such rates by the same amounts authorized for Minimum Rate Tariff 2 rates herein.

5. Common carriers maintaining rates on the same level as Minimum Rate Tariff 2 rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff 2 are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariff 2 rates herein.

6. Common carriers maintaining rates at levels other than the minimum rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff 2 are authorized to

increase said rates by the same amounts authorized for Minimum Rate Tariff 2 rates herein.

7. Pacific Southcoast Freight Bureau, on behalf of the California railroads, is authorized to establish the increased rates proposed in Application No. 52834.

8. Common carriers maintaining, under outstanding authorizations permitting the alternative use of rail rates, rates below specific minimum rate levels otherwise applicable on commodities and between the points for which increases are authorized in ordering paragraph 7 hereof are authorized and directed to increase such rates, on not less than five days' notice to the Commission and to the public, to the level of the rail rates established pursuant to paragraph 7 hereof, or to the level of the specific minimum rates, whichever is the lower. To the extent such common carriers have maintained such rates at differentials above previously existing rail rates, they are authorized to increase such rates by the amounts authorized in ordering paragraph 7 hereof; provided, however, that such increased rates may not be lower than the rates established by the rail lines pursuant to the authority granted in ordering paragraph 7, nor higher than the otherwise applicable minimum rates. Such adjustments shall be made effective not later than thirty days after the effectiveness of the increased rail rates.

9. Except for tariff publications required to be made by ordering paragraph 8 hereof, tariff publications resulting in increases required or authorized to be made by common carriers as a result of the order herein shall be filed not earlier than the effective date of this order and may be made effective not earlier than July 29, 1972, on not less than five days' notice to the Commission and to the public; such tariff publications as are required shall be made effective not later than July 29, 1972; 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.

10. 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.

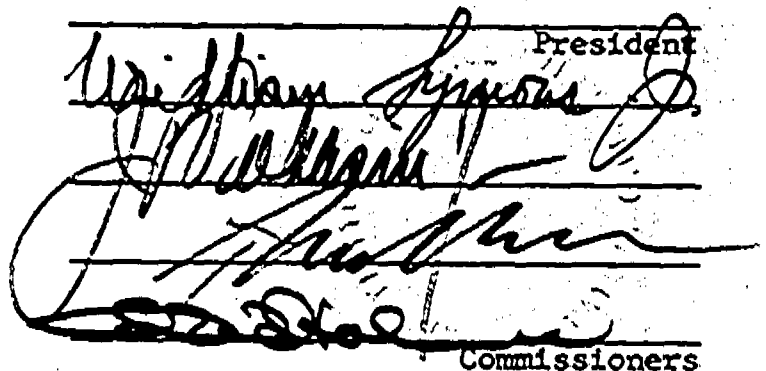
11. Common carriers, to the extent they maintain rates not otherwise specifically referenced in other ordering paragraphs hereof, are authorized to increase such rates by five percent.

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

13. The Commission hereby adopts the certificate attached hereto as Appendix B in compliance with Price Commission regulations announced under subsection "E" on January 14, 1972.

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

Dated at San Francisco, California, this 11th day of JULY, 1972.


President
Commissioners

Commissioner Vernon L. Sturgeon, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A

LIST OF REVISED PAGES TO MINIMUM RATE TARIFF 2

SUPPLEMENT 88

TENTH REVISED PAGE 15-B
TWELFTH REVISED PAGE 18-B
THIRTY-FIRST REVISED PAGE 19
TWELFTH REVISED PAGE 19-A
TWENTY-FIFTH REVISED PAGE 19-B
THIRTY-FIFTH REVISED PAGE 20
TWENTY-NINTH REVISED PAGE 20-A
THIRD REVISED PAGE 20-D
SIXTH REVISED PAGE 20-E
THIRTY-SEVENTH REVISED PAGE 21
FOURTEENTH REVISED PAGE 21-A
FIRST REVISED PAGE 21-CCC
THIRD REVISED PAGE 22-B
THIRTY-FIRST REVISED PAGE 26
FIFTH REVISED PAGE 26-A
TENTH REVISED PAGE 27-B
THIRD REVISED PAGE 27-C
SECOND REVISED PAGE 31-AAA
THIRD REVISED PAGE 40-A
THIRTY-FOURTH REVISED PAGE 41
SIXTH REVISED PAGE 41-A
THIRD REVISED PAGE 41-B
SECOND REVISED PAGE 41-C
THIRTY-SECOND REVISED PAGE 42
SIXTH REVISED PAGE 42-A
SECOND REVISED PAGE 42-B
SECOND REVISED PAGE 42-C
THIRTIETH REVISED PAGE 43
THIRTIETH REVISED PAGE 43-A
THIRTY-EIGHTH REVISED PAGE 44
NINETEENTH REVISED PAGE 44-A
TWENTY-SIXTH REVISED PAGE 44-B
FOURTH REVISED PAGE 44-C
SECOND REVISED PAGE 44-D
TWENTY-THIRD REVISED PAGE 46-A
TWENTY-NINTH REVISED PAGE 47
SEVENTEENTH REVISED PAGE 48
FIRST REVISED PAGE 48-A
TWENTIETH REVISED PAGE 51-A
SIXTEENTH REVISED PAGE 51-CC
SECOND REVISED PAGE 51-CCC
NINETEENTH REVISED PAGE 51-D
TWENTIETH REVISED PAGE 51-DD
TWENTY-FOURTH REVISED PAGE 51-E
TWENTY-SECOND REVISED PAGE 51-EE
FOURTEENTH REVISED PAGE 51-EEE
SECOND REVISED PAGE 51-HHH
FIFTEENTH REVISED PAGE 51-J

C. 5432 (Pet. 665) - eh

SECOND REVISED PAGE 51-K
FOURTEENTH REVISED PAGE 52
NINTH REVISED PAGE 52-A
THIRD REVISED PAGE 66-K
SECOND REVISED PAGE 66-L
SECOND REVISED PAGE 66-M

(END OF APPENDIX A LIST)

SUPPLEMENT 88

(Cancels Supplement 83)

(Supplements 73, 75, 77, 79, 81,
82, 86, 87 and 88 Contain All Changes)

TO

MINIMUM RATE TARIFF 2

NAMING

MINIMUM RATES AND RULES

FOR THE

TRANSPORTATION OF PROPERTY OVER THE

PUBLIC HIGHWAYS WITHIN THE

STATE OF CALIFORNIA

BY

RADIAL HIGHWAY COMMON CARRIERS

HIGHWAY CONTRACT CARRIERS

CEMENT CONTRACT CARRIERS

DUMP TRUCK CARRIERS

AND

HOUSEHOLD GOODS CARRIERS

The surcharge set forth in Supplement 83 is canceled.

Decision No.

80235

EFFECTIVE

Issued by the
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA
State Building, Civic Center
San Francisco, California 94102

SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

EMPTY PALLET RETURN

SECTION 1.--Applies only in connection with Items 316, 320, 320-1, 335.5, 338, 345, 350, 390, 654 $\frac{1}{2}$ and commodities named in Paragraph (c)

(a) When palletized shipments are transported at rates subject to minimum weights of not less than 10,000 pounds, empty pallets may be transported without charge for distances not exceeding 75 constructive miles when returning to the point of origin of an outbound palletized shipment or when transported for a return palletized shipment, subject to the terms and conditions in Notes 1, 2, 3 and 4.

NOTE 1.--Palletized shipments must be loaded onto carrier's equipment by the consignor and/or unloaded by the consignee with power equipment, as described in Item 11, furnished and used without expense to the carrier.

NOTE 2.--Shipper must indicate on shipping instructions that palletized shipments were loaded onto trailers by power-loading equipment operated by personnel furnished by shipper; and/or receivers must show on carrier's delivery receipt that such shipments were removed by power-loading equipment operated by personnel furnished by receiver.

NOTE 3.--Bills of Lading covering the shipment of empty returning pallets shall identify the palletized shipments. Bills of Lading covering returning palletized loads shall identify the shipments of empty pallets.

NOTE 4.--For the purpose of this item, empty pallets shall include pallets, platforms, or skids as described in Item 150370, Sub 1; Item 150380; Item 150390, Sub 4; or Item 150430, Sub 2, of the Governing Classification; six inches or less in height or nested solid (as defined in Rule 110 of the Governing Classification), and of wood, metal or wood and metal construction.

(b) Carrier must assess applicable tariff charges on empty pallets under the conditions stated in Notes 5, 6, 7 and 8.

NOTE 5.--If immediately upon receipt of a palletized shipment consignee fails to provide carrier with up to a like number of empty pallets for return to point of origin of the palletized shipment.

NOTE 6.--When empty pallets are furnished by consignee and forwarded to origin point of a palletized shipment, if consignor immediately on receipt of empty pallets fails to provide carrier with a palletized shipment containing up to a like number of pallets loaded for shipment to consignee at point of origin of the empty pallets.

NOTE 7.--For the transportation of all empty pallets in excess of those permitted by the provisions of Notes 5 and 6.

NOTE 8.--For the transportation of all empty pallets which do not comply with the provisions of this item.

(c) When palletized shipments of Toilet Preparations, NOI (as described in Item 59420 of the Governing Classification), Aluminum Foil, NOI (as described in Item 71720 of the Governing Classification) or commodities described in Item 360 or 732 of this tariff are transported at rates provided in Section 2, and are subject to minimum weights of not less than 10,000 pounds, the empty pallets may be transported under the provisions of paragraphs (a) and (b) above.

SECTION 2.--When shipments of empty pallets not subject to Section 1 hereof are returned or forwarded for a return paying load via the same carrier, the following exception to the Governing Classification will apply, subject to Item 291:

Empty Pallets, as described in Note 4 of Section 1 of this item:

Less Truckload-----50% of Class 55 (1)

1 (1) Subject to a minimum rate of 044 cents per 100 pounds.

(E) This item expires with December 31, 1972.

Change }
Increase } Decision No.

80235

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 align="center">APPLICATION OF RATES</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 $\phi 16\frac{1}{2}$ cents per 100 pounds, minimum additional charge $\phi \\$1.30$ 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>	$\phi 120$														
<p align="center">CHARGES FOR SHIPMENTS ORIGINATING OR DESTINED TO WHARFS-- METROPOLITAN LOS ANGELES AREA</p> <p>(Applies only to shipments having both point of origin and point of destination in the Metropolitan Los Angeles Area.)</p> <p>When point of origin or destination is on a wharf, an additional rate of $6\frac{1}{2}$ 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 \$1.00 per shipment. (See Exception)</p> <p>EXCEPTION.--Does not apply to shipments for which rates are provided in Items 530 or 775.</p>	$\phi 122$														
<p align="center">CHARGES FOR ESCORT SERVICE</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring escort service:</p> <p>ϕ(a) A charge of $\phi \\$12.00$ per hour, plus $8\frac{1}{2}$ 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>ϕ(c) A charge of $\Delta \\$10.15$ per twenty-four (24) hour period shall be assessed for subsistence for each escort driver if service requires overnight delay.</p> <p>NOTE.--Charges for fractions of an hour shall be determined in accordance with the following table:</p> <table border="1"> <thead> <tr> <th align="center" colspan="2">MINUTES</th></tr> <tr> <th align="center">Over</th><th align="center">But Not Over</th></tr> </thead> <tbody> <tr> <td align="center">0</td><td align="center">8</td></tr> <tr> <td align="center">8</td><td align="center">23</td></tr> <tr> <td align="center">23</td><td align="center">38</td></tr> <tr> <td align="center">38</td><td align="center">53</td></tr> <tr> <td align="center">53</td><td align="center">60</td></tr> </tbody> </table> <p align="right">-----omit -----shall be $\frac{1}{4}$ hour -----shall be $\frac{1}{2}$ hour -----shall be $\frac{3}{4}$ hour -----shall be 1 hour</p>	MINUTES		Over	But Not Over	0	8	8	23	23	38	38	53	53	60	$\phi 124$
MINUTES															
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38	53														
53	60														
<p>ϕ Change) ϕ Increase) Δ Change, neither) increase nor reduction)</p>	<p>Decision No. 80235</p>														
EFFECTIVE															
<p align="center">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</p>															

Correction

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">CHARGES FOR PERMIT SHIPMENTS</p> <p>(a) Rates for transportation of permit shipments which are required to move via a circuitous route because of conditions imposed by a governmental agency, other than shipments subject to the provisions of Item 720, shall be distance rates utilizing distances determined under the provisions of Item 100.</p> <p>(b) In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on all permit shipments:</p> <ol style="list-style-type: none"> 1. A charge of \$13.45 shall be made for the service of securing each permit, and 2. A charge shall be made equal to the fee, if any, assessed by the governmental agency for issuing each permit. 	128
<p style="text-align: center;">DANGEROUS ARTICLES</p> <p>Dangerous Articles include those articles described in and subject to the provisions of the Dangerous Articles Tariff.</p> <p>Rates for transportation of shipments of dangerous articles which are required to move via a circuitous route because of conditions imposed by a governmental agency shall be distance rates utilizing distances determined under the provisions of Item 100.</p> <p>Dangerous articles must not be accepted for transportation unless at the time of or prior to the initial pickup the consignor has furnished to the carrier written information as required under the regulations of the Dangerous Articles Tariff.</p> <p>To the extent hereinafter provided, the following provisions of this tariff and the Governing Classification will not apply to shipments of dangerous articles:</p> <ol style="list-style-type: none"> 1. Items 90 and 91 (Mixed Shipments) will not apply to shipments containing one or more commodities which the Dangerous Articles Tariff prohibits being transported at the same time on a single unit of carrier's equipment. 2. Items 110 (Application of Rates--Deductions), 160-163 (Split Pickup), 170-173 (Split Delivery), 182 (C.O.D. Shipments) and Item 430 of the Governing Classification will not apply to shipments, including any component parts thereof, containing explosives (Class A, B or C) and/or any other dangerous articles which may not be left unattended in the carrier's equipment under the regulations of the Dangerous Articles Tariff. 	129
<p style="text-align: center;">ACCESSORIAL SERVICES</p> <p>When carrier performs, at shipper's or receiver's request or order, service such as stacking, sorting, providing helpers for loading or unloading, or any other like service which is not authorized to be performed under rates named in this tariff, and for which a charge is not otherwise provided, additional charges per man shall be assessed as provided in Item 145(a). The charge provided in Item 145(b) for unit of equipment shall also apply whenever the accessorial or incidental service requires its use, or whenever the unit of equipment is inactivated by reason of the driver or helper being engaged in such service.</p> <p>The provisions of this item shall not apply when a helper is provided for any reason other than shipper's or receiver's request or order. The reason for supplying helpers shall be recorded on shipping and accessorial service documents.</p> <p>When charges are provided in this tariff for performance of accessorial services, said charges shall be based upon the weight upon which the transportation rates are computed.</p>	140
Change) Increase) Decision No.	80235
EFFECTIVE	
<div style="display: flex; justify-content: space-between;"> Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. </div>	

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">FAILURE TO ACCOMPLISH DELIVERY (Applies only in connection with Items 129, 176, 177 and 179)</p> <p>Except as otherwise provided in the Dangerous Articles Tariff, if the carrier, through no fault of its own, is unable to effect delivery of any shipment within 48 hours (excluding Saturdays, Sundays and holidays) after the first 7:00 a.m. following initial attempt of delivery, the shipment will be placed in storage and notice will be sent or given to consignor or consignee. Thereafter the shipment will be stored at carrier's terminal subject to the rates and charges set forth below or, at carrier's option, may be placed in a public warehouse at public storage rates.</p> <p>For each of the first five days, 5½ cents per 100 pounds. For the sixth and each succeeding day, 7½ cents per 100 pounds.</p> <p>Minimum storage charge per shipment on freight held beyond 48 hours, 5 days or less-73 cents; 6 days or more-112 cents. In computing time, any fractional part of 24 hours will be counted as one day. In computing charges, any fractional part of 100 pounds will be computed as 100 pounds.</p> <p>Shipments unloaded from vehicle and reloaded on vehicle for subsequent delivery will be subject to a charge of \$3.15 per ton in addition to all other charges set forth herein.</p> <p>During period in which component part is held in storage carrier's liability for loss or damage will be that of a warehouseman. Subsequent delivery from point of storage will be charged for as a new shipment.</p>	<p style="text-align: center;">6141</p>
<p style="text-align: center;">(1) DELAYS TO EQUIPMENT</p> <p>Except as hereinafter noted, whenever the elapsed time between commencement and completion of the loading or unloading of shipments subject to minimum weights of 10,000 pounds or more exceeds 8 minutes per ton (based on the weight on which transportation charges are computed), additional charges for delay time in excess of 8 minutes per ton shall be assessed as provided in Item 145. The charge provided in Item 145(b) for unit of equipment shall apply only when the accessorial or incidental service requires its use or when the unit of equipment is inactivated by reason of its driver or helper being engaged in such service. The provisions of the item shall not apply in connection with the placement of units of equipment under agreement with the shipper or consignee for loading by the shipper or unloading by the consignee, when such agreement is recorded on the shipping document.</p> <p>By unit of equipment is meant a motor truck, trailer or semitrailer, exclusive of motor tractors.</p> <p>The provisions of this item shall also apply in connection with:</p> <p>(a) Component parts of shipments transported under the provisions of Items 160-163 and 170-173, when the component part picked up or delivered weighs 10,000 pounds or more. In such instances, the charges assessed shall be based on the actual weight of the component part loaded or unloaded.</p> <p>(b) Shipments transported under the provisions of Items 200, 210, 220 and 230.</p> <p>(1) Does not apply on shipments of Whole Grain, in bags, subject to minimum weights of 10,000 pounds or more.</p>	<p style="text-align: center;">142</p>
<p>Change) Increase) Decision No. 80235</p>	
EFFECTIVE	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

SECTION 1--RULES OF GENERAL APPLICATION (Continued)		ITEM												
<p style="text-align: center;">DELAYS TO EQUIPMENT ON WHOLE GRAIN (See Note)</p> <p>1. Definitions</p> <p>(a) Actual placement. By actual placement is meant the placing of carriers' equipment at the site designated by consignee or consignor for loading or unloading.</p> <p>(b) Constructive placement. By constructive placement is meant the holding of a unit of carriers' equipment at a place or site other than the designated loading or unloading place or site due to the inability of consignee or consignor to accept for actual placement the unit of carriers' equipment after its tender for actual placement by the carrier. Constructive placement of equipment for purpose of loading or unloading shall not commence prior to the time specified in consignee's or consignor's oral or written equipment order, or at any time other than normal business days between the hours of 8:00 A.M. and 3:00 P.M. (the lunch hour between 12:00 noon and 1:00 P.M. excepted) Monday through Friday.</p> <p>(c) Unit of equipment. By unit of equipment is meant a motor truck, trailer, or semitrailer, exclusive of motor tractor.</p> <p>2. Free Time</p> <p>(a) A period of four (4) hours will be allowed on each unit of equipment between constructive placement and time equipment has actually completed loading or unloading.</p> <p>(b) The provisions of this item shall not apply in connection with the actual placement of units of equipment under agreement with the consignor or consignee for loading by the consignor or unloading by the consignee, when such agreement is recorded on the shipping document.</p> <p>3. Demurrage on Equipment Held After Free Time Has Elapsed</p> <p>A charge of 3 cents per 100 pounds will be made by the carrier on all shipments on all equipment unloaded or loaded after the free time has elapsed.</p> <p>4. Provisions of Item 145 of this tariff will not apply.</p> <p>NOTE.--Applies only on shipments of Whole Grain, in bags, subject to minimum weights of 10,000 pounds or more.</p>		143												
<p style="text-align: center;">CHARGES FOR ACCESSORIAL SERVICES OR DELAYS</p> <p>For accessorial services or delays under conditions specified in Items 140 and 142, charges shall be assessed for each period or fraction thereof, as follows:</p> <table><thead><tr><th></th><th colspan="2" style="text-align: center;"><u>Charges in Cents</u></th></tr><tr><th></th><th style="text-align: center;"><u>For First</u> <u>30 Minutes</u> <u>or Fraction</u></th><th style="text-align: center;"><u>For Each</u> <u>Additional</u> <u>15 Minutes</u> <u>or Fraction</u></th></tr></thead><tbody><tr><td>(a) For driver, helper or other carrier employee, per man-----</td><td style="text-align: center;">0595</td><td style="text-align: center;">0295</td></tr><tr><td>(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors)-----</td><td style="text-align: center;">65</td><td style="text-align: center;">33</td></tr></tbody></table>			<u>Charges in Cents</u>			<u>For First</u> <u>30 Minutes</u> <u>or Fraction</u>	<u>For Each</u> <u>Additional</u> <u>15 Minutes</u> <u>or Fraction</u>	(a) For driver, helper or other carrier employee, per man-----	0595	0295	(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors)-----	65	33	145
	<u>Charges in Cents</u>													
	<u>For First</u> <u>30 Minutes</u> <u>or Fraction</u>	<u>For Each</u> <u>Additional</u> <u>15 Minutes</u> <u>or Fraction</u>												
(a) For driver, helper or other carrier employee, per man-----	0595	0295												
(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors)-----	65	33												
<p style="text-align: center;">ADVERTISING ON EQUIPMENT</p> <p>For placing or carrying any sign, or signs, or advertising, of alcoholic liquors on carrier's equipment engaged in transporting alcoholic liquors as described in Item 111450 of the Governing Classification, moving between San Francisco Territory and Los Angeles Territory, an additional charge of \$9.60 per unit per shipment shall be assessed by the carrier.</p>		147												
<div>Change) Increase) Decision No. 80235</div>														
EFFECTIVE														
Correction														
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.														

SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

MINIMUM CHARGE

§(The provisions of this item will not apply to shipments transported under the provisions of Item 149, nor to shipments having both point of origin and point of destination in the Metropolitan Los Angeles Area for which rates are provided in Items 530 and 550.)

The minimum charge per shipment shall be as follows:

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

<u>Weight of Shipment</u> <u>(In Pounds)</u>		<u>Minimum Charge</u> <u>(In Cents)</u>
<u>Over</u>	<u>But Not Over</u>	
0	25	425
25	50	520
50	75	595
75	100	665
100	150	800
150	200	930
200	250	1065
250	300	1165
300	400	1380
400	500	1575
500	-	1735

(b) For distances exceeding 150 constructive miles the minimum charge per shipment shall be (See Exception):

0150

1. For 100 pounds at the class or commodity rate applicable thereto; or
2. If shipment contains different articles, for 100 pounds at the class or commodity rate applicable to the article taking the highest rate; but
3. In no event shall the minimum charge be less than:

<u>Weight of Shipment</u> <u>(In Pounds)</u>		<u>Minimum Charge</u> <u>(In Cents)</u>	
<u>Over</u>	<u>But Not Over</u>	<u>(1)</u>	<u>(2)</u>
0	100	730	830
100	150	980	1185
150	200	1135	1395
200	250	1335	1620
250	300	1480	1850
300	400	1760	2205
400	500	1985	2570
500	-	2200	2920

- (1) Applies only on shipments moving distances exceeding 150 constructive miles, but not exceeding 500 constructive miles.
- (2) Applies only on shipments moving distances exceeding 500 constructive miles.

EXCEPTION.--For shipments (a) having point of origin or point of destination on steamship wharves or docks, or (b) transported beyond public highways to or from oil or gas well sites, the minimum charges shall in no event be less than those set forth in paragraph (b) 3 plus an additional \$1.10 per shipment for each such origin and destination.

Change)
Increase) Decision No.

86235

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;">SPLIT PICKUP (Items 160, 161, 162 and 163)</p> <p>(E) A. Except as otherwise provided, the provisions of this item do not apply to:</p> <ol style="list-style-type: none">Shipments, including any component part thereof, moving under Collect on Delivery (C.O.D.) provisions; norShipments, including any component part thereof, transported on Order Notify Bills of Lading. <p>(E) B. Each shipment shall be limited to the following numbers of split pickup components, including the original pickup:</p> <table><tr><th colspan="2">When The Actual Or Billed Weight Of The Shipment (Whichever Is Greater) Is (In Pounds)</th><th>Maximum Number Of Split Pickup Components Allowed Will Be (See Exception)</th></tr><tr><th><u>Over</u></th><th><u>But Not Over</u></th><th></th></tr><tr><td>4,999</td><td>6,000</td><td>6</td></tr><tr><td>6,000</td><td>8,000</td><td>8</td></tr><tr><td>8,000</td><td>10,000</td><td>10</td></tr><tr><td>10,000</td><td></td><td>See Note</td></tr></table> <p>NOTE.--One split pickup component will be allowed for each additional 1,000 pounds or fraction thereof, subject to a maximum of 20 pickup components per shipment.</p> <p>EXCEPTION.--The total number of split pickup components may exceed the allowed number shown, provided, however, that for each pickup component in excess of said allowed number, a charge of \$4.15 will be made in addition to all other applicable rates and charges. In no event shall there be more than 40 pickup components per shipment.</p> <p style="text-align: center;">(Continued in Item 161)</p>			When The Actual Or Billed Weight Of The Shipment (Whichever Is Greater) Is (In Pounds)		Maximum Number Of Split Pickup Components Allowed Will Be (See Exception)	<u>Over</u>	<u>But Not Over</u>		4,999	6,000	6	6,000	8,000	8	8,000	10,000	10	10,000		See Note	\$160
When The Actual Or Billed Weight Of The Shipment (Whichever Is Greater) Is (In Pounds)		Maximum Number Of Split Pickup Components Allowed Will Be (See Exception)																			
<u>Over</u>	<u>But Not Over</u>																				
4,999	6,000	6																			
6,000	8,000	8																			
8,000	10,000	10																			
10,000		See Note																			
<p>(E) Expires with June 30, 1973.</p> <p>Change) Increase) Decision No. 80235</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.

SPLIT PICKUP (Concluded)
(Items 160, 161, 162 and 163)

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

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

Weight of Component Part (Pounds)		Split Pickup Charge for Each Component Part in Cents
Over	But Not Over	
0	100	305
100	250	355
250	500	375
500	1,000	405
1,000	2,000	530
2,000	4,000	685
4,000	10,000	780
10,000		870

0163

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

Weight of Component Part (Pounds)		Split Pickup Charge for Each Component Part in Cents
Over	But Not Over	
0	100	340
100	250	410
250	500	440
500	1,000	615
1,000	2,000	895
2,000	4,000	1100
4,000	10,000	1280
10,000		1490

Increase, Decision No.

80235

EFFECTIVE

Correction

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

SECTION 1--RULES OF GENERAL APPLICATION (Continued)		ITEM																		
<div>SPLIT DELIVERY (Items 170, 171, 172 and 173)</div> <div>(E) A. Except as otherwise provided, the provisions of this item do not apply to:<div>1. Shipments, including any component part thereof, moving under Collect on Delivery (C.O.D.) provisions; nor</div><div>2. Shipments, including any component part thereof, transported on Order Notify Bills of Lading.</div></div> <div>(E) B. Each shipment shall be limited to the following numbers of split delivery components, including final destination:</div> <table><tr><th colspan="2">When the Actual Or Billed Weight Of The Shipment (Whichever Is Greater) Is (In Pounds)</th><th>Maximum Number of Split Delivery Components Allowed Will Be (See Exception)</th></tr><tr><th>Over</th><th>But Not Over</th><th></th></tr><tr><td>4,999</td><td>6,000</td><td>6</td></tr><tr><td>6,000</td><td>8,000</td><td>8</td></tr><tr><td>8,000</td><td>10,000</td><td>10</td></tr><tr><td>10,000</td><td></td><td>See Note</td></tr></table> <div>NOTE.—One split delivery component will be allowed for each additional 1,000 pounds or fraction thereof, subject to a maximum of 20 delivery components per shipment.</div> <div>EXCEPTION.—The total number of split delivery components may exceed the allowed number shown, provided, however, that for each delivery component in excess of said allowed number, a charge of \$4.15 will be made in addition to all other applicable rates and charges. In no event shall there be more than 40 delivery components per shipment.</div> <div>(Continued in Item 171)</div>		When the Actual Or Billed Weight Of The Shipment (Whichever Is Greater) Is (In Pounds)		Maximum Number of Split Delivery Components Allowed Will Be (See Exception)	Over	But Not Over		4,999	6,000	6	6,000	8,000	8	8,000	10,000	10	10,000		See Note	170
When the Actual Or Billed Weight Of The Shipment (Whichever Is Greater) Is (In Pounds)		Maximum Number of Split Delivery Components Allowed Will Be (See Exception)																		
Over	But Not Over																			
4,999	6,000	6																		
6,000	8,000	8																		
8,000	10,000	10																		
10,000		See Note																		
<div>(E) Expires with June 30, 1973.</div> <div>Change) Increase) Decision No.</div> <div>80235</div>																				
EFFECTIVE																				
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA																				
Correction																				

SECTION 1—RULES OF GENERAL APPLICATION (Continued)

ITEM

SPLIT DELIVERY (Concluded)
(Items 170, 171, 172 and 173)

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

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

Weight of Component Part (Pounds)		Split Delivery Charge For Each Component Part in Cents
Over	But Not Over	
0	100	303
100	250	355
250	500	375
500	1,000	405
1,000	2,000	530
2,000	4,000	685
4,000	10,000	780
10,000		870

◊173

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

Weight of Component Part (Pounds)		Split Delivery Charge For Each Component Part in Cents
Over	But Not Over	
0	100	340
100	250	410
250	500	440
500	1,000	615
1,000	2,000	895
2,000	4,000	1100
4,000	10,000	1280
10,000		1490

◊ Increase, Decision No.

86235

EFFECTIVE

Correction

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

SECTION 1--RULES OF GENERAL APPLICATION (Continued)		ITEM															
STRINGING SERVICES (Items 174 and 175)																	
When stringing is performed in connection with the transportation of the commodities listed below, the class or commodity rate shall be computed from point of origin to that point which produces the greatest constructive mileage. In addition to the class or commodity rates, a charge as set forth below shall be assessed for the stringing services. Subject to Notes 1, 2, 3, 4, 5 and 6.																	
Commodity Descriptions	◊ Rates in Cents per Hour																
Commodity List 1, Pipe and pipe fittings or connections-----	1705																
Commodity List 2, Conduit (including clay or terra cotta conduit, single or multiple cell); culvert; fencing; poles; posts; tubing; and fittings or connections for any of the above-----	1605																
NOTE 1.--The minimum charge shall be for ½ hour. After the total time has been determined it shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the following table:																	
<table><tr><th colspan="2">Minutes</th><th></th></tr><tr><th>Over</th><th>But Not Over</th><th></th></tr><tr><td>0</td><td>8</td><td>Omit</td></tr><tr><td>8</td><td>38</td><td>Shall be ½ hour</td></tr><tr><td>38</td><td>60</td><td>Shall be 1 hour</td></tr></table>		Minutes			Over	But Not Over		0	8	Omit	8	38	Shall be ½ hour	38	60	Shall be 1 hour	\$174
Minutes																	
Over	But Not Over																
0	8	Omit															
8	38	Shall be ½ hour															
38	60	Shall be 1 hour															
NOTE 2.--For purposes of determining the stringing charge, when the carrier's equipment arrives at or prior to the arrival time specified on the bill of lading, time shall be computed from the time stringing commences, or the arrival time specified on the bill of lading (whichever is the earliest) to the time stringing is completed. When the carrier's equipment arrives subsequent to the arrival time stated on the bill of lading, time shall be computed from the time stringing service commences to the time stringing is completed. Time shall be calculated separately for each unit of equipment.																	
In addition to the class or commodity rate, the hourly rate provided in this item shall be assessed for the time consumed in performing the stringing, less 5 minutes a ton for poles, and 8 minutes a ton for all other commodities. The free time shall be based on the weight on which transportation charges are computed. Allowance shall be made only for delays occasioned due to failure of carrier's equipment transporting the lading and time taken out for meals by the driver and/or helper.																	
NOTE 3.--Rate includes the exclusive services of vehicle and driver and does not include any power equipment to load or unload, other than a winch affixed to the tractor transporting the shipment from origin to destination. When carrier furnishes help in addition to the driver, such service shall be charged for at a rate of not less than \$11.90 per hour per extra man furnished. For those commodities listed under Commodity List 1, the carrier may furnish a supervising foreman in addition to the driver without additional charge. When the supervising foreman renders physical assistance, such service shall be charged for at a rate of not less than \$11.90 per hour.																	
(Continued in Item 175)																	
◊ Change ◊ Increase	} Decision No. 80235																
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)
 * (Items 179-1 and 179-2)

(Subject to the provisions of Item 179-1)

(a) DISTRIBUTION RATES

MILES Over But Not Over		In Cents Per 100 Pounds MINIMUM WEIGHT IN POUNDS			
		1,000 (Note 1)	5,000	10,000	20,000
0	15	80	59	41	30
15	30	86	66	45	33
30		100	75	53	38

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 * AND/OR UNLOADING RATES

0179-2

In Cents Per 100 Pounds MINIMUM WEIGHT IN POUNDS			
Any Quantity	5,000	10,000	20,000
92	54	43	29

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

- (c) An additional charge of 57 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 \$21.80 shall be assessed.

 * Change
 * Addition
 * Increase

Decision No.

80235

EFFECTIVE

Correction

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

SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

TEMPERATURE CONTROL SERVICE
APPLICATION OF RATES (Concluded)
(Applies to the transportation of all shipments accorded
Temperature Control Service as defined in Item 185.)
(Items 185 and 185-1)

7. Temperature control service shall be subject to the following minimum charges
(See Note):

Weight of Shipment	Minimum Charges in Cents per Shipment	
	Chilled Temperature Control Service	Frozen Temperature Control Service
50 pounds or less-----	54	80
More than 50 pounds-----	80	107

NOTE.--The minimum charges provided herein shall be in addition to the minimum charges set forth in Items 150 and 530.

8. Rates for temperature control service shall be determined as follows:
- (a) Determine the applicable class or commodity rate or rates named in Section 2 or 3 of this tariff for the shipment in question, and
 - (b) Increase the rate or rates so determined as follows:
 - (1) Chilled Temperature Control Service:
 - (a) For commodities rated subject to the provisions of Item 376 of this tariff, find, under Column A of the conversion table in Items 186 and 186-1, the applicable class or commodity rate named in the tariff for the transportation involved (exclusive of the service of temperature control). The rate to be applied (inclusive of the service of temperature control) will be found opposite thereto under Column B.
 - (b) For all other commodities use the conversion table in Items 187, 187-1, 187-2 and 187-3.
 - (2) Frozen Temperature Control Service:
 - (a) For commodities rated subject to the provisions of Item 376 of this tariff, find, under Column A of the conversion table in Items 186 and 186-1, the applicable class or commodity rate named in the tariff for the transportation involved (exclusive of the service of temperature control). The rate to be applied (inclusive of the service of temperature control) will be found opposite thereto under Column C.
 - (b) For all other commodities use the conversion table in Items 187, 187-1, 187-2 and 187-3.
 - (c) Except as provided herein or in items making reference hereto, the provisions of paragraph (b) shall not apply to rates or charges provided in Section 1 of the tariff, nor to accessorial charges named in Sections 2 and 3 of the tariff.
 - (d) On continuous through movements on which charges are obtained by the use of combinations of separately stated rates in this tariff, the rates shall be combined before increasing as provided in paragraph (b) hereof.

185-1

* Change)
 * Addition)
 Δ Change, neither)
 increase nor reduction)

Decision No. 80235

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;">ACCESSORIAL SERVICES NOT INCLUDED IN COMMON CARRIER RATES (Items 240 and 241)</p> <p>In the event under provisions of Items 200 to 230, inclusive, a rate of a common carrier is used in constructing a rate for highway transportation, and such rate does not include accessorial services performed by the highway carrier the following charges for such accessorial services shall be added (except as otherwise provided in Item 241 and in connection with individual rates):</p> <ol style="list-style-type: none"> 1. No additional charge shall be assessed when the shipment is loaded into and/or unloaded from the carrier's equipment and the bill of lading issued pursuant to Item 255 indicates that the shipment was loaded and/or unloaded under one of the following circumstances: <ol style="list-style-type: none"> (a) By gravity: <ol style="list-style-type: none"> (1) From or into dump or hopper trucks or trailers other than pneumatic equipment. (2) On truckload shipments of pulpboard in rolls weighing not less than 750 pounds each. (3) On shipments of lumber unloaded by the use of rollers. (b) By the consignor and/or consignee with power equipment, as described in Item 11, furnished and used without expense to carrier, and when no services are performed at carrier expense, or by carrier personnel. (c) By the consignor and/or consignee when the carrier's equipment is a trailer or semitrailer left for loading and/or unloading without the presence of carrier's employees. 2. A charge of .05 cents per 100 pounds shall be assessed on the weight on which transportation charges are determined when the bill of lading is so annotated to indicate that the shipment was loaded or unloaded from the carrier's equipment under one of the following circumstances: <ol style="list-style-type: none"> (a) By the consignor or consignee by use of power equipment, as described in Item 11, furnished by the consignor or consignee without expense to the carrier. Physical assistance of a single carrier employee is restricted to work within or on carrier's equipment and does not include services subject to Paragraph 3(a) or any assistance in the actual loading or unloading operation. (b) By use of carrier's pneumatic equipment with or without assistance of carrier employee. (c) By use of a roller conveyor when said conveyor is built into and is an integral part of carrier's equipment, and shipment is placed onto or removed from said conveyor by consignor or consignee without expense to the carrier. (d) When the shipment is transported on pallets in van-type equipment and the shipment is placed onto or removed from the van by use of power equipment furnished by the consignor and/or the consignee, and the loaded pallets are positioned in the van by carrier's employee by use of a hand jack or pallet jack. <p style="text-align: right;">(Continued in Item 241)</p>	240
<div style="display: flex; justify-content: space-between;"> <div> Change) Increase) </div> <div> Decision No. <div style="font-size: 1.5em; font-weight: bold;">80235</div> </div> </div>	
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;">ACCESSORIAL SERVICES NOT INCLUDED IN COMMON CARRIER RATES (Concluded) (Items 240 and 241)</p> <p>3. A charge of 0.74 cents per 100 pounds shall be assessed on the weight on which transportation charges are determined when the shipment is loaded into or unloaded from the carrier's equipment (other than pneumatic equipment) with the physical assistance of a single carrier employee as follows, and under all other circumstances not noted in Paragraphs 1 and 2:</p> <p>(a) When shipment is loaded into or unloaded from carrier's equipment by power equipment furnished by the consignor or consignee without expense to the carrier and carrier's employee is required:</p> <p>(1) To stack or unstack merchandise in the carrier's equipment, or</p> <p>(2) To remove merchandise from or place merchandise on pallets.</p> <p>(b) When the bill of lading is not annotated as provided in Paragraphs 1 and 2.</p> <p>4. If a shipment is partially unloaded at an intermediate point under one circumstance and the unloading is completed at final destination under another circumstance, the higher unloading charge applies on the total weight on which transportation charges are computed.</p> <p>5. Split pickup or split delivery shall not be accorded unless included in the common carrier rate (see Items 220 and 230 for exceptions).</p> <p>6. When rates provided in this tariff are applied in combination with common carrier rates under the provisions of:</p> <p>(a) Paragraph (a) of Item 210, only the accessorial charge for unloading shall be assessed.</p> <p>(b) Paragraph (b) of Item 210, only the accessorial charge for loading shall be assessed.</p> <p>(c) Paragraph (c) of Item 210, no charge for either loading or unloading shall be assessed.</p> <p>7. A charge shall be assessed for all other accessorial services furnished (including services performed under the provisions of Items 120, 140 or 142) for which charges are provided in this tariff. Such charges shall be in addition to all charges set forth in Items 240 and 241.</p> <p>EXCEPTION.--The provisions of Items 240 and 241 are not applicable to shipments where the minimum weight is less than 10,000 pounds and where the provisions of Item 120 will apply.</p>	241
<p>Change) Increase) Decision No. 80235</p>	
EFFECTIVE	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

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</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;">01065</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>	01065	155	#260
<u>Col. 1</u>	<u>Col. 2</u>								
(Cents per Hour)									
<u>Forklift Operator</u>	<u>Forklift</u>								
01065	155								
<p>Change } Decision No. 80235 Increase }</p>									
EFFECTIVE									
<p>Correction</p> <p style="text-align: right;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>									

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p>RAIL CARLOADING AND UNLOADING CHARGES--METROPOLITAN LOS ANGELES AREA</p> <p>(Applies only to shipments having both point of origin and point of destination in the Metropolitan Los Angeles Area. See Exception.)</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 assessed in addition to the transportation charges:</p> <p style="padding-left: 40px;">¢17 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;">¢8½ 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>EXCEPTION.--Rules and charges in this item are not applicable to shipments subject to rates and charges in Item 179-2.</p>	<p>262</p>
<p>§ Change) ◊ Increase) Decision No. 80235</p>	
EFFECTIVE	
<p>Correction</p> <p style="text-align: right;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

SECTION 1--RULES OF GENERAL APPLICATION (Continued)		ITEM
<p>EXCEPTIONS TO GOVERNING CLASSIFICATION AND EXCEPTION RATINGS TARIFF (Continued)</p> <p>(Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)</p>		Class Rating
<p>CARRIERS (USED PACKAGES), SECONDHAND, EMPTY, subject to Notes 1 and 2, viz.:</p> <p>Barrels, Drums or Kegs, sheet iron or steel (40830) Bottles, Carboys or Demijohns, NOX, glass, one gallon or less (87700) Bottles, plastic, one gallon or less, in barrels, boxes or crates, with or without covers (156600) Boxes, fibreboard, KD flat or folded flat, in packages (29275, 29280) Carboys, glass, in boxes, with or without neck protection (87840) Carriers, NOX (40850, Sub 2) Crates, bottle carrying (40883, 40885, 40890, 40900, 40910, 40920, 40930) Cylinders, for shipping air, gases or liquids under pressure (41150, 41160) Drums, shipping, fibreboard, nested (21840, Sub 2) Pallets, metal or wooden, shipping (150370, 150390) including inside spacers or supports for palletized loads Reels (41330, Sub 5)</p> <p>Less truckload</p> <p>§(1) Subject to minimum rate of 44 cents per hundred pounds or actual Class 55 rate whichever is lower. On continuous through movements on which charges are obtained by use of combinations of separately established rates, the minimum rate stated above shall apply, not in connection with the separately established factors, but to the total of the combined rate applicable to the through continuous movement.</p> <p>NOTE 1.--Applies only on Carriers (used packages), secondhand, empty, returning, or when shipped for return paying load. Applies only when return movement is over same line, or lines, as outbound movement, subject to Item 291 of this tariff, except as provided in Note 2; and subject also to estimated weights, if any, which are published in the Governing Classification.</p> <p>NOTE 2.--If the charge accruing under the rating in the Governing Classification is lower than the charge accruing under the exception rating contained herein, the lower charge resulting from the Governing Classification rating will apply.</p>		<p>(1) 50% of 55</p> <p>§(E) 330.6</p>
<p>(E) Expiration date extended until further order of the Commission.</p> <p>§ Change } o Increase } Decision No.</p>		
EFFECTIVE		
Correction		ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA

SECTION 2--CLASS RATES In Cents Per 100 Pounds												ITEM
MILES		Any Quantity (Subject to Note)										
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1	
0	3	374	355	337	318	299	288	277	262	254	236	
3	5	378	359	340	321	303	291	280	265	257	238	
5	10	384	365	346	326	307	296	284	269	261	242	
10	15	389	370	350	331	311	300	288	272	265	245	
15	20	393	373	354	334	314	303	291	275	267	248	
20	25	396	376	356	337	317	305	293	277	269	249	
25	30	401	381	361	341	321	309	297	281	273	253	
30	35	404	384	364	343	323	311	299	283	275	255	
35	40	406	386	365	345	325	313	300	284	276	256	
40	45	409	389	368	348	327	315	303	286	278	258	
45	50	411	390	370	349	329	316	304	288	279	259	
50	60	418	397	376	355	334	322	309	293	284	262	
60	70	423	402	381	360	338	326	313	296	288	266	
70	80	428	407	385	364	342	330	317	300	291	270	
80	90	431	409	388	366	345	332	319	302	293	272	
90	100	435	413	392	370	348	335	322	305	296	274	
100	110	440	418	396	374	352	339	326	308	299	277	
110	120	445	423	401	378	356	343	329	312	303	280	
120	130	449	427	404	382	359	346	332	314	305	283	
130	140	454	431	409	386	363	350	336	318	309	286	
140	150	459	436	413	390	367	353	340	321	312	289	
150	160	463	440	417	394	370	357	343	324	315	292	
160	170	468	445	421	398	374	360	346	328	318	295	
170	180	471	447	424	400	377	363	349	330	320	297	
180	190	476	452	428	405	381	367	352	333	324	300	
190	200	479	455	431	407	383	369	354	335	326	302	
200	220	486	462	437	413	389	374	360	340	330	306	
220	240	494	469	445	420	395	380	366	346	336	311	
240	260	501	476	451	426	401	386	371	351	341	316	
260	280	506	481	455	430	405	390	374	354	344	319	
280	300	514	488	463	437	411	396	380	360	350	324	
300	325	521	495	469	443	417	401	385	365	354	328	
325	350	528	502	475	449	422	407	391	370	359	333	
350	375	535	508	482	455	428	412	396	375	364	337	
375	400	539	512	485	458	431	415	399	377	367	340	
NOTE.--Not applicable to shipments having both point of origin and point of destination in the Metropolitan Los Angeles Area. (See Items 530 and 550.)												
◊ Increase, Decision No.		80235										
EFFECTIVE												
Correction		ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										

SECTION 2—CLASS RATES (Continued) In Cents Per 100 Pounds												ITEM
MILES		Any Quantity (Subject to Note)										
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1	
400	425	548	521	493	466	438	422	406	384	373	345	0501
425	450	556	528	500	473	445	428	411	389	378	350	
450	475	564	536	508	479	451	434	417	395	384	355	
475	500	573	544	516	487	458	441	424	401	390	361	
500	525	581	552	523	494	465	447	430	407	395	366	
525	550	588	559	529	500	470	453	435	412	400	370	
550	575	596	566	536	507	477	459	441	417	405	375	
575	600	604	574	544	513	483	465	447	423	411	381	
600	625	613	582	552	521	490	472	454	429	417	386	
625	650	623	592	561	530	498	480	461	436	424	392	
650	675	630	599	567	536	504	485	466	440	428	397	
675	700	640	608	576	544	512	493	474	448	435	403	
700	725	649	617	584	552	519	500	480	454	441	409	
725	750	658	625	592	559	526	507	487	461	447	414	
750	775	665	632	599	565	532	512	492	466	452	419	
775	800	674	640	607	573	539	519	499	472	458	425	
800	850	688	654	619	585	550	530	509	482	468	433	
850	900	699	664	629	594	559	538	517	489	475	440	
900	950	711	675	640	604	569	547	526	498	483	448	
950	1000	725	689	653	616	580	558	537	508	493	457	
1000	1050	738	701	664	627	590	568	546	517	502	465	
1050	1100	750	713	675	638	600	578	555	525	510	473	
1100	1150	764	726	688	649	611	588	565	535	520	481	
1150	1200	776	737	698	660	621	598	574	543	528	489	
For distances over 1200 miles add for each 50 miles or fraction thereof in excess of 1200 miles:		013	013	012	011	010	010	010	010	09	09	
NOTE.—Not applicable to shipments having both point of origin and point of destination in the Metropolitan Los Angeles Area. (See Items 530 and 550.)												
♦ Increase, except as noted) ♦ Reduction) Decision No. 80235 ♦ No change)												
EFFECTIVE												
Correction												ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

MINIMUM RATE TARIFF 2

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FIFTH REVISÉD PAGE....41-A

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds											ITEM
MILES		Minimum Weight 5,000 Pounds									
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1
0	3	126	120	113	107	101	97	93	88	86	79
3	5	129	123	116	110	103	99	95	90	88	81
5	10	133	126	120	113	106	102	98	93	90	84
10	15	136	129	122	116	109	105	101	95	92	86
15	20	140	133	126	119	112	109	104	98	95	88
20	25	143	136	129	122	114	110	106	100	97	90
25	30	145	138	131	123	116	112	107	102	99	91
30	35	149	142	134	127	119	115	110	104	101	94
35	40	151	143	136	128	121	116	112	106	103	95
40	45	155	147	140	132	124	119	115	109	105	98
45	50	158	150	142	134	126	122	117	111	107	100
50	60	161	153	145	137	129	124	119	113	109	101
60	70	166	158	149	141	133	128	123	116	113	105
70	80	170	162	153	145	136	131	126	119	116	107
80	90	175	166	158	149	140	135	130	123	119	110
90	100	180	171	162	153	144	139	133	126	122	113
100	110	184	175	166	156	147	142	136	129	125	116
110	120	186	177	167	158	149	143	138	130	126	117
120	130	190	181	171	162	152	146	141	133	129	120
130	140	193	183	174	164	154	149	143	135	131	122
140	150	196	186	176	167	157	151	145	137	133	123
150	160	199	189	179	169	159	153	147	139	135	125
160	170	204	194	184	173	163	157	151	143	139	129
170	180	206	196	185	175	165	159	152	144	140	130
180	190	209	199	188	178	167	161	155	146	142	132
190	200	211	200	190	179	169	162	156	148	143	133
200	220	216	205	194	184	173	166	160	151	147	136
220	240	223	212	201	190	178	172	165	156	152	140
240	260	226	215	203	192	181	174	167	158	154	142
260	280	230	219	207	196	184	177	170	161	156	145
280	300	236	224	212	201	189	182	175	165	160	149
300	325	241	229	217	205	193	186	178	169	164	152
325	350	249	237	224	212	199	192	184	174	169	157
350	375	254	241	229	216	203	196	188	178	173	160
375	400	259	246	233	220	207	199	192	181	176	163
<p>◊ Increase, Decision No.</p> <p>80235</p>											
EFFECTIVE											
<p>Correction</p> <p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>											

MINIMUM RATE TARIFF 2

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CANCELS
SECOND REVISED PAGE.....41-B

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds												ITEM
MILES		Minimum Weight 5,000 Pounds										
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1	
400	425	266	253	239	226	213	205	197	186	181	168	0503
425	450	273	259	245	232	218	210	202	191	186	172	
450	475	279	265	251	237	223	215	206	195	190	176	
475	500	286	272	257	243	229	220	212	200	194	180	
500	525	293	278	264	249	234	226	217	205	199	185	
525	550	300	285	270	255	240	231	222	210	204	189	
550	575	306	291	275	260	245	236	226	214	208	193	
575	600	314	298	283	267	251	242	232	220	214	198	
600	625	320	304	288	272	256	246	237	224	218	202	
625	650	328	312	295	279	262	253	243	230	223	207	
650	675	334	317	301	284	267	257	247	234	227	210	
675	700	343	326	309	292	274	264	254	240	233	216	
700	725	349	332	314	297	279	269	258	244	237	220	
725	750	356	338	320	303	285	274	263	249	242	224	
750	775	363	345	327	309	290	280	269	254	247	229	
775	800	371	352	334	315	297	286	275	260	252	234	
800	850	378	359	340	321	302	291	280	265	257	238	
850	900	385	366	347	327	308	296	285	270	262	243	
900	950	393	373	354	334	314	303	291	275	267	248	
950	1000	400	380	360	340	320	308	296	280	272	252	
1000	1050	408	388	367	347	326	314	302	286	277	257	
1050	1100	415	394	374	353	332	320	307	291	282	261	
1100	1150	423	402	381	360	338	326	313	296	288	266	
1150	1200	430	409	387	366	344	331	318	301	292	271	
For distances over 1200 miles add for each 50 miles or fraction thereof in excess of 1200 miles:		07	06	06	06	06	05	05	05	05	04	
◊ Increase, except as noted) ◊ No change) Decision No.												
80235												
EFFECTIVE												
Correction												
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA												

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds												ITEM
MILES		Minimum Weight 10,000 Pounds except as provided in Note										
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1	
0	3	90	86	81	76	72	69	66	62	60	56	0504
3	5	91	87	82	77	73	70	67	64	61	57	
5	10	95	90	86	81	76	73	70	66	63	59	
10	15	98	93	88	83	78	75	73	68	65	61	
15	20	100	95	90	85	80	77	74	70	67	63	
20	25	103	98	93	87	82	79	76	72	69	65	
25	30	104	99	94	88	83	80	77	73	70	66	
30	35	106	100	95	90	85	82	78	74	71	67	
35	40	110	104	99	93	88	84	80	76	72	68	
40	45	111	105	100	94	89	85	82	77	73	69	
45	50	113	107	102	96	90	87	83	78	74	70	
50	60	115	109	104	98	92	89	85	81	77	72	
60	70	119	113	107	101	95	92	88	83	80	75	
70	80	123	117	111	105	98	95	90	86	83	77	
80	90	125	119	113	106	100	96	92	88	85	79	
90	100	129	123	116	110	103	99	95	90	88	81	
100	110	131	124	118	111	105	101	97	92	89	83	
110	120	135	128	122	115	108	104	100	95	92	85	
120	130	140	133	126	119	112	108	104	98	95	88	
130	140	143	136	129	122	114	110	106	100	97	90	
140	150	145	138	131	123	116	112	107	102	99	91	
150	160	149	142	134	127	119	115	110	104	101	94	
160	170	154	146	139	131	123	119	114	108	105	97	
170	180	156	148	140	133	125	120	115	109	106	98	
180	190	160	152	144	136	128	123	118	112	109	101	
190	200	163	155	147	139	130	126	121	114	111	103	
200	220	168	160	151	143	134	129	124	118	114	106	
220	240	174	165	157	148	139	134	129	122	118	110	
240	260	178	169	160	151	142	137	132	125	121	112	
260	280	184	175	166	156	147	142	136	129	125	116	
280	300	188	179	169	160	150	145	139	132	128	118	
300	325	191	181	172	162	153	147	141	134	130	120	
325	350	196	186	176	167	157	151	145	137	133	123	
350	375	201	191	181	171	161	155	149	141	137	127	
375	400	206	196	185	175	165	159	152	144	140	130	

NOTE.—When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff, subject to Item 290.

◊ Increase, Decision No.

80235

EFFECTIVE

Correction

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

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds												ITEM
MILES		Minimum Weight 10,000 Pounds except as provided in Note										0505
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1	
400	425	213	202	192	181	170	164	158	149	145	134	
425	450	219	208	197	186	175	169	162	153	149	138	
450	475	224	213	202	190	179	172	166	157	152	141	
475	500	230	219	207	196	184	177	170	161	156	145	
500	525	235	223	212	200	188	181	174	165	160	148	
525	550	241	229	217	205	193	186	178	169	164	152	
550	575	246	234	221	209	197	189	182	172	167	155	
575	600	251	238	226	213	201	193	186	176	171	158	
600	625	256	243	230	218	205	197	189	179	174	161	
625	650	261	248	235	222	209	201	193	183	177	164	
650	675	266	253	239	226	213	205	197	186	181	168	
675	700	271	257	244	230	217	209	201	190	184	171	
700	725	279	265	251	237	223	215	206	195	190	176	
725	750	285	271	257	242	228	219	211	200	194	180	
750	775	293	278	263	249	234	226	217	205	199	185	
775	800	298	283	268	253	238	229	221	209	203	188	
800	850	309	294	278	263	247	238	229	216	210	195	
850	900	321	305	289	273	257	247	238	225	218	202	
900	950	331	314	298	281	265	255	245	232	225	209	
950	1000	341	324	307	290	273	263	252	239	232	215	
1000	1050	353	335	318	300	282	272	261	247	240	222	
1050	1100	363	345	327	309	290	280	269	254	247	229	
1100	1150	374	355	337	318	299	288	277	262	254	236	
1150	1200	385	366	347	327	308	296	285	270	262	243	
For distances over 1200 miles add for each 50 miles or fraction thereof in excess of 1200 miles:		0.11	0.10	0.10	0.9	9	08	08	0.8	07	0.7	
NOTE.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff, subject to Item 290.												
◊ Increase, except as noted) ◊ Reduction) Decision No. 80235 ◊ No change)												
EFFECTIVE												
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.												
Correction												

SECTION 2—CLASS RATES (Continued) In Cents Per 100 Pounds (See Exception)												ITEM
MILES		Minimum Weight 20,000 Pounds except as provided in Note										
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1	
0	3	51	48	46	43	41	39	38	36	35	32	506
3	5	54	51	49	46	43	41	40	38	36	34	
5	10	56	53	50	48	45	43	41	39	38	35	
10	15	59	56	53	50	47	45	44	41	40	37	
15	20	61	58	55	52	49	47	45	43	41	38	
20	25	63	60	57	54	50	49	47	44	43	40	
25	30	65	62	58	55	52	50	48	45	44	41	
30	35	66	63	59	56	53	51	49	46	45	42	
35	40	69	65	62	59	55	53	51	48	47	43	
40	45	71	67	64	60	57	55	52	50	48	45	
45	50	73	69	66	62	58	56	54	51	50	46	
50	60	76	72	68	65	61	59	56	53	52	48	
60	70	79	75	71	67	63	61	58	55	54	50	
70	80	83	78	75	71	66	64	61	58	56	52	
80	90	86	82	77	73	69	66	64	60	58	54	
90	100	90	86	81	77	72	69	67	63	61	57	
100	110	94	89	85	80	75	72	70	66	64	59	
110	120	96	91	86	82	77	74	71	67	65	60	
120	130	101	95	91	86	81	78	75	71	68	64	
130	140	104	99	94	88	83	80	77	73	71	66	
140	150	108	103	97	92	86	83	79	76	73	68	
150	160	110	105	99	94	88	85	81	77	75	69	
160	170	114	108	103	97	91	88	84	80	77	72	
170	180	116	110	104	99	93	89	86	81	79	73	
180	190	119	113	107	101	95	92	88	83	81	75	
190	200	121	115	109	103	97	93	90	85	82	76	
200	220	126	120	113	107	101	97	93	88	86	79	
220	240	133	126	120	113	106	102	98	93	90	84	
240	260	138	131	124	117	110	106	102	97	94	87	
260	280	143	136	129	122	114	110	106	100	97	90	
280	300	149	142	134	127	119	115	110	104	101	94	
300	325	154	146	139	131	123	119	114	108	105	97	
325	350	161	153	145	137	129	124	119	113	109	101	
350	375	166	158	149	141	133	128	123	116	113	105	
375	400	173	164	156	147	138	133	128	121	118	109	
EXCEPTION.—Except as provided in Items 160 and 170, rates shown herein will not apply to transportation for which rates are provided in Item 520.												
NOTE.—When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff (subject to Item 290) but in no event less than 20,000 pounds.												
◊ Increase, Decision No. 80235												
EFFECTIVE												
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.												
Correction												

SECTION 2—CLASS RATES (Continued) In Cents Per 100 Pounds (See Exception)											ITEM
MILES		Minimum Weight 20,000 Pounds except as provided in Note									
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1
400	425	179	170	161	152	143	138	132	125	122	113
425	450	185	176	167	157	148	142	137	130	126	117
450	475	191	181	172	162	153	147	141	133	130	120
475	500	196	186	176	167	157	151	145	137	133	123
500	525	203	193	183	173	162	156	150	141	137	127
525	550	206	196	185	175	165	159	152	144	140	130
550	575	211	200	190	179	169	162	156	148	143	133
575	600	218	207	196	185	174	168	161	153	148	137
600	625	223	212	201	190	178	172	165	156	152	140
625	650	228	217	205	194	182	176	169	160	155	144
650	675	235	223	212	200	188	181	174	165	160	148
675	700	240	228	216	204	192	185	178	168	163	151
700	725	246	234	221	209	197	189	182	172	167	155
725	750	253	239	227	215	202	195	186	176	171	158
750	775	258	245	232	219	206	199	190	180	175	162
775	800	263	250	236	224	210	203	194	183	178	165
800	850	269	256	242	229	215	207	199	188	183	169
850	900	274	260	247	233	219	211	203	192	186	173
900	950	279	265	251	237	223	215	206	195	190	176
950	1000	285	271	257	242	228	219	211	200	194	180
1000	1050	291	276	262	247	233	224	215	204	198	183
1050	1100	298	283	268	253	238	229	221	209	203	188
1100	1150	303	288	273	258	242	233	224	212	206	191
1150	1200	308	293	277	262	246	237	228	216	209	194
For distances over 1200 miles add for each 50 miles or fraction thereof in excess of 1200 miles:		06	5	05	05	04	04	04	04	04	4
EXCEPTION.—Except as provided in Items 160 and 170, rates shown herein will not apply to transportation for which rates are provided in Item 520. NOTE.—When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff (subject to Item 290) but in no event less than 20,000 pounds.											
◊ Increase, except as noted) ◊ No change) Decision No. 80235											
EFFECTIVE											
Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA											

MINIMUM RATE TARIFF 2

 SECOND REVISED PAGE....42-C
 CANCELS
 FIRST REVISED PAGE....42-C

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds (See Exception)										ITEM
MILES		Minimum Weight as provided in the Governing Classification. Exception Ratings Tariff or this tariff, subject to Item 290 (See Note)								
Over	But Not Over	45	40	37½	35	35.1	35.2	35.3	35.4	
0	3	34	30	29	28½	27	25	23	21	0507
3	5	35	32	31	30	28	27	24	21½	
5	10	37	33	33	32	29	28	25	22½	
10	15	38	35	33½	33	30	29	27	23	
15	20	40	36	34	34	32	30	28	24	
20	25	41	38	36	35	33	31	28½	25	
25	30	42	39	38	37	34	32	29	25½	
30	35	43	40	39	38	35	33	30	26½	
35	40	44	42	41	39	37	34	31	27	
40	45	46	43	42	41	38	34½	32	28	
45	50	47	45	44	43	39	35	33	29	
50	60	49	47	46	45	41	36	34	30	
60	70	51	50	49	48	43	39	35	32	
70	80	54	52	50	50	45	41	37½	33	
80	90	56	54	53	52	47	43	39	35	
90	100	57	56	54	53	49	44	41	36	
100	110	59	58	56	55	51	46	42	38	
110	120	62	59	58	57	53	48	44	40	
120	130	64	62	61	59	55	49	45	41	
130	140	66	64	63	62	57	51	46	42	
140	150	68	66	65	64	58	52	48	43	
150	160	70	68	67	66	60	54	50	44	
160	170	73	70	69	68	62	56	52	46	
170	180	75	73	72	70	64	57	53	47	
180	190	77	75	74	73	66	59	54	48	
190	200	79	77	76	75	68	60	55	49	
200	220	82	80	79	78	71	63	57	52	
220	240	87	83	82	81	75	66	60	53	
240	260	90	87	86	85	78	68	63	55	
260	280	94	91	90	89	81	71	65	57	
280	300	98	94	93	92	85	75	67	58	
300	325	101	98	97	95	88	78	70	60	
325	350	105	101	100	99	91	81	72	63	
350	375	110	104	103	102	95	85	75	66	
375	400	112	108	106	105	98	87	77	68	
EXCEPTION.--Except as provided in Items 160 and 170, rates shown herein will not apply to transportation for which rates are provided in Item 520.										
NOTE.--Subject to the provisions of Item 292 for volume incentive service.										
◇ Increase, Decision No.										
EFFECTIVE										
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.									

MINIMUM RATE TARIFF 2

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds (See Exception)										ITEM
MILES		Minimum Weight as provided in the Governing Classification, Exception Ratings Tariff or this tariff, subject to Item 290 (See Note)								
Over	But Not Over	45	40	37½	35	35.1	35.2	35.3	35.4	
400	425	115	111	110	109	101	90	81	71	0508
425	450	120	114	113	112	105	94	83	73	
450	475	123	118	117	115	108	96	86	75	
475	500	126	121	120	119	111	98	88	77	
500	525	130	124	123	122	114	101	90	81	
525	550	133	127	126	125	117	103	93	83	
550	575	136	131	130	128	119	107	96	85	
575	600	139	134	133	132	122	109	98	87	
600	625	143	137	135	134	124	112	100	89	
625	650	146	140	138	137	127	114	102	91	
650	675	150	144	142	140	130	118	106	94	
675	700	153	147	145	144	133	120	108	96	
700	725	158	150	148	147	135	123	111	98	
725	750	161	153	151	150	138	126	113	100	
750	775	164	157	153	152	141	128	115	102	
775	800	169	160	157	156	144	131	119	104	
800	850	173	164	161	160	147	134	122	107	
850	900	177	169	165	163	150	137	124	110	
900	950	182	173	170	167	153	140	127	113	
950	1000	186	176	173	171	157	144	129	115	
1000	1050	189	179	176	174	160	146	132	117	
1050	1100	193	183	179	177	163	148	134	120	
1100	1150	196	186	183	180	166	150	136	122	
1150	1200	199	189	187	183	170	152	138	125	
For distances over 1200 miles add for each 50 miles or frac- tion thereof in excess of 1200 miles:		04	03	03	03	03	03	02	02	
EXCEPTION.—Except as provided in Items 160 and 170, rates shown herein will not apply to transportation for which rates are provided in Item 520.										
NOTE.—Subject to the provisions of Item 292 for volume incentive service.										
♦ Increase, except as noted) ○ No change)		Decision No.		80235						
EFFECTIVE										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										
Correction										

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds											ITEM
BETWEEN					AND						
SAN JOSE METROPOLITAN ZONE GROUP					SAN FRANCISCO METROPOLITAN ZONE GROUP						
	Class Rates shown below are intermediate in application subject to Note 1.										
	100	92½	85	77½	70	65	60	55	50	50.1	
Any Quantity-----	411	390	370	349	329	316	304	288	279	259	
Minimum Weight:											
5,000 Pounds-----	158	150	142	134	126	122	117	111	107	100	
10,000 Pounds except as provided in Note 2-----	113	107	102	96	90	87	83	78	74	70	
20,000 Pounds except as provided in Note 3-----	73	69	66	62	58	56	54	51	50	46	
Class Rates shown below are intermediate in application subject to Note 1, and are subject to Item 290.											
	45	40	37½	35	35.1	35.2	35.3	35.4			
As provided in Governing Classification, Exception Ratings Tariff or this tariff (See Note 4)-----	47	45	44	43	39	35	33	29			
<p>NOTE 1.--If charges accruing under the Class Rates in this item, applied on shipments from, to or between points intermediate between origin and destination points via Routes 8 and 10 shown in Item 900-1 are lower than charges accruing under the Distance Class Rates in Items 500, 501, 502, 503, 504, 505, 506, 506.5, 507 and 508 on the same shipment via the same route, such lower charges will apply.</p> <p>NOTE 2.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff, subject to Item 290.</p> <p>NOTE 3.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff (subject to Item 290) but in no event less than 20,000 pounds.</p> <p>NOTE 4.--Subject to the provisions of Item 292 for volume incentive service.</p>											
♦ Increase, Decision No. 80235											
EFFECTIVE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											
Correction											

MINIMUM RATE TARIFF 2

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds											ITEM
BETWEEN					AND						
SAN JOSE METROPOLITAN ZONE GROUP					EAST BAY METROPOLITAN ZONE GROUP						
	Class Rates shown below are intermediate in application subject to Note 1.										
	100	92½	85	77½	70	65	60	55	50	50.1	
Any Quantity-----	409	389	368	348	327	315	303	286	278	258	
Minimum Weight:											
5,000 Pounds-----	155	147	140	132	124	119	115	109	105	98	
10,000 Pounds except as provided in Note 2-----	111	105	100	94	89	85	82	77	73	69	
20,000 Pounds except as provided in Note 3-----	71	67	64	60	57	55	52	50	48	45	
As provided in Govern- ing Classification, Exception Ratings Tariff or this tariff (See Note 4)-----	Class Rates shown below are intermediate in application subject to Note 1 and are subject to Item 290.										
	45	40	37½	35	35.1	35.2	35.3	35.4			
	46	43	42	41	38	34½	32	28			
<p>NOTE 1.--If charges accruing under the Class Rates in this item, applied on ship- ments from, to or between points intermediate between origin and destination points via Routes 8 and 10 shown in Item 900-1 are lower than charges accruing under the Distance Class Rates in Items 500, 501, 502, 503, 504, 505, 506, 506.5, 507 and 508 on the same shipment via the same route, such lower charges will apply.</p> <p>NOTE 2.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff, subject to Item 290.</p> <p>NOTE 3.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff (subject to Item 290) but in no event less than 20,000 pounds.</p> <p>NOTE 4.--Subject to the provisions of Item 292 for volume incentive service.</p>											
♦ Increase, Decision No. 80235											
EFFECTIVE											
Correction											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds											ITEM
BETWEEN						AND					
SAN FRANCISCO TERRITORY as described in Item 270-3. SACRAMENTO, NORTH SACRAMENTO						LOS ANGELES TERRITORY as described in Item 270-3.					
	Class Rates shown below are intermediate in application subject to Note 1.										
	100	92½	85	77½	70	65	60	55	50	50.1	
Any Quantity-----	548	521	493	466	438	422	406	384	373	345	
Minimum Weight:											
5,000 Pounds-----	266	253	239	226	213	205	197	186	181	168	
10,000 Pounds except as provided in Note 2-----	213	202	192	181	170	164	158	149	145	134	
20,000 Pounds except as provided in Note 3-----	179	170	161	152	143	138	132	125	122	113	0510
	Class Rates shown below are intermediate in application subject to Note 1, and are subject to Item 290.										
	45	40	37½	35	35.1	35.2	35.3	35.4			
As provided in Governing Classification, Exception Ratings Tariff or this tariff (See Note 4)-----	115	111	110	109	101	90	81	71			
<p>NOTE 1.--If charges accruing under the Class Rates in this item, applied on shipments from, to or between points intermediate between origin and destination territories shown in this item via routes shown in Items 900 and 900-1 are lower than charges accruing under the Distance Class Rates in Items 500, 501, 502, 503, 504, 505, 506, 506.5, 507 and 508 on the same shipment via the same route, such lower charges will apply.</p> <p>NOTE 2.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or this tariff, subject to Item 290.</p> <p>NOTE 3.--When applied in connection with truckload ratings, minimum weight will be as provided in Governing Classification, Exception Ratings Tariff or in this tariff (subject to Item 290) but in no event less than 20,000 pounds.</p> <p>NOTE 4.--Subject to the provisions of Item 292 for volume incentive service.</p>											
◊ Increase, Decision No. 80235											
EFFECTIVE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											
Correction											

MINIMUM RATE TARIFF 2

SECTION 2--CLASS RATES (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)										
Minimum Weight 20,000 Pounds except as provided in Note 1										
100	92½	85	77½	70	65	60	55	50	50.1	
69	65	62	59	55	53	51	48	47	43	
Minimum Weight as provided in Governing Classification, Exception Ratings Tariff or this tariff, subject to Item 290 (See Note 2)										0520
45	40	37½	35	35.1	35.2	35.3	35.4			
44	42	41	39½	37	34	31	27			
<p>NOTE 1.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff (subject to Item 290) but in no event less than 20,000 pounds.</p> <p>NOTE 2.--Subject to the provisions of Item 292 for volume incentive service.</p> <p>NOTE 3.--Except as provided in Items 160 and 170, rates are not applicable to split pickup or split delivery shipments.</p>										
♦ Increase, Decision No. 86235										
EFFECTIVE										
Correction										ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 2--CLASS RATES (Continued)

ITEM

SHIPMENT CHARGES--METROPOLITAN LOS ANGELES AREA
(Applies only to shipments having both point of origin and point
of destination in the 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	425	300	295
25	50	520	340	350
50	75	595	385	415
75	100	665	410	475
100	150	795	485	560
150	200	930	580	675
200	250	1065	665	810
250	300	1165	760	930
300	400	1380	860	1130
400	500	1540	860	1205
500	600	1685	860	1315
600	700	1830	860	1480
700	800	1980	860	1655
800	900	2125	860	1810
900	*	2280	860	1980

0530

* But less than 1,000 pounds.

NOTE 1.--For commodities rated over Class 100 in the Governing Classification, the shipment charge shall be the charge stated above for the weight of the shipment multiplied by the applicable rating.

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 determined under other provisions of this item, plus 100 cents per shipment.

NOTE 4.--(Exception to paragraphs 2, 3 and 5 of Item 90-Mixed Shipments) When provisions of this item are applied to a shipment containing commodities subject to different ratings, the entire shipment shall be considered as subject to the highest rating of any commodity in the shipment.

- (1) Applicable only on shipments not subject to Col. B.
- (2) Applicable only on shipments subject to Pool Shipments in Item 179-1.
- (E) (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.

(E) Expires upon further order of the Commission.

o Increase, Decision No.

80235

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
(Applies only to shipments having both point of origin and point of destination in the 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	184	175	166	156	147	142	136	129	125	116
5	10	190	181	171	162	152	146	141	133	129	120
10	15	194	184	175	165	155	149	144	136	132	122
15	20	200	190	180	170	160	154	148	140	136	126
20	25	204	194	184	173	163	157	151	143	139	129
25	30	209	199	188	178	167	161	155	146	142	132
30	35	213	202	192	181	170	164	158	149	145	134
35	40	217	206	195	184	174	167	161	152	148	137
40	45	221	210	199	188	177	170	164	155	150	139
45	50	226	215	203	192	181	174	167	158	154	142
50	60	231	219	208	196	185	178	171	162	157	146
60	70	237	225	213	201	190	182	175	166	161	149
70	-	(1)	(1)	(1)	(1)	(2)	(2)	(2)	(2)	(3)	(3)

0550

- (1) Add to the rate for 70 miles 86 cents per 100 pounds for each 10 miles or fraction thereof in excess of 70 miles.
 (2) Add to the rate for 70 miles 85 cents per 100 pounds for each 10 miles or fraction thereof in excess of 70 miles.
 (3) Add to the rate for 70 miles 84 cents per 100 pounds for each 10 miles or fraction thereof in excess of 70 miles.

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.

◊ Increase, except as noted } Decision No.
 ◊ Reduction

80235

EFFECTIVE

Correction

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

SECTION 3--COMMODITY RATES (Continued) In Cents Per 100 Pounds						ITEM
COMMODITIES						
Canned Goods, as described in and subject to the provisions of Items 320 and 320-1. Feed, animal, as described in and subject to the provisions of Item 338. Foodstuffs for Human Consumption, as described in and subject to the provisions of Item 345.						
BETWEEN			AND			
SAN FRANCISCO TERRITORY as described in Item 270-3 SACRAMENTO NORTH SACRAMENTO STOCKTON			SAN JOAQUIN VALLEY TERRITORY and SACRAMENTO VALLEY TERRITORY as described in Item 270-2			
MILES (See Item 100)			RATES (See Note)			
			Minimum Weight (in pounds)			
Over	But Not Over		30,000	36,000	42,000	(1) 45,000
0	5		28	27	24	21½
5	10		29	28	25	22½
10	15		30	29	27	23
15	20		32	30	28	24
20	25		33	31	28½	25
25	30		34	32	29	25½
30	35		35	33	30	26½
35	40		37	34	31	27
40	45		38	34½	32	28
45	50		39	35	33	29
50	60		41	36	34	30
60	70		43	39	35	32
70	80		45	41	37½	33
80	90		47	43	39	35
90	100		49	44	41	36
100	110		51	46	42	38
110	120		53	48	44	40
120	130		55	49	45	41
130	140		57	51	46	42
140	150		58	52	48	43
150			Class rates apply for distances over 150 miles			
NOTE.--Rates in this item are subject to the provisions of Item 900 only via Routes 14, 15, 16 and 17 of Item 900-1.						
(1) Rates subject to a minimum weight of 45,000 pounds do not apply to shipments which are subject to charges for temperature control service.						
o Increase, Decision No.						
80235						
EFFECTIVE						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA						
Correction						

MINIMUM RATE TARIFF 2

SECTION 3—COMMODITY RATES (Continued) In Cents Per 100 Pounds		ITEM
COMMODITIES		
Canned Goods, as described in and subject to the provisions of Items 320 and 320-1. Feed, animal, as described in and subject to the provisions of Item 338. Foodstuffs for Human Consumption, as described in and subject to the provisions of Item 345.		
BETWEEN	AND	
SAN FRANCISCO TERRITORY, as described in Item 270-3 SACRAMENTO NORTH SACRAMENTO STOCKTON	LOS ANGELES BASIN TERRITORY as described in Item 270	0630
RATES (See Note)		
Minimum Weight 42,000 Pounds	Minimum Weight 45,000 Pounds	
(1) 90	(2) 81	
NOTE.--The rates named in this item are subject to the provisions of Items 900 and 900-1. (1) Applies only to shipments which are transported under temperature control service. (2) Not applicable to shipments which are subject to temperature control service.		
♦ Increase, Decision No. 80235		
EFFECTIVE		
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.		
Correction		

MINIMUM RATE TARIFF 2

SECTION 3--COMMODITY RATES (Continued)					ITEM
CHIPS, Wood, in bulk (Subject to Notes 1, 2, 3 and 4 in Item 636). (Items 635 and 636)					
Rates apply according to the defined geographical area in which the point of destination is located. When the point of destination of a shipment is located within: (a) The county of Mendocino, apply Column A rates. (b) The counties of Del Norte, Humboldt or Shasta, apply Column B rates. (c) Any county not included in (a) and (b) above, apply Column C rates.					
MILES		Column A	Column B	Column C	6635
Over	But Not Over	RATES (In Cents Per Unit of 200 Cubic Feet)(1)	RATES (In Cents Per 2000-Pound Ton)(1)	RATES (In Dollars Per Shipment)	
0	5	85	40	\$ 12.00	
5	10	110	55	16.00	
10	15	145	75	20.00	
15	20	195	90	25.00	
20	25	210	105	28.00	
25	30	235	120	31.00	
30	35	260	130	35.00	
35	40	290	140	38.00	
40	45	315	150	41.00	
45	50	340	160	44.00	
50	55	370	170	47.00	
55	60	400	185	50.00	
60	65	430	200	53.00	
65	70	455	210	56.00	
70	75	485	225	61.00	
75	80	510	235	63.00	
80	85	535	255	68.00	
85	90	570	265	72.00	
90	95	610	280	75.00	
95	100	640	290	79.00	
100	110	680	315	84.00	
110	120	720	340	89.00	
120	130	770	365	96.00	
130	140	825	385	102.00	
140	150	875	405	108.00	
(1) Subject to a minimum charge of \$9.25 per shipment. (Continued in Item 636)					
◊ Increase ◊ Reduction, except as noted) Decision No. 80235					
EFFECTIVE					
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.					
Correction					

SECTION 3--COMMODITY RATES (Continued)					ITEM
CHIPS, Wood, in bulk (Concluded) (Subject to Notes 1, 2, 3 and 4) (Items 635 and 636)					
Rates apply according to the defined geographical area in which the point of destination is located. When the point of destination of a shipment is located within: (a) The county of Mendocino, apply Column A rates. (b) The counties of Del Norte, Humboldt or Shasta, apply Column B rates. (c) Any county not included in (a) and (b) above, apply Column C rates.					
MILES Over But Not Over		Column A	Column B	Column C	6636
		RATES (In Cents Per Unit of 200 Cubic Feet) (1)	RATES (In Cents Per 2000-Pound Ton) (1)	RATES (In Dollars Per Shipment)	
150	160	925	430	\$115.00	
160	170	980	460	120.00	
170	180	1030	485	128.00	
180	190	1080	510	134.00	
190	200	1130	535	140.00	
200	210	1185	555	146.00	
210	220	1235	575	153.00	
220	230	1285	595	159.00	
230	240	1335	615	165.00	
240	250	1390	640	171.00	
250	For each 25 miles or frac- tion thereof, add to the rate for 250 miles:	115	55	015.00	
(1) Subject to a minimum charge of \$9.25 per shipment. NOTE 1.--Not subject to the provisions of Items 85, 142, 150, 160, 161, 162, 163, 170, 171, 172 and 173. NOTE 2.--If more than one vehicle or combination of vehicles consisting of a single unit of carrier's equipment is used for a single shipment, transportation performed by each such vehicle or combination of vehicles shall be assessed charges as a separate shipment. NOTE 3.--(Exception to Item 100, Computation of Distances) The mileage basing point for Fairhaven shall be Samoa, in connection with the rates in this item. NOTE 4.--(Exception to Item 250, Collection of Charges) Freight bills may be presented within 7 calendar days after the close of the month in which the freight was transported. Freight bills may be presented in individual or manifest form.					
0 Increase 0 Reduction, except as noted) Decision No. 86235					
EFFECTIVE					
Correction					ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 3—COMMODITY RATES (Continued) In Cents Per 100 Pounds							ITEM
GRAIN, RICE, GRAIN PRODUCTS, ANIMAL OR POULTRY FEED, SEEDS, AND RELATED ARTICLES as described in Lists 1 through 5 in Items 652 through 653. (See Item 653½ for Application of Rates in this item.)							
MILES But Over Not Over		RATES (See Note)					
		MINIMUM WEIGHT IN POUNDS					
		10,000	20,000	30,000	40,000	(2) 48,000	
0	3	18	15	12	11½	11	
3	5	19½	17	13	12	12	
5	10	21	18	14½	13½	13½	
10	15	22	19½	17½	15½	15	
15	20	25½	21	18½	17½	17	
20	25	28½	22	20	18½	18	
25	30	29½	23½	21½	20	19½	
30	35	32½	25½	22½	21½	21	
35	40	34	27½	24½	22½	22	
40	45	37	28½	26½	24½	23½	
45	50	40	30	28½	26½	24½	
50	60	44	32	29½	28½	27½	
60	70	47	34	31	29½	28½	
70	80	49	36	32	31	29½	
80	90	53	38	34	32	31	
90	100	57	40	36	34	33	
100	110	60	43	38	36	36	
110	120	63	44	40	37	37	
120	130	66	45	42	38	38	
130	140	71	48	44	42	42	654½
140	150	75	51	45	43	43	
150	160	78	55	47	44	44	
160	170	80	56	49	47	45	
170	180	82	57	51	48	47	
180	190	87	60	52	51	48	
190	200	92	62	57	52	51	
200	220	96	66	62	56	55	
220	240	101	69	64	58	57	
240	260	107	75	67	62	61	
260	280	110	78	72	64	63	
280	300	117	82	76	67	64	
300	325	122	86	78	72	65	
325	350	126	89	82	75	67	
350	375	131	94	86	77	72	
375	400	136	96	89	79	75	
400	425	138	100	91	81	77	
425	450	143	105	94	85	79	
450	475	148	109	97	89	81	
475	500	153	112	102	91	85	
500	-	(1)	(1)	(1)	(1)	(1)	
NOTE.—Except as to Rice, Exception 1 of Item 100 will not apply in connection with rates in this item.							
(1) Add to rate for 500 miles, 63 cents per 100 pounds for each 25 miles or fraction thereof.							
(2) Rates in this column are subject to the provisions of Item 653½.							
◊ Increase, except as noted) ◊ Reduction) Decision No. 80235							
EFFECTIVE							
Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.							

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

ITEM

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

LUMBER AND FOREST PRODUCTS
as described in and subject to the provisions of Item 685.
(Items 690 and 691)

MILES		RATES						
		MINIMUM WEIGHT						
		LIST A			LIST B		LIST C	
		(1) (2) (3)	(1) (2)	(1) (2)				
Over	But Not Over	40,000 Pounds	50,000 Pounds	40,000 Pounds	50,000 Pounds	40,000 Pounds	50,000 Pounds	
0	3	10	8½	9½	8	8½	7½	
3	5	11½	9½	11½	9½	10½	8½	
5	10	14	11½	13½	10½	13	10	
10	15	16	13	15	12	14	11½	
15	20	18	14½	17	14	16	13½	
20	25	20	17	18½	16	18	15½	
25	30	22	18½	21	17½	20	17	
30	35	24	20	22	18½	21½	18	
35	40	25½	21½	24	20	23½	19½	
40	45	28	22½	26	22	24½	21	
45	50	31	25½	28	24	27½	22½	
50	60	32	27½	31	26	29	24	
60	70	34	28½	32	27½	31	26	
70	80	36	29½	34	28½	32	27½	
80	90	37	32	35	29½	34	28½	
90	100	40	32½	37	31	36	29½	
100	110	41	35	40	32	37	31	
110	120	43	36	40	35	40	33	
120	130	47	39	43	36	42	35	
130	140	49	42	45	37	43	36	
140	150	51	43	47	40	45	37	
150	160	55	44	49	42	47	40	
160	170	56	45	52	44	49	42	
170	180	57	47	56	45	51	43	
180	190	58	48	57	47	55	44	

0690

- (1) The minimum weight applies to each unit of equipment in which the shipment is transported.
 (2) Subject to the provisions of Item 682.
 (3) Does not apply on Poles or Piling as described. Other provisions applicable.

(Continued in Item 691)

Increase, Decision No.

80235

EFFECTIVE

Correction

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

SECTION 3—COMMODITY RATES (Continued) In Cents Per 100 Pounds								ITEM
(Rates shown in this item will not apply to transportation between points for which rates are provided in Item 710.)								
LUMBER AND FOREST PRODUCTS, as described in and subject to the provisions of Item 685. (Items 690 and 691)								
MILES		RATES						
		MINIMUM WEIGHT						
		LIST A		LIST B		LIST C		
		(1)	(2) (3)	(1) (2)	(1) (2)	(1) (2)		
Over	But Not Over	40,000 Pounds	50,000 Pounds	40,000 Pounds	50,000 Pounds	40,000 Pounds	50,000 Pounds	
190	200	60	49	60	48	56	45	0691
200	220	64	53	63	52	58	49	
220	240	66	56	65	55	62	52	
240	260	67	57	67	56	64	53	
260	280	72	61	71	58	66	56	
280	300	75	63	73	61	69	57	
300	325	77	65	76	63	72	61	
325	350	79	66	78	65	75	63	
350	375	82	69	82	67	77	64	
375	400	88	72	83	70	79	66	
400	425	91	74	88	71	80	67	
425	450	94	77	90	74	82	70	
450	475	96	79	91	75	88	71	
475	500	101	81	93	77	89	72	
500	525	104	85	95	79	91	75	
525	550	105	89	97	80	93	77	
550	575	107	90	101	82	95	79	
575	600	109	92	104	88	97	81	
600	650	114	95	107	92	104	88	
650	700	123	103	116	96	109	92	
700	750	130	107	122	103	116	95	
750	800	136	113	130	107	122	103	
800	-	(4)	(4)	(4)	(4)	(4)	(4)	
(1) The minimum weight applies to each unit of equipment in which the shipment is transported. (2) Subject to the provisions of Item 682. (3) Does not apply on Poles or Piling as described. Other provisions applicable. (4) Add to the rate for 800 miles, 5¢ cents per 100 pounds for each 50 miles or fraction thereof in excess of 800 miles.								
♦ Increase, Decision No.								80235
EFFECTIVE								
Correction								ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 3—COMMODITY RATES (Continued) In Cents Per 100 Pounds			ITEM
LUMBER AND FOREST PRODUCTS, viz.: Lumber, Timbers and Veneering Minimum Weight 40,000 pounds (See Note 1).			
FROM Production Zone (See Note 2)	TO Delivery Zone (See Note 3)		
	A (Hornbrook)	B (Yreka)	
1 (Seiad)	22½	23½	
2 (Happy Camp)	28½	29	
3 (Indian Creek)	29	29½	
<p>NOTE 1.—</p> <p>(a) Rates are not subject to Item 85. The minimum weight applies to each unit of equipment.</p> <p>(b) Rates are intermediate in application from points located on or within one actual highway mile on either side of State Highway 96 between Hamburg and Gottville.</p> <p>(c) In the event the charge accruing under the rates provided in Section 2 or Item 690 of this tariff is lower than the charge accruing under the rates named herein the charge accruing under Section 2 or Item 690 will apply.</p> <p>NOTE 2.—Production Zones are as follows:</p> <p>(a) Zone 1 (Seiad) includes that area within ten actual highway miles on either side of State Highway 96 extending from Hamburg to Thompson Creek.</p> <p>(b) Zone 2 (Happy Camp) includes that area within three actual highway miles on either side of State Highway 96 between Thompson Creek and the point opposite the confluence of Elk Creek and the Klamath River.</p> <p>(c) Zone 3 (Indian Creek) includes that area within ten actual highway miles on either side of State Highway 96 between Thompson Creek and the point opposite the confluence of Elk Creek and the Klamath River except that area included in Zone 2.</p> <p>NOTE 3.—Delivery Zones are as follows:</p> <p>(a) Zone A (Hornbrook) includes that area within a radius of three air-line miles of the Southern Pacific Co. Depot at Hornbrook.</p> <p>(b) Zone B (Yreka) includes that area within a radius of six air-line miles of the intersection of Main Street and Miner Street, Yreka, and including all team tracks, side tracks, and spur tracks, together with loading areas, platforms and industries directly adjacent thereto, of the Southern Pacific Co. at Montague.</p>			6700
◊ Increase, Decision No. 80235			
EFFECTIVE			
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA		

MINIMUM RATE TARIFF 2

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

ITEM

LUMBER AND FOREST PRODUCTS,
 as described in and subject to the provisions of Item 685.

TERRITORIAL APPLICATION:
 Rates named in this item apply between points of origin and destination,
 all of which are located within 150 constructive miles of Metropolitan
 Zone 229 computed in accordance with the method provided in the Distance
 Table.

MILES		RATES		
		MINIMUM WEIGHT		
		20,000 Pounds	40,000 Pounds	(1)(2)(3)48,000 Pounds
Over	But Not Over			
0	3	13½	10	9½
3	5	15½	12	11
5	10	17½	13½	13
10	15	21	15½	14½
15	20	24	17½	16
20	25	28	18½	17½
25	30	31	20	18½
30	35	34	21½	20
35	40	37	22½	21½
40	45	40	24½	22½
45	50	44	27½	24
50	60	(4)	31	27½
60	70		34	29½
70	80		37	32
80	90		41	35
90	100		42	37
100	110		43	40
110	120		44	42
120	130		47	43
130	140		48	45
140	150		49	47
150	-		(5)	(5)

0710

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

o Increase, except as noted)
 o Reduction)

Decision No.

80235

EFFECTIVE

Correction

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

SECTION 3--COMMODITY RATES (Continued)		ITEM
<p>HOURLY RATES FOR OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES (Items 720, 720-1 and 720-2)</p> <p>Rates in this item apply for transportation of:</p> <p>A. Freight regardless of classification when transported from, to or between: an oil, gas or water well site; a site for drilling an exploratory oil, gas or water well; a pier, quay or wharf for transshipment from or to an offshore drilling facility.</p> <p>B. Property necessary or incidental to the establishment, maintenance or dismantling of pipelines, refineries and cracking or casing head plants.</p> <p>Rates in this item apply only for distances not exceeding 35 air miles from point of origin.</p>		
Type of Equipment	Rates in Cents Per Hour	0720
Truck Without Trailer		
2 Axle -----	1640	
3 Axle -----	1890	
Trucks, Tractors, Trailers, Semitrailers, Dollies or any combination thereof moving as a single unit		
Carrier Owned -----	02105	
Excess of Trailers or Semitrailers		
Carrier Owned -----	0315	
Tractor and Driver Only ----- (Shipper Owned Trailing Equipment)	1955	
(Continued in Item 720-1)		
<p>o Increase, except as noted) o Reduction) Decision No. 80235 o No change)</p>		
EFFECTIVE		
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA	

SECTION 3--COMMODITY RATES (Continued)

ITEM

HOURLY RATES FOR OIL, WATER OR GAS WELL
OUTFITS AND SUPPLIES (Continued)
(Items 720, 720-1 and 720-2)

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

The number of hours of service will be computed from the time the carrier's driver commences either operating the motor vehicle or performing other related service, whichever is earlier, and ending at the time that carrier's driver either ceases operating the motor vehicle or performing other related service, whichever is later.

When the service performed extends over more than one day and the equipment is not returned to carrier's terminal, the period of time the driver is off duty shall not be included in the hours of service.

EXCEPTION.--

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

(b) After the total time has been determined it shall be converted into hours and fractions thereof. Minimum charge, one hour. Fractions of an hour shall be determined in accordance with the following table:

Minutes	
Over	But not Over
0	8-----Omit
8	38-----Shall be $\frac{1}{2}$ hour
38	60-----Shall be 1 hour

§ 2. For transportation furnished under this item on Saturdays and Sundays, there shall be an additional charge of \$4.85 per hour in excess of those set forth in Item 720.

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

- (a) On July 4th, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day, \$18.45 per hour. Minimum charge, eight hours.
- (b) On Washington's Birthday, Memorial Day, the day after Thanksgiving and December 24th, \$9.20 per hour. Minimum charge, eight hours.

(Continued in Item 720-2)

#720-1

Change)
Increase) Decision No.

80235

EFFECTIVE

Correction

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

SECTION 3--COMMODITY RATES (Continued)	ITEM
<p style="text-align: center;">HOURLY RATES FOR OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES (Concluded) (Items 720, 720-1 and 720-2)</p> <p>64. Rates include the exclusive services of vehicle and driver and do not include any equipment other than a winch affixed to the vehicle to load and unload. When carrier furnishes help other than the driver or supervising foreman, such service shall be charged for at a rate of not less than \$11.80 per hour per extra man furnished.</p> <ul style="list-style-type: none"> (a) On Saturdays and Sundays, the applicable helper rate shall be \$11.30 per hour. (b) On July 4th, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day, the applicable helper rate shall be \$24.35 per hour. Minimum charge, eight hours. (c) On Washington's Birthday, Memorial Day, the day after Thanksgiving and December 24th, the applicable helper rate shall be \$15.55 per hour. Minimum charge, eight hours. (d) The helper's hours of service for each day shall be computed from the time helper is engaged to perform loading, unloading, and other related service or is required to ride carrier's vehicle, whichever is earlier, and ending at the time the loading, unloading or other related service is completed, or the helper is returned to the point at which he was engaged at start of day, whichever is later. (e) Allowances shall be made for delays due to failure of carrier's equipment or time taken out for meals. (f) When the service performed extends over more than one day, the time the helper is off-duty shall not be included in the hours of service. (g) After the total time has been computed, it shall be converted into hours and fractions thereof as provided under the provisions of Item 720-1. (h) There shall be a minimum charge of one hour service at the applicable rate, except as provided under 4(b) and (c) above. <p>5. When rates are provided in this item on the shipment transported, the rates in this item will apply regardless of class or commodity rates in other items in this tariff.</p> <p>6. Each bill of lading issued in connection with transportation under this item shall, in addition to other requirements set forth in this tariff, identify the equipment used by its equipment number and description as provided in Item 720.</p> <p>7. Each vehicle shall have stenciled or otherwise permanently displayed on it an equipment number.</p> <p>8. Excess trailers means trailers or semitrailers furnished by carrier in excess of the number of vehicles or combination of vehicles operated as a single unit.</p> <p>9. Rates include converter gears (auxiliary dollies).</p> <p>10. "Dollies" include pole or pipe dollies, stretch dollies, lowbed dollies, bolater type dollies, but not auxiliary dollies.</p>	<p style="text-align: center;">6720-2</p>
<p> <input type="checkbox"/> Change) <input type="checkbox"/> Increase) <input type="checkbox"/> Reduction) </p> <p>Decision No. 80235</p>	
EFFECTIVE	
<p>Correction</p> <p style="text-align: right;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

MINIMUM RATE TARIFF 2

SECTION 3--COMMODITY RATES (Continued)			ITEM
SAWMILL REFUSE, viz.: Shavings, wood (1) Sawdust, wood (1) Fuel, wood (hog fuel), composed of ground or shredded waste wood or wood sawdust which may also contain one or more of the following commodities: (2) Shavings, wood Sawdust, wood Bark, ground or shredded In bulk, in units of 200 cubic feet, subject to Notes 1 and 2.			
MILES	RATES		6729
Over	But Not Over	In Cents Per Unit or Fraction Thereof(3)	
0	5	875	
5	10	95	
10	15	115	
15	20	135	
20	30	160	
30	40	190	
40	50	210	
50	60	230	
60	70	245	
70	80	260	
80	90	275	
90	100	295	
100	110	305	
110	120	320	
120	130	345	
130	140	360	
140	150	375	
150	160	395	
160	170	410	
170	180	425	
180	190	440	
190	200	455	
200	210	470	
210	220	495	
220	230	510	
230	240	525	
240	250	540	
250	Over 250 Miles, Class Rates Apply		
(1) Applies to commodities which are to be utilized in the production of particleboard, flakeboard, hardboard, pulpboard or woodpulp. (2) Applies only to wood fuel, not further processed than ground or shredded, which is to be used as fuel. (3) Subject to a minimum charge of \$9.25 per shipment. NOTE 1.--If more than one vehicle or combination of vehicles consisting of a single unit of equipment is used for the transportation of a single shipment, each such vehicle or combination of vehicles shall be subject to the minimum charge applicable. NOTE 2.--Not subject to the provisions of Items 85, 142, 150, 160, 161, 162, 163, 170, 171, 172 and 173.			
◊ Reduction, except as noted) ◊ Increase) Decision No.			80235
EFFECTIVE			
Correction			ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

MINIMUM RATE TARIFF 2

SECTION 3--COMMODITY RATES (Continued) In Cents Per 100 Pounds				ITEM
COMMODITY	BETWEEN	AND	RATE	
Sugar, in packages Minimum Weight 42,000 Pounds	SPRECKELS SAN FRANCISCO METROPOLITAN ZONE GROUP CROCKETT	LOS ANGELES BASIN TERRITORY as described in Item 270	(1) 81	6740
(1) Subject to Items 900 and 900-1.				

♦ Increase, Decision No. **80235**

EFFECTIVE

Correction

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

SECTION 3--COMMODITY RATES (Continued) In Cents Per 100 Pounds										ITEM
SUGAR, granulated, in bulk (See Item 755 for application of rates.) (Items 745 and 746)										
MILES But Not Over		RATES								
		MINIMUM WEIGHT								
		25,000 Pounds		35,000 Pounds		43,000 Pounds		50,000 Pounds		
		(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	
0	3	15½	15	14	13	13	11	12½	10½	0745
3	5	17½	15½	15	15	14½	13	14	12½	
5	10	20	19½	17	17	15½	14½	15	14	
10	15	22½	21½	19½	17½	17½	15½	17	15	
15	20	26½	25½	21½	20	19½	17½	18	17	
20	25	28½	26½	25½	23½	21	19½	20	18	
25	30	32½	30	28	25½	22½	21	21½	20	
30	35	34	32	29	28	25½	22	23½	21½	
35	40	37	35	31½	31	28½	23½	28	22½	
40	45	40	37	33	31½	29½	25½	29	24½	
45	50	45	43	37	35	31	28	30	26½	
50	60	49	45	43	39	33	30	32	29	
60	70	53	48	45	42	36	32	35	31	
70	80	57	49	48	43	39	35	37	33	
80	90	62	57	52	45	43	36	42	35	
90	100	64	60	56	49	44	39	43	37	
100	110	67	62	58	53	48	42	45	39	
110	120	70	64	61	57	49	44	48	42	
120	130	74	67	63	58	52	47	49	43	
130	140	77	70	64	60	57	49	51	44	
(1) Rates apply to shipments not subject to Column (2) rates.										
(2) Rates apply when trailer equipment furnished by the shipper is used for the transportation of sugar, granulated, in bulk, and such equipment is furnished at no expense to the carrier (other than public liability, property damage, comprehensive and cargo insurance).										
(Continued in Item 746)										
♦ Increase, except as noted) ♦ Reduction) Decision No. 80235										
EFFECTIVE										
Correction										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										

SECTION 3--COMMODITY RATES (Continued) In Cents Per 100 Pounds										ITEM
SUGAR, granulated, in bulk (See Item 755 for application of rates.) (Items 745 and 746)										
MILES		RATES								
Over	But Not Over	MINIMUM WEIGHT								
		25,000 Pounds		35,000 Pounds		43,000 Pounds		50,000 Pounds		
		(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	
140	150	82	71	67	62	58	51	52	45	
150	160	85	76	70	64	61	56	57	48	
160	170	89	81	74	66	63	57	60	51	
170	180	93	85	76	67	66	58	62	52	
180	190	95	86	79	71	69	60	64	55	
190	200	97	92	81	75	71	61	66	57	
200	220	105	95	92	81	76	65	69	61	
220	240	108	98	95	86	81	69	75	64	
240	260	115	103	98	89	86	75	79	67	
260	280	120	106	105	94	92	79	83	72	
280	300	128	115	108	96	95	83	89	77	
300	325	133	120	117	103	101	92	94	82	
325	350	138	122	122	107	107	95	98	88	
350	375	141	128	129	108	115	98	105	93	
375	400	147	132	133	118	120	105	108	96	
400	425	148	133	135	120	124	107	114	101	
425	450	153	137	138	127	130	114	117	104	
450	475	155	143	146	132	133	119	120	106	
475	500	162	148	150	136	137	124	124	109	
500	-	(3)	(3)	(3)	(3)	(4)	(4)	(4)	(4)	
<p>(1) Rates apply to shipments not subject to Column (2) rates.</p> <p>(2) Rates apply when trailer equipment furnished by the shipper is used for the transportation of sugar, granulated, in bulk, and such equipment is furnished at no expense to the carrier (other than public liability, property damage, comprehensive and cargo insurance).</p> <p>(3) Add to the rate for 500 miles, 4 cents per 100 pounds for each 25 miles or fraction thereof in excess of 500 miles.</p> <p>(4) Add to the rate for 500 miles, 3 cents per 100 pounds for each 25 miles or fraction thereof in excess of 500 miles.</p>										746
<p>◊ Increase, Decision No. 8G235</p>										
EFFECTIVE										
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>										
Correction										

MINIMUM RATE TARIFF

SECTION 3--COMMODITY RATES (Continued) In Cents Per 100 Pounds				ITEM
<p>RULES AND REGULATIONS GOVERNING THE APPLICATION OF RATES IN ITEMS 745 and 746</p> <p>NOTE 1.--The rates do not alternate with the class rates named in Section 2 of this tariff.</p> <p>NOTE 2.--The rates are not subject to Item 85--Shipments Transported in Multiple Lots; Item 142--Delays to Equipment; Item 160--Split Pickup; or Paragraphs 1 or 2 of Item 240--Accessorial Services Not Included in Common Carrier Rates.</p> <p>NOTE 3.--The initial weighing of shipments at point of origin may be performed by the carrier at the carrier's expense. For reweighing the shipments the carrier shall assess a charge of not less than 90 cents.</p> <p>NOTE 4.--Rates do not include pumping service when rendered with carrier's equipment. When pumping service is performed by the carrier's equipment, a charge of one cent per 100 pounds will be made. Pumping service means the discharge of sugar from the carrier's equipment by the means of blowers.</p> <p>NOTE 5.--The bill of lading issued for each shipment transported shall show the trailer numbers and identification of the ownership of the trailers used to perform the transportation.</p>				6755
COMMODITY	FROM	TO	RATE	
<p>Tubs, woodenware (planter boxes) nested or not nested, loose or in packages, in truckloads.</p> <p>Minimum Weight 30,000 Pounds, subject to Note 2.</p> <p>NOTE 1.--Apply Class 45 rate in Items 507 and 508 for the constructive mileage distance from Atwater to Central Los Angeles Metropolitan Zone Group as described in the Distance Table.</p> <p>NOTE 2.--The minimum weight applies to each unit of equipment in which the shipment is transported.</p>	ATWATER	CENTRAL LOS ANGELES METROPOLITAN ZONE GROUP	See Note 1	758
<p>Tankage, In Packages, as described Item 180650, Governing Classification.</p> <p>Minimum Weight 40,000 Pounds (See Notes 1 through 4)</p> <p>NOTE 1.--The minimum weight applies to each unit of equipment in which the shipment is transported.</p> <p>NOTE 2.--The rates are not subject to the provisions of Item 85--Shipments Transported in Multiple Lots or Item 160--Split Pickup.</p> <p>NOTE 3.--Shipments must be loaded and unloaded by shipper and receiver at no expense to carrier.</p> <p>NOTE 4.--Shipments must move prepaid by shipper.</p>	MODESTO TURLOCK	LOS ANGELES AREA METROPOLITAN ZONES 235 AND 251 SAN DIEGO METROPOLITAN ZONE 301 OAKLAND METROPOLITAN ZONE 111 EUREKA	Apply Class 35.4 rates in Items 507 and 508	759
<p>Change) Decision No. 80235 Increase)</p>				
EFFECTIVE				
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.				
Correction				

SECTION 3.5--COMMODITY RATES (Continued)			ITEM
IRON and STEEL ARTICLES as described in Item 760. (See Notes 1 and 2)			0764
Rate in Cents per 100 Pounds			
<u>MILES</u> Over	But Not Over	COMMODITY RATE	
0	5	Minimum Weight 40,000 Pounds----- 14	
NOTE 1.--The provisions of this item will not apply in connection with permit shipments. NOTE 2.--The provisions of this item will not apply on shipments having a prior or subsequent rail movement, nor on shipments having a prior or subsequent movement under provisions of Items 210 through 230 herein.			
IRON and STEEL ARTICLES as described in Item 760. JUNK, viz.: Waste Paper and Rags in machine pressed bales.			0765
Rates in Cents per 100 Pounds			
<u>MILES</u> Over	But Not Over	MINIMUM WEIGHT (In Pounds)	
		10,000	
		20,000	
0	5	28	21
5	10	32	23½
10	--	50	27½
♦ Increase, Decision No. 80235			
EFFECTIVE			
Correction			ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA

SECTION 3.5--COMMODITY RATES (Continued)					ITEM
ROOFING, BUILDING OR PAVING MATERIAL as described in Items 761 and 762. Rates in Cents per 100 Pounds					0767
<u>MILES</u>		MINIMUM WEIGHT (In Pounds)			
Over	But Not Over	10,000	20,000		
0	5	32	25½		
5	10	38	27		
10	--	56	31		
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, tar or truckboard. Rates in Cents per 100 Pounds					0770
<u>MILES</u>		MINIMUM WEIGHT (In Pounds)			
Over	But Not Over	10,000	20,000	30,000	
0	10	32	28½	27	
10	--	44	32	30	
♦ Increase, Decision No. 86235					
EFFECTIVE					
Correction					
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA					

SECTION 3.5--COMMODITY RATES (Concluded)				ITEM
(Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)				772
Containers, Sheet Steel		FROM Metropolitan Zone 248 to Metropolitan Zone 251, apply the applicable rate for 0-5 miles.		
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	775
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	360 See Notes 1, 2, 3 and 4	
NOTE 1.--When transportation is performed on a Saturday, Sunday or holiday, a charge of 55 cents per 2,000 pounds shall be added to the rates set forth above. NOTE 2.--Not subject to the provisions of Item 120. NOTE 3.--Temperature Control Service may not be performed in connection with shipments moving under rates in this item. NOTE 4.--The weight of the bulk containers shall not be included in the gross weight of the shipment.				
♦ Increase, Decision No. 80235				
EFFECTIVE				
Correction				ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA

APPENDIX B
Page 1 of 2

Certificate of Public Utilities Commission
of the State of California Re Increases in Rates
for Certain Transportation Services Performed by
For-Hire Highway Carriers Within California

Pursuant to provisions of Section 300.16 of the Economic Stabilization Act of 1971, as amended, the Public Utilities Commission of the State of California does hereby certify to the Federal Price Commission as follows:

1. The increases, which are ordered by the decision to which this certification is attached, apply to rates which the California Public Utilities Commission has heretofore established as minimum for the state-wide transportation of general commodities by highway carriers, except within cities or within certain limited metropolitan areas.
2. The California Public Utilities Commission authorized interim rate increases in this proceeding effective January 1, 1972, averaging $5\frac{1}{2}$ percent. The increases authorized herein, if made effective July 1, 1972, would have increased revenues of carriers engaged in transporting general commodities under provisions of Minimum Rate Tariff 2 by an additional \$12,400,000 in the period July 1, 1972, through December 31, 1972. The increases authorized in the order to which this certification is attached are estimated to produce increased revenues averaging 5.1 percent over the revenues resulting from the interim rates authorized to become effective January 1, 1972, or 10.88 percent over the revenues resulting from the rates in effect prior to said interim increase.
3. The rate increases authorized herein are cost justified and do not reflect future inflationary expectations:
 - a. Said rates are based on cost conditions existing on July 1, 1972.
 - b. Said rates reflect only known changes in costs which have already occurred.
 - c. The changes in costs, measured in studies introduced by the Commission staff and serving as a basis for the determination of the percentagewise increases in total costs, are subject to definite computation or reasonable estimation.

APPENDIX B
Page 2 of 2

4. The rate increases authorized in the order to which this certification is attached are the minimum required to assure continued, adequate and safe service by carriers engaged in for-hire highway transportation of general commodities under the rates in Minimum Rate Tariff 2.
5. Said rate increases are not more than those sufficient to return to the carriers increases in operating costs which the carriers have experienced and which are not reflected in present minimum rates; hence, said rate increases:
 - a. Will not result in an increase in earnings which the California Public Utilities Commission has heretofore determined to be the minimum required to maintain adequate and safe transportation for the public.
 - b. Will not increase the carriers' overall rate of return on capital.
 - c. Will achieve the minimum operating ratio needed to attract capital at reasonable cost and not to impair the credit of the carriers.
 - d. Do not reflect labor costs in excess of those allowed by policies of the Federal Price Commission.
 - e. Take in account expected and obtainable productivity gains as determined under policies of the Federal Price Commission.
6. Sufficient evidence was taken at public hearings held before the Cal. P.U.C. in connection with said rate increases to support the certification herein made.

August 9, 1972

The following decision numbers have been
VOIDED as per instructions of Commissioner
D. W. Holmes and Examiner Robert Barnett:

DECISION NO. 80236

DECISION NO. 80237

DECISION NO. 80238

William R. Johnson
WILLIAM R. JOHNSON, Secretary
State of California
Public Utilities Commission