

Decision No. 81000

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation
into the rates, rules, regulations,
charges, allowances, and practices
of all highway carriers relating to
the transportation of property in
the City and County of San Francisco
and the Counties of Alameda,
Contra Costa, Lake Marin, Mendocino,
Monterey, Napa, San Benito,
San Mateo, Santa Clara, Santa Cruz,
Solano, and Sonoma.

AND RELATED MATTERS.

Case No. 5441
Petition for Modification
No. 252/
(Filed August 17, 1972)

Case No. 5432
Petition for Modification
No. 712
(Filed August 17, 1972)

Richard W. Smith and A. D. Poe, Attorneys at Law,
and E. Hughes, for California Trucking
Association, petitioner.

Jess J. Butcher, for California Manufacturers
Association, protestant.

William D. Mayer, for Cannery League of
California, interested party.

Robert T. Baer, Attorney at Law, Robert E. Walker
and William E. Roe, for the Commission staff.

O P I N I O N

The California Trucking Association seeks an increase of approximately 4-1/2 percent in the rates and charges set forth in Minimum Rate Tariffs 1-B (East Bay Drayage), 2 (pool shipment rates), and 19 (San Francisco Drayage). The sought increase is proposed as an offset for a like increase in the wage and allied payroll costs of highway carriers effective generally as of January 1, 1973.

Public hearings were held on October 30 and 31, 1972 before Examiner Gagnon in San Francisco. Adoption of the sought rate increase is opposed by the California Manufacturers Association. The Commission's Transportation Division staff also recommends that the Commission not adopt petitioner's rate proposal.

The rates and charges contained in Minimum Rate Tariffs (MRT) 1-3, 19, and the pool shipment charges in MRT 2 were last specifically adjusted to reflect labor cost circumstances effective generally as of July 1, 1972, by Decisions Nos. 80283 and 80284, dated August 4, 1972, in Cases Nos. 5441 and 5432, respectively.^{1/} Petitioner states that, since this last labor cost offset rate increase, the highway carriers will experience further substantial increases in their labor costs as of January 1, 1973. The cost increases are primarily the result of existing terms and conditions of wage contracts negotiated by the carriers with the Teamster Union in 1970. In addition, the carriers have experienced upward adjustments in allied payroll taxes. The aforementioned labor cost increases include:

1. An increase in the basic hourly wage rate of 20 cents per hour.
2. An increase in employee pension benefits of \$1.00 per week.
3. Upward adjustments in payroll taxes to reflect:
 - A. An increase in the rate for Federal Unemployment Insurance of 0.03 percent, resulting in a new rate of 0.58 percent on existing taxable wages of \$4,200.
 - B. An increase in both the rate and base taxable wages for Federal Insurance Contributions resulting in a rate of 5.5 percent (up 0.3 percent) on a base wage of \$10,800 (up \$1,800).

^{1/} The California Manufacturers Association's petition for reconsideration of Decision No. 80283 having been denied by Decision No. 80525 of October 4, 1972, the increased rates and charges initially authorized by Decision No. 80283 became effective on October 4, 1972.

4. Increases in the Transportation Rate Fund Fee and the California Workmen's Compensation rate also became effective as of July 1, 1972 and October 1, 1972, respectively.

The petitioner's witness determined the percentage increase in the January 1, 1973 labor costs over the like July 1, 1972 cost factors currently reflected in the MRT 1-B and 19 rate scales. The resulting percentage increase amounts to approximately 4-1/2 percent which was employed by petitioner as the basis for its wage offset rate proposal. This labor offset method, while being the same as that used by petitioner in the prior proceeding (Decision No. 80283), is not one of the methods suggested in Decision No. 76353 (50 Cal. P.U.C. 277). In addition, the petitioner's labor offset procedure differs from the "Wage Offset" method used in the last labor offset rate adjustment authorized by Decision No. 80283.

Pursuant to petitioner's request, the Commission's Transportation Division staff presented updated cost and rate studies that reflect the January 1, 1973 increased labor costs. The staff cost witness used the previously accepted "Wage Offset" method for determining the percentage increase in the January 1, 1973 labor costs over the like cost factors underlying the current level of MRT 1-B and 19 rate scales. The resulting datum plane averages approximately 3-1/2 - 4 percent, in lieu of the overall 4-1/2 percent labor offset increase proposed by petitioner. The staff rate witness developed rate scales for MRT 1-B and 19 that reflect the dollar amount of cost increase computed by the staff cost witness, under the so-called "Wage Offset" method.

The petitioner agrees with the January 1, 1973 updated cost development of the staff. It does not support, however, the method utilized by the staff to reflect such updated labor costs into the minimum rates. This procedure is the same as that employed by the staff in Decision No. 80283 and determined therein to be appropriate

for various reasons which equally apply in this proceeding. The staff also presented a comparison (Exhibit 3) of the revenues it anticipates will accrue under petitioner's rate proposal with the revenues estimated to be produced under the rates developed by the staff. A summary of such revenue comparison is:

<u>Minimum Rate Tariff 1-B</u> <u>(East Bay Drayage)</u>				
	<u>Estimated⁽¹⁾</u> <u>Revenues</u> <u>1972</u>	<u>Average</u> <u>Sought/Developed</u> <u>Increase</u>	<u>Estimated</u> <u>Revenue</u> <u>Increase</u>	<u>Estimated</u> <u>Revenues</u> <u>1973</u>
<u>Petitioner:</u>	\$ 7,767,486	4.5%	\$349,537	\$ 8,117,023
<u>Staff:</u>	\$ 7,767,486	3.2%	\$238,560	\$ 8,016,046

<u>Minimum Rate Tariff 19</u> <u>(San Francisco Drayage)</u>				
<u>Petitioner:</u>	\$11,303,614	4.5%	\$508,666	\$11,812,280
<u>Staff:</u>	\$11,303,614	3.4%	\$384,323	\$11,687,937

(1) Source - Report 601-1, Distribution of Revenue
by Minimum Rate Tariff Year 1970,
Cal. P.U.C., Transportation Division
Data Bank.

From the above computation it will be noted that, under the adjusted rates developed by the staff, petitioner's sought additional revenues to offset the January 1, 1973 labor cost increases are reduced by \$225,320 (\$100,977 East Bay Drayage, and \$124,343 San Francisco Drayage). The above tabulation also indicates that, under the staff rate development for both drayage areas, total additional labor cost offset revenues of approximately \$622,883 are anticipated.

Pool Shipments

The minimum rates published for pool car shipments within the East Bay and San Francisco Drayage Areas have also been maintained in Minimum Rate Tariff 2 for Trans-bay traffic, thereby maintaining an equality of competitive opportunity between the various metropolitan terminal areas. This uniformity in pool car shipment rates should be maintained in this proceeding. The petitioner's proposed pool shipment rates are predicated upon a specific cost and rate study; whereas the like rates developed by the staff are related to the adjusted Class 70 rate scales, minimum weight 20,000 pounds. In both instances, however, the resulting pool shipment rates are substantially the same.

Federal Economic Stabilization Regulations

The opposition of the Transportation Division staff to the sought increase is premised upon the contention that petitioner has not complied with the provisions of Rule 23.1 of the Commission's Rules of Procedure concerning the Federal Economic Stabilization Act of 1970, as amended. The existing level of wages, so-call fringe benefits, and related payroll taxes currently reflected in the minimum rates should be increased as demonstrated by the trucking association. The only question to be resolved is whether such labor cost increases should be offset by a corresponding rate (price) increase. ✓

The labor offset rate adjustment is not requested for the purpose of generating additional highway carrier net revenue earnings. On the contrary, the sole thrust of petitioner's evidence is directed toward obtaining that amount of additional revenues sufficient only to offset a like amount of known increases in the carriers' labor costs. Consequently, petitioner contends that the sought upward adjustment in rates is cost-justified and does not reflect future inflationary expectations. A transportation analyst for petitioner testified that highway carriers operating within the San Francisco Bay ✓

Drayage Areas have not or are unable to experience any appreciable productivity gains. In this connection, it should be noted that the suggested productivity gain factor of 2.3 percent for "Trucking" does not apply to local drayage. Finally, it is petitioner's contention that the increased labor costs are "allowable" costs which may properly serve as the basis of a rate adjustment under all applicable provisions of State and Federal law and under regulations promulgated pursuant thereto by this Commission.

The Commission's Transportation Division staff expresses the view that the labor cost increases involved herein may be absorbed by the carriers if they would install certain operating efficiencies which would reduce costs in areas other than labor. Such suggested operating improvements include:

1. Freight handling - employment of modern equipment.
2. Terminal consolidation - small shipments of various carriers picked up at a terminal of a single carrier.
3. Increased shipment weight to mileage ratio.
4. Loading - employment of modern equipment.

The basis for the aforementioned staff suggestions was a so-called "Fuel Conservation Report" issued by the Federal Government. Cross-examination of staff witnesses demonstrated that its proposed implementation of this report was predicated upon a rather casual or superficial reading thereof and not on any in depth factual study of the implications involved therein. In the circumstances, the staff commentary on this facet of its presentation is, to say the least, inconclusive.

The Commission finds that:

1. The rates and charges set forth in Minimum Rate Tariffs 1-B, 2 (pool shipment rates), and 19 reflect wage costs and allied payroll expenses effective generally as of July 1, 1972.

2. The highway carriers' labor costs will be further increased generally as of January 1, 1973. These increases in labor costs are not reflected in the existing level of minimum rates involved herein.

3. The wage offset increase in Minimum Rate Tariffs 1-B, 2 (pool shipments), and 19 as developed by the Commission's Transportation Division staff is consistent with the Rules of Procedure of this Commission.

4. The wage offset increase in Minimum Rate Tariffs 1-B, 2 (pool shipments), and 19 developed by the Commission staff results in an overall rate increase of approximately 4 percent. This increase has been shown to be justified and will result in just, reasonable, and nondiscriminatory minimum rates for the transportation governed thereby.

5. To the extent that the provisions of Minimum Rate Tariffs 1-B, 2, and 19 have been found heretofore to constitute reasonable minimum rates and rules for common carriers as defined in the Public Utilities Act, said provisions, as hereinafter adjusted, are, and will be, reasonable minimum rate provisions for said common carriers. To the extent that the existing rates and charges of said common carriers for the transportation involved are less in volume or effect than the minimum rates and charges herein designated as reasonable for said carriers, to that same extent the rates and charges of said carriers are hereby found to be, now and for the future, unreasonable, insufficient, and not justified by the actual competitive rates of competing carriers or by the costs of other means of transportation.

6. In compliance with Rule 23.1 of the Commission's Rules of Practice and Procedure, promulgated pursuant to the Federal Economic Stabilization Act of 1970, as amended, the evidence of record in this proceeding demonstrates that:

- (a) The increases, averaging approximately 4 percent, found justified herein apply to local drayage and pool shipment rates and charges which the Commission has heretofore established as minimum rates for the transportation of property by highway carriers within designated drayage areas located in the San Francisco and East Bay Metropolitan Areas.
- (b) The increase in minimum rates is cost justified as of January 1, 1973 and does not reflect future inflationary expectations.
- (c) The increase in minimum rates is required to assure continued, adequate, and safe service by highway carriers engaged in for-hire transportation of property within the aforementioned local metropolitan areas.
- (d) The rate increase takes into account obtainable productivity gains.
- (e) The dollar amount of additional revenues which the rate increase is expected to provide the carriers collectively is about \$622,883.
- (f) The additional revenue has been computed to be the amount sufficient only to offset like increases in the highway carriers' labor costs as of January 1, 1973. It is expected, therefore, that the effect, if any, of the rate increase upon carrier earnings will be minimal and will not increase the carriers' overall rate of return on capital.
- (g) Pursuant to reasonable opportunity for participation by all interested parties at a public hearing in this matter, no other carrier appeared to present evidence expressing a willingness and capacity for providing the service at the existing level of rates.

The Commission concludes that:

1. Petitions for Modification Nos. 252 and 712 in Cases Nos. 5441 and 5432, respectively, should be granted only to the extent reflected in the labor cost offset rate study presented by the Commission's Transportation Division staff.

2. To the extent not granted herein, the rate increases sought in Petitions 252 and 712 should be denied.

In order to avoid duplication of tariff distribution, Minimum Rate Tariffs 1-B and 19 will be amended by the following order and Minimum Rate Tariff 2 will be amended by a separate order.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 1-B (Appendix B to Decision No. 65834, as amended) is further amended by incorporating therein, to become effective March 10, 1973, the revised pages attached hereto, and listed in Appendix A, also attached hereto, which pages and appendix by this reference are made a part hereof.

2. Minimum Rate Tariff 19 (Appendix A to Decision No. 41363, as amended) is further amended by incorporating therein, to become effective March 10, 1973, the revised pages attached hereto, and listed in Appendix B, also attached hereto, which pages and appendix by this reference are made a part hereof.

3. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to Decisions Nos. 65834, 31606, and 41363, as amended, are hereby directed to establish in their tariffs the amendments necessary to conform with the further adjustments ordered herein of said decisions.

4. Any provisions currently maintained in common carrier tariffs which are more restrictive than, or which produce charges greater than, those contained in Minimum Rate Tariffs 1-B, 2, and 19 are authorized to be maintained in connection with the increased rates and charges directed to be established by ordering paragraph 3 hereof.

5. Common carriers maintaining rates on a level other than the minimum rates for transportation for which rates are prescribed in Minimum Rate Tariffs 1-B, 2, and 19 are authorized to increase such rates by the same amounts authorized for Minimum Rate Tariffs 1-B, 2, and 19 herein.

6. Common carriers maintaining rates on the same level as Minimum Rate Tariffs 1-B, 2, and 19 rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariffs 1-B, 2, and 19 are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariffs 1-B, 2, and 19 rates herein.

7. 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 Tariffs 1-B, 2, and 19 are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariffs 1-B, 2, and 19 rates herein.

8. Tariff publications required or authorized to be made by common carriers as a result of the order herein shall be filed not earlier than the effective date of this order and may be made effective not earlier than the fifth day after the effective date of this order, 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 March 10, 1973; and as to tariff publications which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date hereof.

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

10. In all other respects Decisions Nos. 65834, 31606, and 41363, as amended, shall remain in full force and effect.

11. To the extent Petitions for Modification Nos. 252 and 712 in Cases Nos. 5441 and 5432, respectively, are not granted herein, said petitions are hereby denied.

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

Dated at San Francisco, California, this 30th day of JANUARY, 1973.

William S. Lyons - Jr. President

[Signature]
[Signature] Commissioners

I dissent

[Signature], Commissioner

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

C. 5432 - Pet. 712
C. 5441 - Pet. 252

APPENDIX A

LIST OF REVISED PAGES
TO MINIMUM RATE TARIFF 1-B

ELEVENTH REVISED PAGE 18-A

TWELFTH REVISED PAGE 23

THIRTEENTH REVISED PAGE 24

FOURTH REVISED PAGE 25-A

TWELFTH REVISED PAGE 26

ELEVENTH REVISED PAGE 27

THIRTEENTH REVISED PAGE 38

SIXTH REVISED PAGE 38-A

TWELFTH REVISED PAGE 40

TWELFTH REVISED PAGE 41

TWELFTH REVISED PAGE 42

TWELFTH REVISED PAGE 47

(END OF APPENDIX A LIST)

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates provided in this tariff are for the transportation of shipments from point of origin to point of destination and include tailgate loading into and tailgate unloading from the carrier's equipment. (See Item 110)</p>	90
<p style="text-align: center;">APPLICATION OF GOVERNING PUBLICATIONS</p> <p>1. This tariff is governed to the extent shown herein by:</p> <p>(a) The Governing Classification, except that this tariff is subject to the following rules (items) only thereof:</p> <p>110, Sections 1, 3(a), 3(b), 3(c), 3(d), 4, 4(a), 4(b), 5, 6(a), 6(b), 6(c), 7, 7(a), 7(b), 7(c), 7(d), 8, 8(a), 8(b), 9, 10, 11(a), 11(b), 11(c), 12, 12(a), 12(b), 12(c), 12(d), 12(e), 12(f), 13(a), 13(b), 13(c), 14, 15, 15(a), 15(b), 15(c), 15(d), 15(e) and 16;</p> <p>200; 205; 210; 215; 220; 222; 225; 230; 235; 240; 245; 250; 255; 257; 260; 265; 270; 275; 280; 285; 291; 292; 294; 296; 297; 300; 310;</p> <p>360, Sections 1, 1(a), 1(b), 1(e), 1(f), 1(g), 1(h), 2, 2(a), 2(c), 2(d), 3 and 5;</p> <p>370; 381; 420, Sections 1, 2, 4 and 5; 421; 422; 423; 424; 426; 428;</p> <p>430, Sections 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11(a), 11(b), 13 and 14;</p> <p>455; 520; 535; 540; 565; 580; 595; 640; 645; 680; 685; 687; 689; 765; 770, Section 2; 780, Section 2; 810;</p> <p>845; 995; 997 (Section 2 only).</p> <p>(b) The Exception Ratings Tariff, Sections 2-B, 2-C and 2-D only.</p> <p>(c) The Dangerous Articles Tariff (California Regulations).</p> <p>2. Where the ratings and rules or other provisions or conditions provided in the Governing Classification or Exceptions Ratings Tariff are in conflict with those provided in this tariff, the provisions of this tariff will apply. Except as otherwise specifically provided in this tariff, where the provisions of the Dangerous Articles Tariff are in conflict with provisions set forth in this tariff or the otherwise governing publications referred to in paragraphs (a) and (b) hereof, the provisions of the Dangerous Articles Tariff will apply.</p>	100
<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>(a) For pickup or delivery or for stacking, sorting or other accessorial service which is not authorized to be performed under the rates named in this tariff and for which a charge is not otherwise provided, an additional charge of \$11.85 per man per hour, minimum charge \$2.95, shall be made.</p> <p>(b) When carrier is required to provide additional labor, at point of origin or point of destination, for the handling of articles or packages which, because of their weight or bulk, cannot be handled by one man, an additional charge of \$11.75 per man per hour, minimum charge \$11.75 shall be made.</p> <p>(c) On shipments of glass as described under the heading "Glass" in the Governing Classification in packages named therein exceeding 120 united inches, add 6¢ cents per 100 pounds to applicable class rates. (See Note)</p> <p>NOTE.--Will not apply where crane facilities are available without cost to carrier, or loading and/or unloading is performed by shipper and/or consignee, at both pickup and delivery points.</p>	0110
<p>o Increase, Decision No. 81000</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 (Continued)		ITEM																					
<p style="text-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>(a) A charge of \$10.65 per hour, plus 8 cents per actual mile, 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 Notes 1 and 2)</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>NOTE 1.--Service shall commence with departure of each escort vehicle from its point of dispatch and terminate with the return of each escort car to its point of dispatch, excluding off-duty hours.</p> <p>NOTE 2.--Charges for fractions of an hour shall be determined in accordance with the following table:</p> <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>23</td><td>shall be ¼ hour</td></tr><tr><td>23</td><td>38</td><td>shall be ½ hour</td></tr><tr><td>38</td><td>53</td><td>shall be ¾ hour</td></tr><tr><td>53</td><td>60</td><td>shall be 1 hour</td></tr></table>		MINUTES			Over	But Not Over		0	8	omit	8	23	shall be ¼ hour	23	38	shall be ½ hour	38	53	shall be ¾ hour	53	60	shall be 1 hour	\$160
MINUTES																							
Over	But Not Over																						
0	8	omit																					
8	23	shall be ¼ hour																					
23	38	shall be ½ hour																					
38	53	shall be ¾ hour																					
53	60	shall be 1 hour																					
<p style="text-align: center;">CHARGES FOR PERMIT SHIPMENTS</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring transportation permits:</p> <p>(a) A charge of \$12.25 shall be made for the service of securing each permit, and</p> <p>(b) A charge shall be made equal to the fee, if any, assessed by the governmental agency for issuing each permit.</p>		\$170																					
<p>Change) Increase) Decision No. 81000</p>																							
<p style="text-align: center;">EFFECTIVE</p>																							
<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 (Continued)	ITEM
<p style="text-align: center;">DELAYS TO EQUIPMENT</p> <p>Delays at place of pickup and/or delivery, exclusive of the time actually consumed in loading or unloading, resulting from any cause not the fault of and beyond the control of carrier which exceed one-half hour will be charged for at the rate of \$12.85 per hour for all time over one-half hour, minimum charge \$3.20.</p>	0190
<p style="text-align: center;">EXPORT FREIGHT CLEARANCES</p> <p>When the service of clearing export freight is performed by the carrier, a charge of \$6.40 per clearance will be made.</p>	0210
<p style="text-align: center;">WEIGHTS - GROSS WEIGHTS AND DUNNAGE (Exception to Sec. 1 and Sec. 3 of Item 995 of the Governing Classification)</p> <p>Unless otherwise provided, charges shall be computed on actual gross weights, except when estimated weights are authorized such estimated weights shall be used (see EXCEPTIONS 1 and 2).</p> <p>EXCEPTION 1.--When palletized shipments subject to minimum weights of 20,000 pounds or more are loaded or unloaded by power equipment the weight of the pallets (elevating truck pallets or platforms or lift truck skids) shall not be used in determining the weight of the shipment nor the charges thereon. This exception applies only in connection with rates contained in this tariff, and is not applicable to shipments of empty pallets. When rail rates are used under the provisions of Item 130 of this tariff, the weight of the pallets shall be included or excluded in accordance with the provisions of the governing rail tariff.</p> <p>EXCEPTION 2.--When rail rates are used under the provisions of Item 130 of this tariff, actual, estimated or agreed weights shall be used to compute charges in accordance with the provisions of the governing rail tariff.</p>	220
<p style="text-align: center;">GUARANTEE OF MINIMUM TONNAGE</p> <p>Rates based on weekly, monthly, yearly or per job minimum tonnage requirements will apply only when hauled by one carrier for one shipper or consignee and when carrier is furnished with a satisfactory guarantee that the minimum tonnage requirement will be shipped, or when the required tonnage has been transported.</p> <p>The term "monthly" as used above means a calendar month or a period of 30 consecutive days.</p> <p>The term "per job" as used above means a lot delivered to one or more locations on a single project within a period of not to exceed one year.</p>	230
<p>◇ Increase, Decision No. 81000</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 (Continued)		ITEM																					
<p>LOSS AND/OR DAMAGE CLAIMS</p> <p>A minimum charge of \$4.20 shall be made for the handling and collection of loss and/or damage claims against another carrier when the amount involved exceeds \$100.00. When the amount involved is \$100.00 or less, not less than 1 percent of the amount involved shall be charged subject to a minimum of \$1.05. This accessorial service shall not be rendered except upon the shipper's or consignee's request.</p>		0250																					
<p>MARKING OR TAGGING OF PACKAGES</p> <p>For the service of marking packages, when incidental to transportation by the carrier, a charge of 5 cents per package, minimum charge \$2.40 shall be made. When more than one stencil is used, the minimum charge shall apply to each stencil used.</p>		0260																					
<p>MINIMUM CHARGE</p> <p>Except as otherwise provided, on shipments moving under class rates the minimum charge per shipment shall be as follows:</p> <table> <tr> <th colspan="2">Weight of Shipment (In Pounds)</th><th>Minimum Charge (In Cents)</th></tr> <tr> <th>Over</th><th>But Not Over</th><th></th></tr> <tr> <td>0</td><td>25</td><td>255</td></tr> <tr> <td>25</td><td>50</td><td>280</td></tr> <tr> <td>50</td><td>75</td><td>350</td></tr> <tr> <td>75</td><td>100</td><td>390</td></tr> <tr> <td>100</td><td></td><td>490</td></tr> </table>		Weight of Shipment (In Pounds)		Minimum Charge (In Cents)	Over	But Not Over		0	25	255	25	50	280	50	75	350	75	100	390	100		490	0270
Weight of Shipment (In Pounds)		Minimum Charge (In Cents)																					
Over	But Not Over																						
0	25	255																					
25	50	280																					
50	75	350																					
75	100	390																					
100		490																					
<p>♦ Increase, Decision No. 81000</p>																							
<p>EFFECTIVE</p>																							
Correction	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>																						

SECTION 1--RULES (Continued)

ITEM

POOL SHIPMENTS
(Items 280, 281 and 282)

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

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

Articles for which rates are not otherwise specified in this item.

(1) Class rates in cents per 100 pounds

100	92½	85	77½	70	65	60	55	50	45	40	37½	35(2)
65	62	57	53	52	49	47	45	43	42	41	39	38

- (1) Minimum Charge 235 cents per component part.
(2) Applies on articles rated Class 35 or lower.

Commodity Rates in Cents
per 100 Pounds
Minimum Charge 235 Cents
per component part

0280

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

and

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

and

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

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

- (a) Unloading and/or segregating including all accessorial services except those governed by paragraphs 3(g) and 3(h) of Item 281, \$1.90 per 100 pounds, minimum charge \$3.65 per component part.

(Continued in Item 281)

♦ Increase, Decision No. **81000**

EFFECTIVE

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

Correction

SECTION 1—RULES (Continued)	ITEM
<p style="text-align: center;">POOL SHIPMENTS (Continued) (Items 280, 281 and 282)</p> <p>3. Accessorial Services:</p> <p>(a) A clerical service charge of \$1.15 per component part is to be assessed on each and every component that the carrier unloads and/or segregates and delivers to the consignee, subconsignee, their agents or to other carriers. This charge covers the services of preparing delivery instructions, issuance of freight bills to each consignee or shipper and accounting therefor, and/or the processing of similar documents prepared by the shipper and accounting therefor.</p> <p>(b) Listing and reporting marked weights, gallonage or serial numbers, 3½ cents per line, per package or piece, minimum charge 95 cents per component part.</p> <p>(c) Marking, tagging, stenciling or labeling, 3½ cents per package or piece, minimum charge \$1.50 per component part.</p> <p>(d) Advancing, prorating and collecting inbound freight charges of other carriers, 1 percent of amount advanced, minimum charge \$1.50 per component part.</p> <p>(e) Advancing or prepayment of outbound freight charges to other carriers, \$1.15 per component part.</p> <p>(f) Breaking down, leveling off, installing dunnage in pool cars stopped for partial unloading will be charged as provided in Item 110 for helpers, plus the cost of dunnage.</p> <p>(g) Storage will be charged as provided in Item 180 when carrier through no fault of its own is unable to effect delivery of a component part.</p> <p>(h) Replacing damage-free equipment in pool cars, or any other accessorial service not provided for elsewhere shall be charged at the hourly rate provided in paragraph (b) of Item 110.</p> <p>(i) In addition to the other accessorial charges provided herein special handling charges based on the total weight of the component part shall be assessed as follows:</p> <ol style="list-style-type: none"> 1. For each component part on which delivery is taken at carrier's terminal: 39 cents per 100 pounds, minimum charge \$1.85. 2. When, through no fault of carrier, all pieces comprising one component part are not picked up at one specific time on delivery taken at carrier's terminal, charges shall be assessed as set forth under subparagraph (1) hereof plus an additional charge of 39 cents per 100 pounds, minimum charge \$1.60. <p style="text-align: center;">(Continued in Item 282)</p>	<p>o281</p>
<p>o Increase, Decision No. 81000</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 2--CLASS RATES (Continued) In Cents Per 100 Pounds										ITEM
(1) Rate Basis	Any Quantity									730
	100	92½	85	77½	70	65	60	55	50	
A	310	295	279	264	248	239	229	217	211	
B	335	318	301	285	268	258	248	235	228	
(1) Rate Basis	Minimum Weight 500 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	168	160	151	143	134	129	124	118	114	
B	188	179	169	160	150	145	139	132	128	
(1) Rate Basis	Minimum Weight 2,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	101	96	91	86	81	78	75	71	69	
B	110	105	99	94	88	85	81	77	75	
(1) Rate Basis	Minimum Weight 4,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	81	77	73	69	65	62	60	57	55	
B	89	85	80	76	71	69	66	62	61	
(1) See Item 700.										
♦ Increase, Decision No. 81000										
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
(1) Rate Basis	Minimum Weight 10,000 Pounds except as provided in Note 1									0740
	100	92½	85	77½	70	65	60	55	50	
A	65	62	59	55	52	50	48	46	44	
B	71	67	64	60	57	55	53	50	48	
(1) Rate Basis	Minimum Weight 20,000 Pounds except as provided in Note 2									
	100	92½	85	77½	70	65	60	55	50	
A	61	58	55	52	49	47	45	43	41	
B	65	62	59	55	52	50	48	46	44	
(1) Rate Basis	Minimum Weight as provided in the Governing Classification or Section 2-B, 2-C or 2-D of the Exception Ratings Tariff									
	45		40		37½		(2) 35			
A	40		39		38		37			
B	42		41		40		39			
<p>NOTE 1.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification or Sections 2-B, 2-C or 2-D of the Exception Ratings Tariff, but in no event less than 10,000 pounds.</p> <p>NOTE 2.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification or Sections 2-B, 2-C or 2-D of the Exception Ratings Tariff, but in no event less than 20,000 pounds.</p> <p>(1) See Item 700.</p> <p>(2) Class 35 rates provided herein also apply in connection with Class 35.1, 35.2, 35.3 and 35.4 truckload ratings provided in Sections 2-B, 2-C or 2-D of the Exception Ratings Tariff.</p>										
ØIncrease, Decision No.										
81000										
EFFECTIVE										
Correction										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										

SECTION 3--COMMODITY RATES In Cents Per 100 Pounds, Except As Noted		ITEM
COMMODITY	RATE	
CANNED GOODS, Pickles, Preserves, in earthenware, glass or metal cans, boxed, or in pails or tubs, crated or in bulk in barrels or kegs, as described under that heading in Item 400, FRUIT, DRIED, in boxes or sacks.		0800
Applies only within ZONE 1 Shipments on Platforms, loaded by Shipper and unloaded by Consignee Minimum 6,000 tons per year, subject to Item 230-----	In Cents per Ton 138	
CASTINGS, Iron or Steel (See Note). City Deliveries. Minimum 1,500 tons per year, subject to Item 230. NOTE.--Rates will also apply on Foundry Patterns, gross weight of which does not exceed 10% of gross weight of total shipment.		
BETWEEN	AND	
All Zones in Alameda, Albany, Berkeley, Emeryville, Oakland	All Zones in Alameda, Albany, Berkeley, Emeryville, Oakland	0810
SHIPMENTS WEIGHING 2,000 pounds and under----- Over 2,000 pounds but not over 4,000 pounds----- Over 4,000 pounds but not over 6,000 pounds----- Over 6,000 pounds----- (1) Minimum charge \$2.55 per shipment.	(1) 95 51 40 29	
♦ Increase, Decision No. 81000		
EFFECTIVE		
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.		
Correction		

SECTION 3--COMMODITY RATES (Continued) In Cents Per 100 Pounds, Except As Noted			ITEM
COMMODITY	RATE	Minimum Weight in Pounds Per Shipment	
GRAIN PRODUCTS, as described under the heading "GRAIN PRODUCTS GROUP" in the Governing Classification. Except as noted, rates include inside delivery and piling of flour not exceeding ten sacks high.			
FROM	TO		
Warehouses in ZONE 1--Oakland	Alameda--All points. ZONE 1--Oakland--that portion southerly from a line beginning at the intersection of Yerba Buena Avenue and San Francisco Bay, easterly along Yerba Buena Avenue and its projected line to 40th Street; thence easterly along 40th Street to Piedmont Avenue; and northwesterly from a line beginning at the intersection of 29th Avenue and the Oakland City limits, easterly along 29th Avenue to 23rd Avenue; thence northerly along 23rd Avenue to Foothill Boulevard.	(1) (3) 134 (3) 80 (3) 61 (3) 50 (3) 39 (3) 36 (3) 27	Any Quantity 500 1,000 2,000 5,000 10,000 20,000
	All points in ZONES 1, 2 and 3 (except Alameda, Albany and that portion of ZONE 1--Oakland described above).	(2) (3) 149 (3) 91 (3) 68 (3) 51 (3) 42 (3) 41 (3) 35	Any Quantity 500 1,000 2,000 5,000 10,000 20,000
(1) Minimum charge \$4.00 per shipment. (2) Minimum charge \$4.45 per shipment. (3) For shipping and marking add 22 cents per 100 pounds, minimum charge \$2.15.			
♦ Increase, Decision No. 81000			
EFFECTIVE			
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.		

SECTION 5--HOURLY TRUCK RATES		ITEM
		Rate in Cents per Hour
HOURLY VEHICLE UNIT RATES, including Driver and All Other Operating Expenses:		
Vehicles, N.O.S. (Subject to Notes 1, 2 and 3)		
Capacity of Carrier's Equipment in Pounds:		
	2,500 or less-----	1420
Over	2,500 but not over 4,500-----	1445
"	4,500 " " " 10,500-----	1465
"	10,500 " " " 20,500-----	1570
"	20,500 " " " 30,000-----	1625
"	30,000 pounds-----	1675
Minimum charge 1 hour.		
NOTE 1.--Rates in this item apply only when prior to transportation of the property shipper enters into a written agreement with the carrier to the effect that shipment is to be transported under the provisions of Item 1000 of Minimum Rate Tariff 1-B. When such an agreement is executed, rates otherwise provided in this tariff will not apply.		♦1000
NOTE 2.--Rates named herein apply during regular working hours and include the services of the driver only. For charges for service at other than regular working hours, see Item 140. When at the request of the shipper carrier furnishes help in addition to the driver, an additional charge shall be made as set forth in paragraph (b) of Item 110.		
NOTE 3.--Time for hourly rates shall be computed from the time the vehicle leaves carrier's place of business until it arrives back at said place of business.		
♦ Increase, Decision No. 81000		
EFFECTIVE		
Correction		ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

C. 5432 (Pet. 712)
C. 5441 (Pet. 252)

APPENDIX B

LIST OF REVISED PAGES
TO MINIMUM RATE TARIFF 19

THIRTY-NINTH REVISED PAGE 16
TWENTY-THIRD REVISED PAGE 17
NINETEENTH REVISED PAGE 19
TWENTY-FIFTH REVISED PAGE 20
TWENTY-NINTH REVISED PAGE 21
TWENTY-EIGHTH REVISED PAGE 23
EIGHTEENTH REVISED PAGE 23-A
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TWENTY-SEVENTH REVISED PAGE 46
TWENTY-FIRST REVISED PAGE 49

(END OF APPENDIX B LIST)

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates provided in this tariff are for the transportation of shipments from point of origin to point of destination and include tailgate loading into and tailgate unloading from the carrier's equipment with services of the driver only.</p>	60
<p style="text-align: center;">APPLICATION OF GOVERNING PUBLICATIONS</p> <p>1. This tariff is governed to the extent shown herein by:</p> <p>(a) The Governing Classification, except that this tariff is subject to the following rules (items) only thereof:</p> <p>110, Sections 1, 3(a), 3(b), 3(c), 3(d), 4, 4(a), 4(b), 5, 6(a), 6(b), 6(c), 7, 7(a), 7(b), 7(c), 7(d), 8, 8(a), 8(b), 9, 10, 11(a), 11(b), 11(c), 12, 12(a), 12(b), 12(c), 12(d), 12(e), 12(f), 13(a), 13(b), 13(c), 14, 15, 15(a), 15(b), 15(c), 15(d), 15(e) and 16;</p> <p>200; 205; 210; 215; 220; 222; 225; 230; 235; 240; 245; 250; 255; 257; 260; 265; 270; 275; 280; 285; 291; 292; 294; 296; 297; 300; 310;</p> <p>360, Sections 1, 1(a), 1(b), 1(e), 1(f), 1(g), 1(h), 2, 2(a), 2(c), 2(d), 3 and 5;</p> <p>370; 381; 420, Sections 1, 2, 4 and 5; 421; 422; 423; 424; 426; 428;</p> <p>430, Sections 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11(a), 11(b), 13 and 14;</p> <p>455; 520; 535; 540; 565; 580; 595; 640; 645; 680; 685; 687; 689; 765; 770, Section 2; 780, Section 2; 810;</p> <p>845; 995; 997 (Section 2 only) -</p> <p>(b) The Exception Ratings Tariff, Sections 2-B, 2-C and 2-D only.</p> <p>(c) The Dangerous Articles Tariff (California Regulations).</p> <p>2. Where the ratings and rules or other provisions or conditions provided in publications set forth in this item are in conflict with those provided in this tariff, the provisions of this tariff will apply. Except as otherwise specifically provided in this tariff, where the provisions of the Dangerous Articles Tariff are in conflict with the provisions set forth in this tariff or the otherwise governing publications referred to in paragraphs (a) or (b) hereof, the provisions of the Dangerous Articles Tariff will apply.</p>	70
<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>For other than tailgate loading or tailgate unloading, for help in addition to driver for loading or unloading furnished by the carrier at request of consignor or consignee, for distribution, segregation, tagging, recconditioning, stacking, sorting or any other accessorial or incidental service which is not authorized to be performed under the rates named in this tariff and for which a charge is not otherwise provided, an additional charge shall be made as follows:</p> <p>(a) The time consumed by the driver in performing such services shall be charged for at the rate of \$11.85 per hour, minimum charge \$2.95.</p> <p>(b) The time consumed by the helper or helpers in performing such services shall be charged for at the rate of \$11.75 per helper per hour, minimum charge one hour for each helper used.</p>	080
<p>◊ Increase, Decision No. 81000</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 style="text-align: center;">CHARGES FOR SERVICE AT OTHER THAN REGULAR WORKING HOURS</p> <p>Rates named in Sections 3, 4, 5 and 6 apply to transportation, accessorial and other services specified herein during regular working hours of 8:15 a.m. to 5:15 p.m. except Saturdays, Sundays and holidays as defined in Item 10.</p> <p>For services performed at request of consignor or consignee at other than during the times specified above, and on Saturdays, Sundays or holidays, charges shall be assessed upon the rates named in this tariff, plus an additional charge equal to the cost to the carrier of the overtime involved.</p>	100														
<p style="text-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>§ (a) A charge of \$10.65 per hour, plus 8 cents per actual mile, 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 Notes 1 and 2)</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>NOTE 1.--Service shall commence with departure of each escort vehicle from its point of dispatch and terminate with the return of each escort car to its point of dispatch, excluding off-duty hours.</p> <p>NOTE 2.--Charges for fractions of an hour shall be determined in accordance with the following table:</p> <table border="1" data-bbox="264 1070 1288 1288"> <thead> <tr> <th colspan="2" style="text-align: center;"><u>MINUTES</u></th></tr> <tr> <th style="text-align: center;"><u>Over</u></th><th style="text-align: center;"><u>But Not Over</u></th></tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td><td style="text-align: center;">8-----omit</td></tr> <tr> <td style="text-align: center;">8</td><td style="text-align: center;">23-----shall be ¼ hour</td></tr> <tr> <td style="text-align: center;">23</td><td style="text-align: center;">38-----shall be ½ hour</td></tr> <tr> <td style="text-align: center;">38</td><td style="text-align: center;">53-----shall be ¾ hour</td></tr> <tr> <td style="text-align: center;">53</td><td style="text-align: center;">60-----shall be 1 hour</td></tr> </tbody> </table>	<u>MINUTES</u>		<u>Over</u>	<u>But Not Over</u>	0	8-----omit	8	23-----shall be ¼ hour	23	38-----shall be ½ hour	38	53-----shall be ¾ hour	53	60-----shall be 1 hour	104
<u>MINUTES</u>															
<u>Over</u>	<u>But Not Over</u>														
0	8-----omit														
8	23-----shall be ¼ hour														
23	38-----shall be ½ hour														
38	53-----shall be ¾ hour														
53	60-----shall be 1 hour														
<p style="text-align: center;">CHARGES FOR PERMIT SHIPMENTS</p> <p>In addition to all other applicable charges, the following charges shall be assessed on shipments requiring transportation permits:</p> <p>§ (a) A charge of \$12.25 shall be made for the service of securing each permit, and</p> <p>(b) A charge shall be made equal to the fee, if any, assessed by the governmental agency for issuing each permit.</p>	106														
<p>§ Change) ◊ Increase) Decision No. 81000</p>															
EFFECTIVE															
<p style="text-align: right;">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 align="center">(1) COLLECTION OF CHARGES</p> <p>(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges accruing during a calendar month to those who undertake to pay them, such persons hereinafter being called debtors, and collection thereof made not later than the tenth day (excluding Saturdays, Sundays and legal holidays) of the calendar month following the delivery of the freight. (See Exception)</p> <p>(c) Where a carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the debtor, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill. (See Exception)</p> <p>(d) Freight bills for all transportation and accessorial charges shall be presented to the debtors not later than 12 o'clock midnight of the fifth day (excluding Saturdays, Sundays and legal holidays) of the calendar month following the delivery of the freight. (See Exception)</p> <p>(e) Debtors may elect to have their freight bills presented by means of the United States mail, and when the mail service is so used, the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills. (See Exception)</p> <p>(f) The mailing by the debtor of valid checks, drafts, or money orders which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p> <p>(g) When alternative rail carload rates are applied under the provisions of Item 265 of this tariff, carriers may relinquish possession of freight in advance of payment thereon and extend credit in the amount of said charges to those responsible for payment for period of five days (120 hours) beginning at twelve midnight of the day delivery is accomplished.</p> <p>EXCEPTION.--Not applicable in connection with alternatively applied rail carload rates assessed under the provisions of Item 265 of this tariff.</p> <p>(1) Will not apply to the transportation of property for the United States, state, county or municipal governments.</p>	120
<p align="center">COLLECTION OF LOSS AND/OR DAMAGE CLAIMS</p> <p>When incidental to transportation by the carrier, a charge of \$4.80 per claim shall be made by the carrier for the service of handling and collection of loss or damage claims against another carrier when the amount involved therein exceeds \$100.00. When the amount involved is \$100.00 or less, one percent of the amount involved shall be charged, subject to a minimum charge of \$1.20</p>	130
<p>♦ Increase, Decision No. 81000</p>	
EFFECTIVE	
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">DELAYS IN DELIVERY</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 receipt of the shipment, 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 style="padding-left: 40px;">For each of the first five days, 5-3/4 cents per 100 pounds. For the sixth and each succeeding day, 8 cents per 100 pounds.</p> <p>Minimum storage charge per shipment on freight held beyond 48 hours. 5 days or less--77 cents; 6 days or more--118 cents.</p> <p>In computing time, any fractional part of 24 hours will be counted as one day.</p> <p>In computing charges, any fractional part of 100 pounds will be computed as 100 pounds.</p> <p>Subsequent delivery from point of storage will be charged as a new shipment.</p>	140
<p style="text-align: center;">EXPORT FREIGHT CLEARANCES</p> <p>When the service of clearing export freight is performed by the carrier, a charge of \$5.15 per clearance, minimum charge \$7.75 will be made.</p>	OL60
<p style="text-align: center;">WEIGHTS - GROSS WEIGHTS AND DUNNAGE (Exception to Sec. 1 and Sec. 3 of Item 995 of the Governing Classification)</p> <p>Unless otherwise provided, charges shall be computed on actual gross weights, except when estimated weights are authorized such estimated weights shall be used. (See Exceptions 1 and 2)</p> <p>EXCEPTION 1.--When palletized shipments subject to minimum weights of 20,000 pounds or more are loaded or unloaded by power equipment, the weight of the pallets (elevating truck pallets or platform or lift truck skids) shall not be used in determining the weight of the shipment nor the charges thereon. This exception applies only in connection with rates contained in this tariff, and is not applicable to shipments of empty pallets.</p> <p>EXCEPTION 2.--When rail rates are used under the provisions of Item 265 of this tariff, actual, estimated or agreed weights shall be used to compute charges in accordance with the provisions of the governing rail tariff.</p>	170
<p>◊Increase, Decision No. 81000</p>	
EFFECTIVE	
<p>Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</p>	

SECTION 1--RULES OF GENERAL APPLICATION (Continued)		ITEM												
<p style="text-align: center;">MARCKING OF PACKAGES</p> <p>For the service of marking packages when incidental to transportation by the carrier, the following charges shall be made:</p> <p>3-line stencil or less-3 cents per package, minimum charge \$1.65.</p> <p>When more than one stencil is used, the minimum charge shall apply to each stencil used.</p>		0190												
<p style="text-align: center;">MINIMUM CHARGE</p> <p>Except as otherwise provided, on shipments moving under class rates the minimum charge per shipment shall be as follows:</p> <table><tr><th style="text-align: left;"><u>Weight of Shipment</u></th><th style="text-align: right;"><u>Minimum Charge in Cents</u></th></tr><tr><td>25 pounds or less-----</td><td style="text-align: right;">260</td></tr><tr><td>Over 25 pounds but not over 50 pounds-----</td><td style="text-align: right;">285</td></tr><tr><td>" 50 " " " 75 "-----</td><td style="text-align: right;">350</td></tr><tr><td>" 75 " " " 100 "-----</td><td style="text-align: right;">385</td></tr><tr><td>" 100 "-----</td><td style="text-align: right;">490</td></tr></table>		<u>Weight of Shipment</u>	<u>Minimum Charge in Cents</u>	25 pounds or less-----	260	Over 25 pounds but not over 50 pounds-----	285	" 50 " " " 75 "-----	350	" 75 " " " 100 "-----	385	" 100 "-----	490	0200
<u>Weight of Shipment</u>	<u>Minimum Charge in Cents</u>													
25 pounds or less-----	260													
Over 25 pounds but not over 50 pounds-----	285													
" 50 " " " 75 "-----	350													
" 75 " " " 100 "-----	385													
" 100 "-----	490													
<p style="text-align: center;">ISSUANCE OF DOCUMENTS</p> <p>1. ISSUANCE OF BILLS OF LADING. The bill of lading required to be issued in accordance with provisions of the Governing Classification shall be issued at the time of or prior to the receipt of or pickup of the shipment.</p> <p>2. For the transportation of (1) permit shipments, (2) shipments which require circuitous routing, (3) shipments requiring escort service, or 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.</p> <p>(b) Any circuitous routing and the authority therefor.</p> <p>(c) Any escort service furnished and the authority therefor.</p> <p>(d) Any 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>3. A copy of each bill of lading, freight bill, accessorial service document, weigh-master'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 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>		205												
<p>◊ Increase, Decision No. 81000</p>														
<p style="text-align: center;">EFFECTIVE</p>														
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.													

SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

 POOL SHIPMENTS
 (Items 220, 221 and 222)

Pool shipments as described in Item 10 shall be subject to rates and charges as follows for the services designated, viz.:

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

Articles for which rates are not otherwise specified in this item.

(1) Class rates in cents per 100 pounds

100	92½	85	77½	70	65	60	55	50	45	40	37½	35 (2)
65	62	57	53	52	49	47	45	43	42	41	39	38

- (1) Minimum charge 235 cents per component part.
 (2) Applies on articles rated Class 35 or lower.

Commodity Rates in Cents
 per 100 Pounds
Minimum Charge 235 cents
per component part

0220

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

and

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

and

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

85

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

(a) Unloading and/or segregating including all accessorial services except those governed by paragraphs 3(g) and 3(h) of Item 221, \$1.90 per 100 pounds, minimum charge, \$3.65 per component part.

(Continued in Item 221)

♦ Increase, Decision No. 81000

EFFECTIVE

Correction

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

SECTION 1—RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">POOL SHIPMENTS (Continued) (Items 220, 221 and 222)</p> <p>3. Accessorial Services:</p> <p>(a) A clerical service charge of \$1.15 per component part is to be assessed on each and every component that the carrier unloads and/or segregates and delivers to the consignee, subconsignee, their agents or to other carriers. This charge covers the services of preparing delivery instructions, issuance of freight bills to each subconsignee or shipper and accounting therefor, and/or the processing of similar documents prepared by the shipper and accounting therefor.</p> <p>(b) Listing and reporting marked weights, gallonage or serial numbers, 3½ cents per line, per package or piece, minimum charge 95 cents per component part.</p> <p>(c) Marking, tagging, stenciling or labeling, 3½ cents per package or piece, minimum charge \$1.50 per component part.</p> <p>(d) Advancing, prorating and collecting inbound freight charges of other carriers, 1 percent of amount advanced, minimum charge \$1.50 per component part.</p> <p>(e) Advancing or prepayment of outbound freight charges to other carriers, \$1.15 per component part.</p> <p>(f) Breaking down, leveling off, installing dunnage in pool cars stopped for partial unloading will be charged as provided in Item 80 for helpers, plus the cost of dunnage.</p> <p>(g) Storage will be charged as provided in Item 140 when carrier through no fault of its own is unable to effect delivery of a component part.</p> <p>(h) Replacing damage-free equipment in pool cars, or any other accessorial service not provided for elsewhere shall be charged at the hourly rates provided in paragraph (b) of Item 80.</p> <p>(i) In addition to the other accessorial charges provided herein special handling charges based on the total weight of the component part shall be assessed as follows:</p> <p>(1) For each component part on which delivery is taken at carrier's terminal: 39 cents per 100 pounds, minimum charge \$1.85</p> <p>(2) When, through no fault of carrier, all pieces comprising one component part are not picked up at one specific time on delivery taken at carrier's terminal, charges shall be assessed as set forth under subparagraph (1) hereof plus an additional charge of 39 cents per 100 pounds, minimum charge \$1.60.</p> <p style="text-align: center;">(Continued in Item 222)</p>	<p style="text-align: center;">0221</p>
<p>◊ Increase, Decision No. 81000</p>	
EFFECTIVE	
<p style="text-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 data-bbox="535 353 994 379">UNITS OF MEASUREMENT TO BE OBSERVED</p> <p data-bbox="221 401 1314 470">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>	235
<p data-bbox="563 536 984 562">SHIPMENTS TO BE RATED SEPARATELY</p> <p data-bbox="221 584 1314 674">Each shipment shall be rated separately. Shipments shall not be consolidated or combined by the carrier. When shipments are delivered to or received from other carriers, each bill of lading, freight bill, dock receipt or dock permit shall be considered as a separate shipment and rated accordingly.</p>	250
<p data-bbox="642 741 901 767">DELAYS TO EQUIPMENT</p> <p data-bbox="221 789 1276 858">Delays to equipment exceeding $\frac{1}{2}$ hour at points of origin or destination for which the carrier is not responsible will be charged for at the rate of \$12.85 per hour, minimum charge \$3.20.</p>	260
<p data-bbox="270 1106 789 1159">♦ Increase, Decision No. 81000</p>	
EFFECTIVE	
<p data-bbox="194 1979 330 2005">Correction</p> <p data-bbox="839 1946 1470 2005">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

SECTION 3--CLASS RATES In Cents per 100 Pounds										ITEM	
Rate Basis (1)	Any Quantity									360	
	100	92½	85	77½	70	65	60	55	50		
A-----	270	257	243	230	216	208	200	189	184		
B-----	286	272	257	243	229	220	212	200	194		
C-----	311	295	280	264	249	239	230	218	211		
Rate Basis (1)	Minimum Weight 500 Pounds										
	100	92½	85	77½	70	65	60	55	50		
A-----	168	160	151	143	134	129	124	118	114		
B-----	171	162	154	145	137	132	127	120	116		
C-----	189	180	170	161	151	146	140	132	129		
Rate Basis (1)	Minimum Weight 2,000 Pounds										
	100	92½	85	77½	70	65	60	55	50		
A-----	103	98	93	88	82	79	76	72	70		
B-----	106	101	95	90	85	82	78	74	72		
C-----	118	112	106	100	94	91	87	83	80		
Rate Basis (1)	Minimum Weight 4,000 Pounds										
	100	92½	85	77½	70	65	60	55	50		
A-----	81	77	73	69	65	62	60	57	55		
B-----	84	80	76	71	67	65	62	59	57		
C-----	100	95	90	85	80	77	74	70	68		
(1) See Item 350.											
♦ Increase, Decision No. 81000											
EFFECTIVE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											
Correction											

SECTION 3--CLASS RATES (Concluded) In Cents Per 100 Pounds										ITEM
Rate Basis(1)	Minimum Weight 10,000 Pounds, Except as Provided in Note 1									
	100	92½	85	77½	70	65	60	55	50	
A-----	71	67	64	60	57	55	53	50	48	
B-----	75	71	67	64	60	58	55	52	51	
C-----	95	90	86	81	76	73	70	67	65	
Rate Basis(1)	Minimum Weight 20,000 Pounds, Except as Provided in Notes 2 and 3									
	100	92½	85	77½	70	65	60	55	50	
A-----	69	66	62	59	55	53	51	48	47	
B-----	73	69	66	62	58	56	54	51	49	
C-----	78	74	70	66	62	60	58	55	53	
Rate Basis(1)	Minimum Weight as Provided in the Governing Classification or Section 2-B, 2-C or 2-D of the Exception Ratings Tariff Except as Provided in Note 3									0370
	45		40		37½		35(2)			
A-----	45		43		42		41			
B-----	47		46		45		44			
C-----	51		49		48		47			
<p>NOTE 1.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification or Section 2-B, 2-C or 2-D of the Exception Ratings Tariff, but in no event less than 10,000 pounds.</p> <p>NOTE 2.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification or Section 2-B, 2-C or 2-D of the Exception Ratings Tariff, but in no event less than 20,000 pounds.</p> <p>(1) See Item 350.</p> <p>(2) Class 35 rates provided herein apply in connection with Class 35.1, 35.2, 35.3 and 35.4 truckload ratings provided in Section 2-B, 2-C or 2-D of the Exception Ratings Tariff.</p>										
◊ Increase, Decision No. 81000										
EFFECTIVE										
Correction										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										

SECTION 4—COMMODITY RATES In Cents Per 100 Pounds			ITEM
COMMODITY	RATES	Minimum Weight in Pounds	
CEREAL FOOD PREPARATIONS (cracked, ground, granulated, hulled or rolled cereals, partially prepared for human consumption, but requiring cooking), FLOUR City Deliveries (Not subject to Item 60)	(1) 212 133 102 79 62 49 42	Any Quantity 500 1,000 2,000 5,000 10,000 20,000	0392
(1) Minimum charge \$6.40 per shipment.			
♦ Increase, Decision No. 81000			
EFFECTIVE			
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.			
Correction			

MINIMUM RATE TARIFF 19

SECTION 4---COMMODITY RATES (Continued) In Cents Per 100 Pounds, Except As Noted			ITEM
COMMODITY	RATES	Minimum Weight	
<p>CIGARS, CIGARETTES, SNUFF OR MANUFACTURED TOBACCO, as described under the heading "Cigars and Cigarettes Group" in the Governing Classification.</p> <p>Applies from public warehouses to points and places located within Zone 1.</p> <p>25 pounds or less-----</p> <p>Over 25 pounds but not over 50 pounds-----</p> <p>" 50 " " " 75 "-----</p> <p>" 75 " " " 100 "-----</p> <p>" 100 " " " 500 "-----</p> <p>" 500 " " " 1000 "-----</p> <p>" 1000 " " " 2000 "-----</p> <p>" 2000 " " " 4000 "-----</p> <p>" 4000 pounds-----</p>	<p>In Cents per Shipment</p> <p>200</p> <p>225</p> <p>275</p> <p>340</p> <p>435</p> <p>In Cents per 100 Pounds</p> <p>87</p> <p>71</p> <p>56</p> <p>51</p>	<p>75,000 pounds per month</p>	0396
<p>COFFEE, GREEN-----Inhaul only</p> <p>(1) Monthly tonnage is to be averaged over twelve (12) calendar months commencing with month in which property is first transported.</p>	26	(1) 1000 tons per Calendar Month	0400
<p>COFFEE, GREEN, in sacks-----Inhaul only</p>	31	1500 tons per Calendar Year, and 10,000 pounds per shipment	0410
<p>SPICES, viz.: All kinds, in bags, sacks, }-----Inhaul only boxes or barrels</p>	31		
<p>◊ Increase, Decision No. 81000</p>			
EFFECTIVE			
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>			
Correction			

SECTION 4--COMMODITY RATES (Continued) In Cents Per 100 Pounds, Except As Noted				ITEM
COMMODITY		RATES		
		(2) In Cents per Piece		
		1st Piece	2nd Piece	Each Additional Piece
OFFICE FURNITURE, NEW-City Deliveries (Not subject to Item 60)				
Desks-----36 inches or less-----		430	430	270
Over 36 " but not over 42 inches-----		555	430	425
" 42 " " " 60 "-----		680	555	555
" 60 "-----		950	815	815
Tables-----42 " or less-----		270	270	270
Over 42 " but not over 60 inches-----		430	430	270
" 60 "-----		555	555	490
File Cabinets-weighing each 100 pounds or less-----		270	270	150
weighing each over 100 pounds-----		430	270	150
Letter Files-3 drawers or less-----		270	270	150
4 "-----		430	430	270
Transfer Cases-----		270	No Charge	(3)
Chairs-----		150	150	150
Telephone Stands-----		150	150	150
Costumers-----		150	150	150
(2) A charge of \$5.20 per quarter hour, minimum charge \$2.55 will be assessed for time placing furniture, which will be in addition to the delivery charges when the carrier performs this service.				
(3rd piece----- 150 cents				
(3) (4th "----- no charge				
(each additional----- 74 cents				
PAPER, viz.: Newsprint, in rolls.		RATE	Minimum Weight	
Inhaul, and from public warehouses to newspaper plants--		21	500 tons per Calendar Month (1)	
(1) Monthly tonnage is to be averaged over twelve (12) calendar months commencing with month in which property is first transported.				
o Increase, Decision No. 81000				
EFFECTIVE				
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.				
Correction				

SECTION 4--COMMODITY RATES (Concluded) In Cents Per 100 Pounds, Except as Noted			ITEM
COMMODITY	RATE	Minimum Weight	
SUGAR, in packages. Within Zone 1 (See Item 40)----- NOTE.--Monthly tonnage is to be averaged over twelve calendar months commencing with month in which property is first transported. (1) Minimum charge \$3.80 per shipment.	(1) 27½	500 tons per Calendar Month (See Note)	0530
♦ Increase, Decision No. 81000			
EFFECTIVE			
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA			
Correction			

SECTION 5--UNIT RATES AND RULES

ITEM

APPLICATION OF RATES

(a) Rates in this section apply only when, prior to the transportation of the property, the shipper enters into a written agreement with the carrier as provided in paragraph (c) hereof, and only when the property is transported by one carrier for one shipper. When such agreement is executed, rates otherwise provided in this tariff will not apply.

(b) Rates in this section will not be governed by the general rules in this tariff other than the following:

Definitions in Item 10 of: Dangerous Articles, Dangerous Articles Tariff, Escort Service, Holidays, Permit Shipment, Point of Destination, Point of Origin, Rate, and Same Transportation; Provisions of: Item 100, Charges for Service at Other Than Regular Working Hours; Item 104, Charges for Escort Service; Item 106, Charges for Permit Shipments; Items 110, 111 and 112, Collect on Delivery (C.O.D.) Shipments; Item 120, Collection of Charges; Item 130, Collection of Loss and/or Damage Claims; Item 135, Dangerous Articles; and Item 190, Marking of Packages.

(c) Prior to the transportation of the property, the shipper must enter into a written agreement with the carrier to ship at rates no lower than those provided in this section, stating specifically the class of service desired. No single agreement shall cover shipments transported over a period in excess of one year. The agreement shall be in substantially the following form, and the original or a copy thereof shall be retained and preserved by the carrier, subject to the Commission's inspection, for a period of not less than three years from the date of its issuance.

Date _____

In accordance with the provisions of Section 5 of Minimum Rate Tariff 19,

I hereby elect to have _____ transported by _____
(Identify Transaction) (Name of Carrier)from _____ to _____ at the rate of _____
(Point of Origin) (Point of Destination) (See Note)under the rates and provisions of Item _____ of said tariff.
(See Note)Shipper _____ By _____
(Name in Full) (Name in Full)Confirmed: _____ By _____
Carrier (Name in Full) (Name in Full)

NOTE:--In the event shipper and carrier agree to a basis higher than that provided in this section, but in the same unit or units of measurement in which the minimum basis is stated, the agreed basis may be stated in place of the item number.

(d) Rates in this section include the services of the driver only. When, at the request of shipper, carrier furnishes help in addition to the driver, an additional charge shall be made at the rate of \$11.75 per man per hour, minimum charge one hour for each helper used. The time for computing charges shall not be less than the actual time the helpers are engaged in performing the service.

(e) Rates apply for the exclusive use of the equipment furnished.

Change)
Increase) Decision No.

81000

EFFECTIVE

Correction

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

SECTION 5--UNIT RATES AND RULES (Continued)		ITEM												
<p>HOURLY VEHICLE UNIT RATES (Subject to Notes 1 and 2).</p> <p>Minimum Charge One Hour.</p> <p>Capacity of Carrier's Equipment in Pounds</p>	<p>RATES in Cents per Hour</p>													
<table><tr><td>2,500 or less-----</td><td>1420</td></tr><tr><td>Over 2,500 but not over 4,500-----</td><td>1445</td></tr><tr><td>" 4,500 " " " 10,500-----</td><td>1465</td></tr><tr><td>" 10,500 " " " 20,500-----</td><td>1570</td></tr><tr><td>" 20,500 " " " 30,000-----</td><td>1625</td></tr><tr><td>" 30,000-----</td><td>1675</td></tr></table>	2,500 or less-----	1420	Over 2,500 but not over 4,500-----	1445	" 4,500 " " " 10,500-----	1465	" 10,500 " " " 20,500-----	1570	" 20,500 " " " 30,000-----	1625	" 30,000-----	1675		0560
2,500 or less-----	1420													
Over 2,500 but not over 4,500-----	1445													
" 4,500 " " " 10,500-----	1465													
" 10,500 " " " 20,500-----	1570													
" 20,500 " " " 30,000-----	1625													
" 30,000-----	1675													
<p>NOTE 1.--Time for hourly rates shall be computed from the time the vehicle leaves carrier's place of business until it arrives back at said place of business.</p> <p>NOTE 2.--The normal carrying capacity of each vehicle unit shall be determined by the carrier based upon that amount of property in pounds, which physically can be loaded therein and safely transported under normal conditions.</p>														
<p>◇ Increase, Decision No. 81000</p>														
<p>EFFECTIVE</p>														
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>														
<p>Correction</p>														

SECTION 6--SPECIAL RATES (Concluded)

ITEM

LUMBER AND FOREST PRODUCTS

The rates in this item will apply only when they produce lower charges than the minimum rates otherwise applicable.

Shipments transported under rates in this item will not be subject to provisions of Item 100--Charges for Services at other than Regular Working Hours.

LUMBER AND FOREST PRODUCTS, viz.:

The products of the forest consisting of lumber, wallboard or timbers, rough or dressed, green or seasoned, cut to dimension or shaped, laminated or not laminated, not further advanced in manufacture than by shaping, splitting, laminating, sawing, resawing or passing through planning machinery.

Subject to a minimum charge based on the applicable rate for 3,000 feet BM.

MILES (See Note 1) But Not Over Over		RATES In Cents Per 1000 Feet BM (See Note 2)
0	$\frac{1}{4}$	(1) 174
$\frac{1}{4}$	1	219
1	2	319
2	4	383
4	6	557
6	8	710
8	10	870

§(1) For transportation from bulkheads, docks, piers or wharves for distances of not over 1,000 feet the rate shall be \$1.41 per 1,000 feet BM.

NOTE 1.--The mileage shall be the actual distance from point of origin to point of destination.

NOTE 2.--For handling lumber between railroad cars, trucks, carrier blocks or stacks, on the one hand, and railroad cars, trucks, carrier blocks or stacks, on the other hand, a charge of \$4.85 per 1,000 feet BM shall be assessed in addition to transportation charges. This handling charge does not include sorting, tallying, grading or other accessorial services.

6590

BASIS FOR COMPUTING BOARD MEASURE
(Applies only on the articles listed below)

	Board Measure Applicable Per Bundle
Carstrips, in bundles:	
7/16" x 1 1/4" or 1 1/2" x 8"	25' BM
1/2" x 1 1/4" or 1 1/2" x 8"	32' BM
Lath, in bundles, 1 1/2" or 1-5/8" x 4"	25' BM
Logs, Piling, Poles, Spars	Use square of mean diameter to compute BM.
Lumber:	
Less than 1" thick	Compute as 1" thick.
Surfaced, dressed or finished lumber 1" or more thick	Use size before surfacing, dressing or finishing.
Mouldings less than 1" x 1"	Compute as 1" x 1".
Shakes, in bundles:	Per Bundle
Redwood	124' BM
Cedar	40' BM
Shingles, in bundles	25' BM
Wallboard:	Per 1000' SM
Thickness 1/2" or less	500' BM
Thickness over 1/2" but not over 1"	667' BM
Thickness over 1" but not over 1 1/2"	1000' BM
" denotes inches.	BM--board measure.
" denotes feet.	SM--surface measure.

Change)
Increase) Decision No.

81000

EFFECTIVE

Correction

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

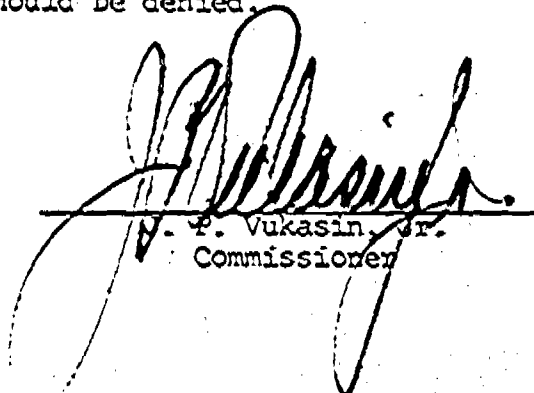
C. 5441, Pet. 252, C. 5432, Pet. 712
D. 81000 XB

COMMISSIONER J. P. VUKASIN, JR., dissenting.

I dissent.

This wage offset, which will cost shippers and consumers over \$600,000 per year, is granted by the majority despite the fact that the record indicates improved efficiencies (either already attained or available) in the operations of carriers. The incentive to require carriers to avail themselves of modern efficient techniques is greatly reduced with frequent Commission orders granting increases in minimum rates.

This rate increase should be denied.



J. P. Vukasin, Jr.
Commissioner

San Francisco, California

January 30, 1973