

Decision No. 81185**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 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. 713  
(Filed August 17, 1972,  
amended September 6, 1972)

In the Matter of the Application of  
PACIFIC SOUTHCOAST FREIGHT BUREAU  
for authority to make increases in  
certain railroad rates and charges.

Application No. 53559  
(Filed September 1, 1972)

(Appearances are listed in Appendix A)

### O P I N I O N

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 publish and maintain their tariff rates at a level no lower in volume or effect than that prescribed in MRT 2. The California rail lines are also required to observe the provisions of MRT 2 in connection with their less-carload traffic.

The last general increase in MRT 2 rates was authorized by Decision No. 80235 dated July 11, 1972 in Case No. 5432 in recognition of highway carrier labor cost increases effective July 1, 1972. The July 29, 1972 effective date of Decision No. 80235 was stayed pursuant to the timely filing of petitions for rehearing by the

C. 5432, Pet. 713, A. 53559 ek

California Manufacturers Association, the National Small Shipments Traffic Conference, Inc., and the Drug and Toilet Preparation Traffic Conference. By Decision No. 80387 dated August 15, 1972, the petitions for rehearing were denied and the MRT 2 rates established by Decision No. 80235 became effective as of August 25, 1972.<sup>1/</sup>

In Petition No. 713, as amended, the California Trucking Association (CTA) seeks a further increase in MRT 2 rates of approximately 4 percent. This increase is proposed as an offset for related increases in highway carrier wage costs and allied payroll expenses effective generally as of January 1, 1973. In Application No. 53559, the Pacific Southcoast Freight Bureau (PSFB), on behalf of the California railroads, requests authority to increase the less-carload minimum charges in Item 205-W of PSFB Tariff No. 1016, the accessorial labor charges in Item 220-K and split delivery charges in Item 320-U of PSFB Tariff No. 294-F. The increases sought in Application No. 53559 are the same as proposed for the corresponding MRT 2 rates in Petition No. 713. These matters were consolidated for hearing on a common record.

Eight days of public hearings were held before Examiner Gagnon at San Francisco between September 13, 1972 and December 7, 1972. The proceeding was submitted upon the receipt of concurrent briefs on December 22, 1972. In addition to the evidence presented by petitioner and applicant in support of their respective sought relief, evidence was presented by the California Manufacturers Association (CMA); National Small Shipment Traffic Conference, Inc., and the Drug and Toilet Preparation Traffic Conference (Traffic Conferences); Cannery League of California (Cannery League); Highway Carriers Association (ECA); Certain-Teed Products Corporation; and the Commission's

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<sup>1/</sup> A petition for Writ of Review of Decision No. 80235 was denied in California Manufacturers Association et al. v PUC (1972) SF No. 22963.

Transportation Division staff. The aforementioned shipper representatives and the Commission staff oppose the sought increase. The HCA, while opposed to any increase in the MRT 2 truckload rates of 20,000 pounds or more, took no position relative to the proposed adjustment in MRT 2 less-truckload rates. Swift Edible Oil Company and Mattel Inc. also opposed the sought labor offset rate increase.

The CTA Proposal

Cost and rate evidence was developed by the Director of CTA's Division of Transportation Economics. The director explained that, since the last labor cost offset increase in MRT 2 rates, 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. A summary of the aforementioned labor cost increases are:

1. A 20 cents per hour increase in the basic hourly wage rate.
2. A \$1.00 per week increase in employee pension benefits.
3. Upward adjustments in payroll taxes include:
  - a. An increase in the rate for Federal Unemployment Insurance.
  - b. An increase in both the rate and base taxable wages for Federal Insurance Contributions.
4. Increases in the California Transportation Rate Fund Fee and the California Workmen's Compensation rate.

The historical cost data underlying the existing statewide general class rate structure in MRT 2 are predicated upon CTA's full-scale cost and performance studies of record (Exhibit 233-26)

in Decision No. 66453 (1963) 62 CPUC 14. Certain labor and allied payroll cost factors contained in CTA's basic MRT 2 full-scale cost study have been adjusted on numerous occasions over the past decade in recognition of periodic increases therein. Such cost increases were integrated into the total MRT 2 historical cost data, by one of several approved so-called labor cost offset procedures, for subsequent determination of a corresponding labor cost offset adjustment in MRT 2 rates.<sup>2/</sup> In this proceeding the CTA witness employed the so-called wage (cost) offset procedure for incorporating the January 1, 1973 highway carrier labor cost increases into the historical total cost data underlying the existing level of MRT 2 statewide class rates. The datum plane established under this method

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<sup>2/</sup> In Decision No. 76353 dated October 28, 1969, 70 CPUC 280-281, three approved methods for cost offset rate adjustments are described:

1. Wage (Cost) Offset: Indirect expense ratios established in the original full-scale cost study are applied to the updated 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 expenses 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.

indicates that the January 1, 1973 labor cost adjustment results in an overall increase of approximately 4 percent in the July 1, 1972 total cost data presently reflected in MRT 2 rate scales. This increase in MRT 2 cost data constitutes the basis for CTA's proposed labor offset rate adjustment. While the wage offset method was found to be an appropriate procedure for the last labor offset rate adjustment in Decision No. 80235, the CTA witness contends that the wage (cost) offset method he employed is the proper procedure.

The petitioner also presented Exhibit 24 and testimony by its expert witness in an effort to show that the sought offset rate proposal complies with the various requirements of Rule 23.1 of the Commission's Rules of Practice and Procedure.

#### The Staff Presentation

The Transportation Division staff introduced cost and rate offset studies, together with the testimony of a staff cost engineer and rate expert. The July 1, 1972 cost data reflected in the current level of MRT 2 rates, as originally authored by both the CTA and staff, were again updated so as to reflect labor costs and allied payroll expenses effective as of January 1, 1973. The staff cost and rate offset studies were developed under all three methods previously explained herein. Rate scales to reflect January 1, 1973 costs developed under the direct wage offset procedure were presented at the request of the Cannery League of California. The wage (cost) offset method was employed by the staff for the development of rates applicable to the Metropolitan Los Angeles Area, wood chips, wood shavings, and sawmill refuse. This latter procedure was employed upon the request of petitioner. Finally, the MRT 2 cost data were updated by the wage offset procedure so that the resulting level of rates might be compared with the offset rate adjustments produced under the other two labor offset methods.

The staff also presented an estimate of the increase in 1973 highway carrier MRT 2 operating revenues that would accrue under the three wage offset methods. An estimate of the 1973 MRT 2 highway carrier revenues that would obtain in the event the present level of tariff rates and charges were maintained throughout the year was also presented. A summary of the staff's revenue projections follows:

TABLE 1  
ESTIMATED INCREASED REVENUE FOR 1973  
(In Millions of Dollars)

<u>Type of Labor Cost Offset</u>	<u>Estimated General Commodities Revenue 1973 (1)</u>	<u>Average Percentage Increase Sought</u>	<u>Estimated Increase Revenue Derived</u>	<u>Estimated General Commodities Revenue 1973</u>
Wage (cost) Offset (Petitioner)	511.1	3.8%	\$19.4	\$530.5
Wage Offset	511.1	3.3%	16.8	527.9
Direct Wage Offset	511.1	2.9%	14.8	525.9
Difference	Petitioner vs Wage Offset			2.6
Difference	Petitioner vs Direct Wage Offset			4.6

(1) Exclusive of Pet. 713 increases.

Source: Report 601-1 Distribution of Revenue by  
Minimum Rate Tariff Calendar 1970, California  
Public Utilities Commission, Transportation  
Division Data Bank.

From Table 1 it will be noted that petitioner's wage (cost) offset rate adjustment amounts to an average increase of 3.8 percent which is expected to produce some \$19,400,000 in additional revenues for the year 1973. Under the wage offset or direct wage offset procedure it will be observed that the CTA's sought overall increase in revenues is reduced approximately \$2,600,000 and \$4,600,000, respectively.

The staff recommends that the current MRT 2 rates not be made subject to a labor cost offset increase at this time. The staff did not introduce any factual evidence to support its announced opposition to Petition No. 713. It did, however, submit the following testimony by a staff cost engineer:

"Q. Mr. Roe, do you recommend that any one of the methods outlined be used in the development of rates for Petition 713?

"A. No, I don't. The costs contained in these studies do exist due to the present labor contracts. However, the Commission should recognize that there are areas where efficiencies can be developed to absorb these costs.

"The Federal Government, through the Office of Emergency Preparedness has just released a staff study, dated October, 1972, entitled 'The Potential for Energy Conservation'. This ecological impact study suggests that energy conservation measures can reduce substantially the energy demand in the United States perhaps by as much as 7.3 billion barrels per day of oil by 1980. According to the abstract in the front of this study, the most significant realizable measures that motor carriers would be concerned with are the introduction of more efficient processes and equipment, freight consolidation in urban movement, and perhaps a shift of intercity freight from highway to rail.

"If we have to use one of the three methods, of course, the staff has always supported the wage offset method." (RT 136)

The staff adversary position is similar to that expressed in other related offset proceedings. While the staff chose not to submit a copy of the Federal Government report upon which its position of opposition is predicated, the CTA on rebuttal presented excerpts therefrom (Exhibit 23) which it deemed might be pertinent to this proceeding. The rather broad generalizations contained in the report, in the absence of appropriate evaluation of the economic consequences thereof should the staff's suggested implementation of the report be adopted, certainly does not lend support to the staff's position.

Protestants' Position

In support of its opposition to the proposed MRT 2 labor offset rate adjustment the CMA presented (Exhibit 4) a summary of the results of operations of selected California intrastate less-truckload highway common carriers of general commodities for the years 1968 through 1971. The financial and statistical data contained in the CMA exhibit were extracted from the Annual Reports of the selected carriers currently on file with the Commission. Such summary financial data was presented in an effort to show that the less-truckload carriers were in a sound financial position and might well absorb the January 1, 1973 increases in their wage costs and allied payroll expenses.

The CMA also introduced testimony from several intrastate truckload carriers. These carriers all agreed that the results of their present MRT 2 truckload operations were such as to permit the carriers to absorb the January 1, 1973 labor cost increases. The truckload operators were fearful that an upward adjustment in their rates at this time would have a detrimental effect upon the volume of the current truckload traffic. The testimony of these truckload carriers pertained solely to their own individual results of operations. No factual evidence was presented to show that such carriers possessed the required capacity to perform the kind and quantity of statewide transportation service governed by Minimum Rate Tariff 2.

The Director for CMA's Transportation and Distribution Department also testified at some length relative to the need for full-scale MRT 2 cost and rate economic studies, the propriety of



existing labor cost offset procedures for adjusting minimum rates, and the petitioner's burden of proof pursuant to Rule 23.1 of the Commission's Rules of Practice and Procedure.

The representative for the Cannery League presented evidence (Exhibit 12) designed to show that the proposed truckload rates on canned goods moving in California would be excessive. The presentation of the Cannery League in this proceeding is similar to that previously considered in Decision No. 80235. The Cannery League requests that no further increase be made in the truckload commodity rates or exception class rates on canned goods.

In the event a further labor offset rate adjustment is to be granted, which would apply to all canned goods truckload rates, the Cannery League requests that the direct wage offset method be employed as this would result in the least amount of increase. It contends that the basic cost and rate studies underlying the current canned goods rates are obsolete, therefore, "any other type of offset for canned goods shipments would carry the danger of establishing grossly unreasonably high minimum rates".

The Traffic Conferences opposition to CTA's proposed labor offset rate adjustment is substantially a continuation of the adversary position they initially advanced relative to CTA's last MRT 2 labor offset petition (No. 665) which was partially granted by Decision No. 80235. A transportation consultant appearing on behalf of the Traffic Conferences presented Exhibits 13 through 20 which were designed to support the following general contentions:

1. The CTA's request for a labor cost offset average increase of 4 percent in MRT 2 rates is excessive.
2. The labor offset rate adjustment sought on behalf of California intrastate highway carriers is greater than is currently being sought by interstate highway carriers or carriers operating elsewhere in the United States to offset similar January 1, 1973 labor cost increases.

3. The current annual operating revenues earned by California highway carriers of general commodities are adequate and sufficient to permit such carriers to absorb the January 1, 1973 labor cost increases.
4. The basic performance, cost, and rate studies underlying the present MRT 2 rates are obsolete and new full-scale studies are required.
5. The labor offset procedures for adjusting minimum rates are improper.
6. No increase in MRT 2 rates should be authorized for at least 6 months, thereby affording an opportunity to first evaluate the effects of the July 1, 1972 labor offset increase authorized by Decision No. 80235.
7. In the event a MRT 2 labor offset rate adjustment is to be granted in this proceeding, the overall increase in rates should be limited to 1-1/4 percent.

The Managing Director for the Highway Carriers Association, on behalf of member truckload carriers, recommended that no offset rate increase be authorized in MRT 2 truckload rates. In support of this position the HCA witness presented a report (Exhibit 22) designed to show the present favorable results of operations of some 35 truckload carriers of general commodities rated under MRT 2. However, cross-examination relative to the data set forth in Exhibit 22 raises considerable doubt as to the probative value of such information. The HCA had no recommendation relative to the sought offset increase in MRT 2 less-truckload rates subject to minimum weights of less than 20,000 pounds.

A representative for Certain-Teed Products Corporation, a truckload shipper of asbestos cement pipe, also testified in opposition to any labor offset increase in the MRT 2 truckload rates. He contends that the granting of overall increases in connection with truckload rates is driving the truckload shipper "into proprietary carriage; in fact, we are in it and will no doubt expand it". A representative for Swift Edible Oil Company also urged that Petition No. 713 be denied.

Discussion

In the last MRT 2 labor offset rate adjustment the Commission recognized that, having once established minimum rates for the transportation of general commodities by highway carriers, it is incumbent upon the Commission to maintain such rates at reasonable levels, giving effect to known changes in carrier operating costs. It has been stated that the ideal method for making periodic rate adjustments is to base such action on full-scale cost and rate studies in which all elements of costs are developed and considered in the light of the latest available data. The preparation of such full-scale studies has historically required up to two years to complete. When, therefore, major cost changes occur annually or semiannually the required minimum rate adjustments cannot be developed on the basis of full-scale cost and rate studies.

It is well established that the largest single cost element involved in motor carrier operations is labor, which amounts to fifty percent or more of the total direct costs. Changes in labor costs over the past decade have been occurring annually and semiannually. Adjustments in labor costs, allied payroll, and gross revenue expenses can be readily determined and evaluated under the wage offset procedure; whereas fixed equipment and related non-variable operating costs are not susceptible to measurement under such methods.

By Decision No. 76353 the Commission, in giving qualified acceptance to the labor cost offset method for reflecting cost and rate increases in minimum rate proceedings, cautioned that in each proceeding it must be established that, despite the passage of time, the historical cost data is proper for measuring current cost-rate relationships.<sup>3/</sup>

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<sup>3/</sup> Decision No. 76353 also states at page 258:

"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...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." (Emphasis added)

In Decision No. 80235 the Commission noted that its Transportation Division staff is now conducting full-scale cost and rate studies looking to a complete revision of MRT 2 and that these studies are scheduled to be completed during the latter part of 1973. The decision further determined that, since new full-scale studies are in the offing and the historical full-scale studies underlying MRT 2 are ten or more years old, it would be appropriate to use the wage offset method as a basis for reflecting the July 1, 1972 labor cost increases in the MRT 2 rate scales.

In accordance with the statutory mandate set forth in Section 3662 of the Public Utilities Code, the rates established in Minimum Rate Tariff 2 have been determined by the Commission to be just, reasonable, and nondiscriminatory minimum rates for the highway transportation governed thereby. The current level of MRT 2 rates does not reflect the labor cost increases generally experienced by the highway carriers involved as of January 1, 1973. Pending completion of full-scale staff cost and rate studies, CTA now seeks a further labor offset rate adjustment updating the level of MRT 2 rates so as to reflect January 1, 1973 labor costs. Protestants, on the other hand, consider the MRT 2 historical full-scale cost studies, as partially updated over the past decade to finally reflect July 1, 1972 labor costs, generally obsolete and incapable of being used any longer as the basis for labor cost offset rate adjustments.

Since the presentation of the MRT 2 original full-scale cost and rate studies, the Commission has applied successive labor cost offset adjustments thereto through the gradual employment of more restrictive labor offset procedures. In the last offset rate adjustment in Decision No. 80235 the wage offset method was utilized. The labor offset rate adjustment sought in this proceeding is expected to be the final effort to update the historical cost data of record underlying the present

MRT 2 rates. The concern expressed by protestants in this regard is persuasive at least to the extent that any offset procedure employed in this proceeding must be more restrictive than the offset method deemed appropriate in Decision No. 80235.

The impact of labor cost increases falls heaviest upon the less-truckload operator involved in costly terminal and pickup and delivery services. The need for a complete reevaluation of the current MRT 2 truckload rate scales is recognized by all parties, if such rates are to be responsive to the needs of modern for-hire truckload transportation, while at the same time stemming the tide of increasing proprietary competition and the erosive effects of the alternative use of rail rates by highway carriers. In the circumstances, adoption of the staff's direct wage offset adjustment of MRT 2 rates, subject to a maximum increase of one cent per 100 pounds in connection with truckload class and commodity rates prescribed for minimum weight brackets of over 20,000 pounds, will be appropriate pending completion of the contemplated full-scale MRT 2 studies. A summary of the staff's estimated increased revenue for 1973, modified to reflect the restricted application of the direct wage offset adjustment suggested herein, is:

TABLE 2

ESTIMATED INCREASED REVENUE FOR 1973  
(In Millions of Dollars)

<u>Type of Traffic</u>	<u>Estimated Revenues 1973</u>	<u>Average Percentage Increase (Adjusted)</u>	<u>Estimated Additional 1973 Revenue (Adjusted)</u>
Less-truckload	\$290.8	2.9	\$ 8.4
Truckload	<u>220.3</u>	<u>1.0</u>	<u>2.2</u> (3.7)
Total	\$511.1	2.1	\$10.6 (12.1)

The estimated additional revenue for the year 1973 set forth in Table 2 above does not reflect the effects of the maximum one cent offset increase proposed in connection with MRT 2 truck-load rates in all instances. To this extent, the overall increase of 2.1 percent deemed appropriate as a labor cost offset adjustment in MRT 2 rates may be somewhat overstated. From the staff's computations summarized in Table 1 herein, CTA's sought labor cost offset increase in MRT 2 revenues for 1973 amounts to 19.4 million dollars. Under the suggested modified direct wage offset procedure, Table 2 above indicates this amount is reduced to 10.6 million dollars.

#### Findings and Conclusions

1. The minimum rates set forth in Minimum Rate Tariff 2 reflect wage costs and allied payroll expenses effective generally as of July 1, 1972.
2. Highway carriers subject to collective bargaining agreements with Teamster Unions incurred further labor cost increases, together with upward adjustments in allied payroll taxes, effective generally as of January 1, 1973.
3. The increases in carriers' wage costs as of January 1, 1973, pursuant to labor contracts negotiated prior to November 8, 1971, are allowable labor cost increases under the existing provisions of Rule 23.1 of the Commission's Rules of Practice and Procedure.
4. To the extent the existing provisions of Minimum Rate Tariff 2 do not reflect the January 1, 1973 labor cost increases, such minimum rates are deficient and below the level of just, reasonable, and nondiscriminatory minimum rates.
5. The direct wage offset method of cost calculations, as described in Decision No. 76353 (70 CPUC 277), is appropriate to measure the January 1, 1973 percentage datum plane increase in Minimum Rate Tariff 2 historical cost data for subsequent use as the basis for labor offset rate adjustments in this proceeding.

6. The direct wage offset adjustment in Minimum Rate Tariff 2 rates, as developed by the Commission's Transportation Division staff and further modified herein, is consistent with the wage-price stabilization guidelines set forth in Rule 23.1 of the Rules of Practice and Procedure of this Commission.

7. The direct wage offset increase in Minimum Rate Tariff 2 rates, as developed by Commission staff and further modified herein, results in an overall average increase of approximately two percent. This amount of labor offset increase has been shown to be justified and will result in just, reasonable, and nondiscriminatory minimum rates for the transportation governed thereby.

8. To the extent that the provisions of Minimum Rate Tariff 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 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.

9. Petitioner also requests that common carriers be authorized to make corresponding increases in their rates and charges that are more restrictive than, 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 are based upon the provisions of MRT 2. The increased costs and transportation conditions demonstrated in this proceeding are equally applicable to the transportation performed by common carriers. The sought increases in common carrier rates have been shown to be justified.



10. The increases in rail rates proposed in Application No. 53559 are justified to the extent found proper in connection with Minimum Rate Tariff 2..

11. In compliance with Rule 23.1 of the Commission's Rules of Practice and Procedure the evidence of record in this proceeding demonstrates that:

- (a) The increases, averaging approximately two percent, found justified herein apply to the statewide class and commodity rates which the Commission has established as minimum rates for the transportation of general commodities within California.
- (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 California.
- (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 \$10,600,000.
- (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, participating highway carriers expressing a willingness to provide transportation service at their existing level of rates failed to demonstrate the required capacity to perform the kind and quantity of statewide transportation service governed by the provisions of Minimum Rate Tariff 2.

12. Where common carriers have previously been authorized to depart from the long- and short-haul provisions 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.

The Commission concludes that Petition for Modification No. 713, as amended, and Application No. 53559 should be granted only to the extent provided in the order which follows, and that to the extent not granted herein said petition and application 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 April 25, 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.

2. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to Decision No. 31606, as amended, are directed to establish in their tariffs the amendments necessary to conform with the further adjustments ordered 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 such 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 such 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 increases authorized herein as proposed in Application No. 53559.

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 effective date 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 April 25, 1973, 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 April 25, 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 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 two percent.

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

13. To the extent Petition for Modification No. 713 and Application No. 53559 are not granted herein, said petition and application are hereby denied.

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

Dated at Los Angeles, California, this 27<sup>th</sup> day of MARCH, 1973.

Vernon L. Stevenson  
President  
William J. Lyons  
Mark W. [unclear]  
[unclear]  
Commissioners

I dissent

J. Hickman Jr., Commissioner

APPENDIX A  
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LIST OF APPEARANCES

Petitioner: R. W. Smith and A. D. Poe, Attorneys at Law, and H. W. Hughes, for California Trucking Association.

Applicant: Richard S. Kopf, Attorney at Law, for Pacific Southcoast Freight Bureau.

Protestants: Daniel J. Sweeney, Attorney at Law, for The National Small Shipments Traffic Conference, Inc. and Drug and Toilet Preparation Traffic Conference; Jess J. Butcher, for California Manufacturers Association; William D. Mayer, for Cannery League of California; Harvey E. Hamilton, for Certain-Teed Products Corp.; Cecil P. Bonzo, for Johns Manville Products Corporation; Ronald P. McCloskey, for Monsanto Company; Edward F. Fetzner, for Menashe Corporation; A. Twito, for Peter Paul Inc.; Kenneth C. O'Brien, for Container Corporation of America; Edward A. Guldaman, for Stauffer Chemical Company; Roy Gardner, for Mattel Inc.; and Robert D. Stout, for Swift Edible Oil Company, Division of Swift & Company.

Respondents: Richard Stokes, for Haslett Co.; John Odoxta, for Shippers Encinal Express/Imperial Truck Lines; Harvey F. Clarke, for Cates Carr-Go Trucking Co., Inc.; Ray V. Mitchell, for System 99; Lee Pfister, E. A. Anderson and Eric K. Anderson, for Willig Freight Lines; E. E. Eyring, for Pacific Motor Trucking Co.; J. McSweeney, T. R. Dwyer and A. D. Smith, for Delta Lines; Joe Mac Donald, Lowell E. Christie and Vincent Wayne Varozza, for California Motor Express; Harvey Gladen and F. L. "Mike" Pellissier, for Mitchell Bros. Truck Lines; Gerald V. Smith, for C&S Trails Trucking; James L. Roney, for Dart Transportation Service; John A. Pifer, for Associated Freight Lines; C. Donald Albin, for Rainbow Truck Company; Armand Karp, for Rogers Motor Express; R. G. Taylor, for Modern Transportation, Inc.; Bernard R. Panella, for B. Panella Drayage Company; Norman Nielsen, for Nielsen Freight Lines; James F. Russi, for Yandell Truckaway, Inc.; Anthony Henry Osterkamp, Jr., for Osterkamp Trucking; Clifford Wilson for C. W. Transportation Company; and William R. Kinnaird, for American Transfer Company.

APPENDIX A  
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Interested Parties: John M. Cunningham, for Bethlehem Steel Corp.; Richard I. Siudzinski, for Kraft Foods Co.; Charles Gilbert, for Standard Brands, Inc.; Richard A. Starr, for Morton Salt Company; Don B. Shields and Milton W. Flack, Attorney at Law, for Highway Carriers Association; Robert A. Kormel, for Pacific Gas and Electric Company; Michael E. McCune and W. Paul Tarter, for Wm. Volker & Co.; John J. Wynne, for Owens Illinois Inc.; R. G. Moon and M. J. Nicolaus, for Western Motor Tariff Bureau, Inc.; P. W. Pollock, by J. J. Butcher and Russell D. Miehe, for Fibreboard Corp.; Asa Button, for Spreckels Sugar Division, Amstar Corp.; Philip G. Blackmore, for C&H Sugar; R. M. Zaller, by J. J. Butcher, for Continental Can Co.; Patrick F. Murphree, for Traffic Managers Conference of California and Johnson & Johnson; Nick Antonio, for California Traffic Services; Howard W. Haage, for National Can Corporation; Ernest J. Leach, for Economics Laboratory, Inc.; Tad Muraoka, for IBM Corporation; and Ernest L. Burkhardt, for Victory Transportation Service.

Commission Staff: Walter H. Kessenick, Attorney at Law, George H. Morrison and Robert E. Walker.

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(END OF APPENDIX B LIST)



## 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<sup>5</sup> 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 (A)

\*(A) Subject to a minimum rate of 046 cents per 100 pounds.

(E) Expires with June 30, 1973.

Change )  
Increase ) Decision No. **81185**

EFFECTIVE

Correction

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

SECTION 1--RULES OF GENERAL APPLICATION (Continued)		ITEM														
APPLICATION OF RATES																
<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 \$17 cents per 100 pounds, minimum additional charge \$1.35 per shipment, shall be assessed for the service of handling shipment beyond the carrier's equipment.</p>		6120														
<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>																
CHARGES FOR SHIPMENTS ORIGINATING OR DESTINED TO WHARFS-- METROPOLITAN LOS ANGELES AREA																
<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 \$7 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 \$1.05 per shipment. (See Exception)</p> <p>EXCEPTION.--Does not apply to shipments for which rates are provided in Items 530 or 775.</p>		6122														
CHARGES FOR ESCORT SERVICE																
<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 \$12.40 per hour, plus 8¢ cents per mile computed in accordance with the provisions of Item 100, shall be made for each escort vehicle and driver furnished, for the time and distance said vehicle and driver are engaged in such service (See Note).</p> <p>(b) A charge shall be made equal to the actual cost of any bridge or ferry tolls incurred for each escort car.</p> <p>(c) A charge of \$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><tr><th colspan="2">MINUTES</th></tr><tr><th>Over</th><th>But Not Over</th></tr><tr><td>0</td><td>8-----omit</td></tr><tr><td>8</td><td>23-----shall be 1/4 hour</td></tr><tr><td>23</td><td>38-----shall be 1/2 hour</td></tr><tr><td>38</td><td>53-----shall be 3/4 hour</td></tr><tr><td>53</td><td>60-----shall be 1 hour</td></tr></table>		MINUTES		Over	But Not Over	0	8-----omit	8	23-----shall be 1/4 hour	23	38-----shall be 1/2 hour	38	53-----shall be 3/4 hour	53	60-----shall be 1 hour	6124
MINUTES																
Over	But Not Over															
0	8-----omit															
8	23-----shall be 1/4 hour															
23	38-----shall be 1/2 hour															
38	53-----shall be 3/4 hour															
53	60-----shall be 1 hour															
6 Change ) 6 Increase ) Decision No. 81185																
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;"><b>CHARGES FOR PERMIT SHIPMENTS</b></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"> <li>1. A charge of \$13.85 shall be made for the service of securing each permit, and</li> <li>2. A charge shall be made equal to the fee, if any, assessed by the governmental agency for issuing each permit.</li> </ol>	128
<p style="text-align: center;"><b>DANGEROUS ARTICLES</b></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"> <li>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.</li> <li>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.</li> </ol>	129
<p style="text-align: center;"><b>ACCESSORIAL SERVICES</b></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. <b>81185</b>	
<b>EFFECTIVE</b>	
<div style="display: flex; justify-content: space-between;"> <span>Correction</span> <span>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</span> </div>	

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;"><b>FAILURE TO ACCOMPLISH DELIVERY</b> (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, 5¢ 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 \$3.25 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;">141</p>
<p style="text-align: center;"><b>DELAYS TO EQUIPMENT</b></p> <p>Subject to the Exceptions below, 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><b>EXCEPTIONS.--</b> Does not apply on shipments of Whole Grain, in bags, subject to minimum weights of 10,000 pounds or more. (See Item 143) Does not apply on shipments of Plywood described in List B or commodities described in List C of Item 685, which are subject to the provisions of Item 710. (See Item 144)</p>	<p style="text-align: center;">142</p>
<p>Change ) Increase ) Decision No. <b>S1185</b></p>	
<b>EFFECTIVE</b>	
<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												
DELAYS TO EQUIPMENT ON WHOLE GRAIN (See Note)														
<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												
CHARGES FOR ACCESSORIAL SERVICES OR DELAYS														
<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">Charges in Cents</th></tr><tr><th></th><th>For First 30 Minutes or Fraction</th><th>For Each Additional 15 Minutes or Fraction</th></tr></thead><tbody><tr><td>(a) For driver, helper or other carrier employee, per man-----</td><td>0610</td><td>0305</td></tr><tr><td>(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors)-----</td><td>65</td><td>33</td></tr></tbody></table>			Charges in Cents			For First 30 Minutes or Fraction	For Each Additional 15 Minutes or Fraction	(a) For driver, helper or other carrier employee, per man-----	0610	0305	(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors)-----	65	33	145
	Charges in Cents													
	For First 30 Minutes or Fraction	For Each Additional 15 Minutes or Fraction												
(a) For driver, helper or other carrier employee, per man-----	0610	0305												
(b) For unit of equipment (each motor truck, trailer or semitrailer, exclusive of motor tractors)-----	65	33												
ADVERTISING ON EQUIPMENT														
<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												
Change ) Increase ) Decision No. 81185														
EFFECTIVE														
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.														
Correction														

## SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

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

Rates provided in this item shall apply only when the shipping document is annotated by shipper with the words: "Small Shipment Service Requested." By such request, the shipper agrees to the requirements set forth in this item as prerequisite to application of the charges provided herein. Rates in this item will apply only to prepaid shipments, released to a value of 50 cents per pound or less per article, weighing not over 500 pounds and moving for distances not in excess of 150 constructive miles.

Rates in this item will not apply to:

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

6149

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

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

Weight of Shipment (In Pounds)		¢ (1) Charge in Cents
Over	But Not Over	
0	25	370
25	50	455
50	75	525
75	100	565
100	150	695
150	200	820
200	250	940
250	300	1065
300	400	1285
400	500	1485

- (1) Applies only on shipments having point of origin or point of destination within San Francisco Territory and moving distances not exceeding 150 constructive miles.

¢ Change )  
¢ Increase ) Decision No.

81185

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):

Weight of Shipment (In Pounds)		Minimum Charge (In Cents)
Over	But Not Over	
0	25	440
25	50	535
50	75	615
75	100	685
100	150	825
150	200	960
200	250	1100
250	300	1200
300	400	1425
400	500	1625
500	-	1790

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

6150

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:

Weight of Shipment (In Pounds)		Minimum Charge (In Cents)	
Over	But Not Over	(1)	(2)
0	100	750	855
100	150	1010	1225
150	200	1170	1440
200	250	1375	1670
250	300	1525	1905
300	400	1815	2270
400	500	2045	2650
500	-	2270	3010

- (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 0¢1.15 per shipment for each such origin and destination.

§ Change )  
o Increase ) Decision No.

81185

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  
(Items 160, 161, 162 and 163)

(E) A. Except as otherwise provided, the provisions of this item do not apply to:

1. Shipments, including any component part thereof, moving under Collect on Delivery (C.O.D.) provisions; nor
2. Shipments, including any component part thereof, transported on Order Notify Bills of Lading.

(E) B. Each shipment shall be limited to the following numbers of split pickup components, including the original pickup:

When The Actual Or Billed  
Weight Of The Shipment  
(Whichever Is Greater) Is  
(In Pounds)

Over	But Not Over
4,999	6,000
6,000	8,000
8,000	10,000
10,000	

Maximum Number Of  
Split Pickup  
Components Allowed  
Will Be  
(See Exception)

6  
8  
10  
See Note

160

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.

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 \$4.25 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.

(Continued in Item 161)

(E) Expires with June 30, 1973.

Change )  
Increase ) Decision No.

81185

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	315
100	250	365
250	500	385
500	1,000	415
1,000	2,000	545
2,000	4,000	705
4,000	10,000	800
10,000		895

#163

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	350
100	250	420
250	500	455
500	1,000	635
1,000	2,000	920
2,000	4,000	1130
4,000	10,000	1315
10,000		1530

Change )  
 Increase ) Decision No. **81185**

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 DELIVERY  
 (Items 170, 171, 172 and 173)

(E) A. Except as otherwise provided, the provisions of this item do not apply to:

1. Shipments, including any component part thereof, moving under Collect on Delivery (C.O.D.) provisions; nor
2. Shipments, including any component part thereof, transported on Order Notify Bills of Lading.

(E) B. Each shipment shall be limited to the following numbers of split delivery components, including final destination:

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

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.

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 \$4.25 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.

(Continued in Item 171)

(E) Expires with June 30, 1973.

 Change )  
 Increase ) Decision No. 81185

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 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	315
100	250	365
250	500	385
500	1,000	415
1,000	2,000	545
2,000	4,000	705
4,000	10,000	800
10,000		895

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	350
100	250	420
250	500	455
500	1,000	635
1,000	2,000	920
2,000	4,000	1130
4,000	10,000	1315
10,000		1530

Change )  
Increase ) Decision No.

81185

EFFECTIVE

Correction

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

## ITEM

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-----	1745
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-----	1645

6174

<u>Minutes</u>	But Not	
<u>Over</u>	<u>Over</u>	
0	8	Omit
8	38	Shall be 1/2 hour
38	60	Shall be 1 hour

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 loading 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 \$12.30 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 \$12.30 per hour.

(Continued in Item 175)

☒ Change  
☐ Increase } Decision No. 81185

### Correction

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

## 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

		In Cents Per 100 Pounds			
		MINIMUM WEIGHT IN POUNDS			
MILES	But Not	1,000	5,000	10,000	20,000
Over	Over	(Note 1)			
0	15	83	61	42	31
15	30	89	68	47	34
30		103	78	55	39

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

In Cents Per 100 Pounds			
MINIMUM WEIGHT IN POUNDS			
Any Quantity	5,000	10,000	20,000
95	56	45	30

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

(c) An additional charge of 59 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 \$22.40 shall be assessed.

179-2

Change )  
 Increase ) Decision No. 81185

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"> <li>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"> <li>(a) By gravity:                   <ol style="list-style-type: none"> <li>(1) From or into dump or hopper trucks or trailers other than pneumatic equipment.</li> <li>(2) On truckload shipments of pulpboard in rolls weighing not less than 750 pounds each.</li> <li>(3) On shipments of lumber unloaded by the use of rollers.</li> </ol> </li> <li>(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.</li> <li>(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.</li> </ol> </li> <li>2. A charge of 45¢ 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"> <li>(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.</li> <li>(b) By use of carrier's pneumatic equipment with or without assistance of carrier employee.</li> <li>(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.</li> <li>(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.</li> </ol> </li> </ol> <p style="text-align: center;">(Continued in Item 241)</p>	#240
<div style="display: flex; justify-content: space-between;"> <div>           Change Increase         </div> <div>           Decision No.         </div> <div style="font-size: 2em;">81185</div> </div>	
EFFECTIVE	
<div style="display: flex; justify-content: space-between;"> <div>Correction</div> <div>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</div> </div>	

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 07½ 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. <b>81185</b></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;">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> <ul style="list-style-type: none"> <li>(a) Permit identification of all permit shipments. (See Item 11)</li> <li>(b) Any circuitous routing required, and the authority therefor.</li> <li>(c) Any escort service furnished and the authority therefor. (See Item 10)</li> <li>(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.</li> </ul> <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 border="0" 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;">01105</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>	01105	155	260
<u>Col. 1</u>	<u>Col. 2</u>								
(Cents per Hour)									
<u>Forklift Operator</u>	<u>Forklift</u>								
01105	155								
<p>Change } Decision No. <b>81185</b> Increase }</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 data-bbox="409 325 1298 351">RAIL CARLOADING AND UNLOADING CHARGES--METROPOLITAN LOS ANGELES AREA</p> <p data-bbox="426 372 1298 418">(Applies only to shipments having both point of origin and point of destination in the Metropolitan Los Angeles Area. See Exception.)</p> <p data-bbox="345 461 1326 530">6(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 data-bbox="725 551 1050 577">017½ cents per 100 pounds</p> <p data-bbox="345 599 1298 668">6(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 data-bbox="725 689 1050 715">08½ cents per 100 pounds</p> <p data-bbox="365 737 1298 806">(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 data-bbox="365 827 1265 896">(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 data-bbox="365 918 1314 963">(e) The rates and rules set forth above are applicable only to rail cars whose contents are consigned to a single consignee.</p> <p data-bbox="348 985 1265 1030">EXCEPTION.--Rules and charges in this item are not applicable to shipments subject to rates and charges in Item 179-2.</p>	6262
<p data-bbox="323 1112 678 1157">6 Change ) Decision No. 81185 0 Increase )</p>	
EFFECTIVE	
<p data-bbox="279 1959 411 1985">Correction</p> <p data-bbox="901 1931 1526 1985" style="text-align: right;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</p>	

SECTION 1--RULES OF GENERAL APPLICATION (Continued)		ITEM
EXCEPTIONS TO GOVERNING CLASSIFICATION AND EXCEPTION RATINGS TARIFF (Continued)		
(Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)		Class Rating
CARRIERS (USED PACKAGES), SECONDHAND, EMPTY, subject to Notes 1 and 2, viz.:		
Carriers used for transporting metal cans, knocked down, flat, consisting of: Pallets, metal or wooden, shipping; Wooden or Fibreboard Top Frames; or fibreboard overwraps; Fibreboard or Chipboard separators.		
Less truckload		(1) 50% of 55
<p>¶(1) Subject to minimum rate of 46 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>5 (E) 330.6</p>
(E) This item expires with April 30, 1973.		
5 Change        ) 0 Increase    ) Decision No. <b>81185</b>		
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	22½	35	77½	70	65	60	55	50	50.1	
0	3	386	367	347	328	309	297	286	270	262	243	0500
3	5	391	371	352	332	313	301	289	274	266	246	
5	10	396	376	356	337	317	305	293	277	269	249	
10	15	401	381	361	341	321	309	297	281	273	253	
15	20	405	385	365	344	324	312	300	284	275	255	
20	25	409	389	368	348	327	315	303	286	278	258	
25	30	411	390	370	349	329	316	304	288	279	259	
30	35	415	394	374	353	332	320	307	291	282	261	
35	40	418	397	376	355	334	322	309	293	284	263	
40	45	421	400	379	358	337	324	312	295	286	265	
45	50	424	403	382	360	339	326	314	297	288	267	
50	60	429	408	386	365	343	330	317	300	292	270	
60	70	434	412	391	369	347	334	321	304	295	273	
70	80	439	417	395	373	351	338	325	307	299	277	
80	90	444	422	400	377	355	342	326	311	302	280	
90	100	449	427	404	382	359	346	332	314	305	283	
100	110	454	431	409	386	363	350	336	318	309	286	
110	120	458	435	412	389	366	353	339	321	311	289	
120	130	463	440	417	394	370	357	343	324	315	292	
130	140	466	443	419	396	373	359	345	326	317	294	
140	150	471	447	424	400	377	363	349	330	320	297	
150	160	476	452	428	405	381	367	352	333	324	300	
160	170	480	456	432	408	384	370	355	336	326	302	
170	180	485	461	437	412	388	373	359	340	330	306	
180	190	489	465	440	416	391	377	362	342	333	308	
190	200	494	469	445	420	395	380	366	346	336	311	
200	220	500	475	450	425	400	385	370	350	340	315	
220	240	506	481	455	430	405	390	374	354	344	319	
240	260	513	487	462	436	410	395	380	359	349	323	
260	280	519	493	467	441	415	400	384	363	353	327	
280	300	525	499	473	446	420	404	389	368	357	331	
300	325	533	506	480	453	426	410	394	373	362	336	
325	350	540	513	486	459	432	416	400	378	367	340	
350	375	548	521	493	466	438	422	406	384	373	345	
375	400	555	527	500	472	444	427	411	389	377	350	
NOTE.--Not applicable to shipments having both point of origin and point of destination in the Metropolitan Los Angeles Area. (See Items 570 and 580.)												
o Increase, Decision No. <b>81185</b>												
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	
MILES		Any Quantity (Subject to Note)										0501	
Over	But Not Over	100	22½	25	77½	70	65	60	55	50	50.1		
400	425	564	536	508	479	451	434	417	395	384	355		
425	450	573	544	516	487	458	441	424	401	390	361		
450	475	581	552	523	494	465	447	430	407	395	366		
475	500	590	561	531	502	472	454	437	413	401	372		
500	525	599	569	539	509	479	461	443	419	407	377		
525	550	606	576	545	515	485	467	448	424	412	382		
550	575	615	584	554	523	492	474	455	431	418	387		
575	600	624	593	562	530	499	480	462	437	424	393		
600	625	633	601	570	538	506	487	468	443	430	399		
625	650	641	609	577	545	513	494	474	449	436	404		
650	675	650	618	585	553	520	501	481	455	442	410		
675	700	659	626	593	560	527	507	488	461	448	415		
700	725	668	635	601	568	534	514	494	468	454	421		
725	750	676	642	608	575	541	521	500	473	460	426		
750	775	685	651	617	582	548	527	507	480	466	432		
775	800	694	659	625	590	555	534	514	486	472	437		
800	825	703	668	633	598	562	541	520	492	478	443		
825	850	713	677	642	606	570	549	528	499	485	449		
850	875	723	687	651	615	578	557	535	506	492	455		
875	900	733	696	660	623	586	564	542	513	498	462		
900	925	743	706	669	632	594	572	550	520	505	468		
925	950	753	715	678	640	602	580	557	527	512	474		
950	975	763	725	687	649	610	588	565	534	519	481		
975	1000	773	734	696	657	618	595	572	541	526	487		
For distances over 1200 miles and 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.)													
<input type="radio"/> Increase, except as noted ; Decision No. 81185 <input type="radio"/> 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												ITEM
MILES		Minimum Weight 5,000 Pounds										
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1	
0	3	130	124	117	111	104	100	96	91	88	82	0502
3	5	134	127	121	114	107	103	99	94	91	84	
5	10	138	131	124	117	110	106	102	97	94	87	
10	15	140	133	126	119	112	108	104	98	95	88	
15	20	144	137	130	122	115	111	107	101	98	91	
20	25	146	139	131	124	117	112	108	102	99	92	
25	30	150	143	135	128	120	116	111	105	102	95	
30	35	153	145	138	130	122	118	113	107	104	96	
35	40	156	148	140	133	125	120	115	109	106	98	
40	45	159	151	143	135	127	122	118	111	108	100	
45	50	163	155	147	139	130	126	121	114	111	103	
50	60	168	160	151	143	134	129	124	118	114	106	
60	70	171	162	154	145	137	132	127	120	116	108	
70	80	176	167	158	150	141	136	130	123	120	111	
80	90	180	171	162	153	144	139	133	126	122	113	
90	100	185	176	167	157	148	142	137	130	126	117	
100	110	189	180	170	161	151	146	140	132	129	119	
110	120	191	181	172	162	153	147	141	134	130	120	
120	130	195	185	176	166	156	150	144	137	133	123	
130	140	198	188	178	168	158	152	147	139	135	125	
140	150	201	191	181	171	161	155	149	141	137	127	
150	160	205	195	185	174	164	158	152	144	139	129	
160	170	208	198	187	177	166	160	154	146	141	131	
170	180	211	200	190	179	169	162	156	148	143	133	
180	190	214	203	193	182	171	165	158	150	146	135	
190	200	218	207	196	185	174	168	161	153	148	137	
200	220	223	212	201	190	178	172	165	156	152	140	
220	240	228	217	205	194	182	176	169	160	155	144	
240	260	231	219	208	196	185	178	171	162	157	146	
260	280	236	224	212	201	189	182	175	165	160	149	
280	300	241	229	217	205	193	186	178	169	164	152	
300	325	248	236	223	211	198	191	184	174	169	156	
325	350	254	241	229	216	203	196	188	178	173	160	
350	375	259	246	233	220	207	199	192	181	176	163	
375	400	265	252	239	225	212	204	196	186	180	167	

o Increase, Decision No.

81185

EFFECTIVE JULY 29, 1972

Correction 2550

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 5,000 Pounds										
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1	
400	425	273	259	246	232	218	210	202	191	186	172	503
425	450	280	266	252	238	224	216	207	196	190	176	
450	475	286	272	257	243	229	220	212	200	194	180	
475	500	294	279	265	250	235	226	218	206	200	185	
500	525	301	286	271	256	241	232	223	211	205	190	
525	550	309	294	278	263	247	238	229	216	210	195	
550	575	315	299	284	268	252	243	233	221	214	198	
575	600	323	307	291	275	258	249	239	226	220	203	
600	625	330	314	297	281	264	254	244	231	224	208	
625	650	338	321	304	287	270	260	250	237	230	213	
650	675	344	327	310	292	275	265	255	241	234	217	
675	700	351	333	316	298	281	270	260	246	239	221	
700	725	358	340	322	304	286	276	265	251	243	226	
725	750	365	347	329	310	292	281	270	256	248	230	
750	775	371	352	334	315	297	286	275	260	252	234	
775	800	381	362	343	324	305	293	282	267	259	240	
800	850	386	367	347	328	309	297	286	270	262	243	
850	900	395	375	356	336	316	304	292	277	269	249	
900	950	403	383	363	343	322	310	298	282	274	254	
950	1000	410	390	369	349	328	316	303	287	279	258	
1000	1050	418	397	376	355	334	322	309	293	284	263	
1050	1100	426	405	383	362	341	328	315	298	290	268	
1100	1150	434	412	391	369	347	334	321	304	295	273	
1150	1200	441	419	397	375	353	340	326	309	300	278	
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. <b>81185</b>												
EFFECTIVE												
Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.												

## MINIMUM RATE TARIFF 2

FOURTH REVISED PAGE.....41-C  
CANCELS  
THIRD REVISED PAGE.....41-C

		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	93	88	84	79	74	72	69	65	63	59	
3	5	94	89	85	80	75	73	70	66	64	60	
5	10	98	93	88	83	78	75	73	69	67	62	
10	15	100	95	90	85	80	77	74	70	68	63	
15	20	103	98	93	88	82	79	76	72	70	65	
20	25	105	100	95	89	84	81	78	74	71	66	
25	30	108	103	97	92	86	83	80	76	73	68	
30	35	110	105	99	94	88	85	81	77	75	69	
35	40	111	107	100	96	89	86	82	78	76	70	
40	45	114	108	103	97	91	88	84	80	78	72	
45	50	116	110	104	99	93	89	86	81	79	73	
50	60	120	114	108	102	96	92	89	84	82	76	
60	70	123	117	111	105	98	95	91	86	84	77	
70	80	126	120	113	107	101	97	93	88	86	79	
80	90	129	123	116	110	103	99	95	90	88	81	
90	100	133	126	120	113	106	102	98	93	90	84	
100	110	136	129	122	116	109	105	101	95	92	86	
110	120	140	133	126	119	112	108	104	98	95	88	
120	130	143	136	129	122	114	110	106	100	97	90	
130	140	146	139	131	124	117	112	108	102	99	92	
140	150	150	143	135	128	120	116	111	105	102	95	
150	160	154	146	139	131	123	119	114	108	105	97	
160	170	158	150	142	134	126	122	117	111	107	100	
170	180	160	152	144	136	128	123	118	112	109	101	
180	190	164	156	148	139	131	126	121	115	112	103	
190	200	168	160	151	143	134	129	124	118	114	106	
200	220	171	162	154	145	137	132	127	121	118	108	
220	240	176	167	158	150	141	136	130	123	120	111	
240	260	180	171	162	153	144	139	133	127	123	113	
260	280	185	176	167	157	148	142	137	130	126	117	
280	300	189	180	170	161	151	146	140	133	129	119	
300	325	195	185	176	166	156	150	144	137	133	123	
325	350	200	190	180	170	160	154	148	141	137	126	
350	375	205	195	185	174	164	158	152	144	139	129	
375	400	211	200	190	179	169	162	156	148	143	133	

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.

o Increase, Decision No.

81185

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										505	
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1		
400	425	216	205	194	184	173	166	160	151	147	136		
425	450	223	212	201	190	178	172	165	156	152	140		
450	475	228	217	205	194	182	176	169	160	155	144		
475	500	234	222	211	199	187	180	173	164	159	147		
500	525	239	227	215	203	191	184	177	167	163	151		
525	550	244	232	220	207	195	188	181	171	166	154		
550	575	250	238	225	213	200	193	185	175	170	158		
575	600	255	242	230	217	204	196	189	179	173	161		
600	625	261	248	235	222	209	201	193	183	177	164		
625	650	266	253	239	226	213	205	197	186	181	168		
650	675	271	257	244	230	217	209	201	190	184	171		
675	700	278	264	250	236	222	214	206	195	189	175		
700	725	286	272	257	243	229	220	212	200	194	180		
725	750	293	278	264	249	234	226	217	205	199	185		
750	775	300	285	270	255	240	231	222	210	204	189		
775	800	305	290	275	259	244	235	226	214	207	192		
800	850	316	300	284	269	253	243	234	221	215	199		
850	900	329	313	296	280	263	253	243	230	224	207		
900	950	340	323	306	289	272	262	252	238	231	214		
950	1000	350	333	315	298	280	270	259	245	238	221		
1000	1050	361	343	325	307	289	278	267	253	245	227		
1050	1100	371	352	334	315	297	286	275	260	252	234		
1100	1150	383	364	345	326	306	295	283	268	260	241		
1150	1200	395	375	356	336	316	304	292	277	269	249		
For distances over 1200 miles add for each 50 miles or fraction thereof in excess of 1200 miles:		011	010	010	09	09	08	08	08	07	07		
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.													
◊ Increase, except as noted ◊ No change		) Decision No.		81185									
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	125	150	175	200	225	250	275	300	350
0	3	53	50	48	45	42	41	39	37	36	33
3	5	55	52	50	47	44	42	41	39	37	35
5	10	58	55	52	49	46	45	43	41	39	37
10	15	60	57	54	51	48	46	44	42	41	38
15	20	63	60	57	54	50	49	47	44	42	40
20	25	64	61	58	55	51	50	48	45	44	41
25	30	66	63	59	56	53	51	49	46	45	42
30	35	69	66	62	59	55	53	51	48	46	43
35	40	70	67	63	60	56	54	52	49	48	44
40	45	73	69	66	62	58	56	54	51	49	46
45	50	75	71	68	64	60	58	56	53	51	47
50	60	79	75	71	67	63	61	58	55	53	50
60	70	83	79	75	71	66	64	61	58	56	52
70	80	85	81	77	72	68	65	63	60	58	54
80	90	89	85	80	76	71	69	66	62	60	56
90	100	93	88	84	79	74	72	69	65	63	59
100	110	96	91	86	82	77	74	71	67	65	60
110	120	99	94	89	84	79	76	73	69	67	62
120	130	103	98	93	88	82	79	76	72	70	65
130	140	105	100	95	89	84	81	78	74	72	66
140	150	109	104	98	93	87	84	81	76	74	69
150	160	113	107	102	96	90	87	84	79	76	71
160	170	115	109	104	98	92	89	85	81	78	72
170	180	119	113	107	101	95	92	88	83	80	75
180	190	121	115	109	103	97	93	90	85	82	76
190	200	125	119	113	106	100	96	93	88	84	79
200	220	130	124	117	111	104	100	96	91	88	82
220	240	135	128	122	115	108	104	100	95	92	85
240	260	141	134	127	120	113	109	104	99	96	89
260	280	146	139	131	124	117	112	108	102	99	92
280	300	151	143	136	128	121	116	112	106	103	95
300	325	158	150	142	134	126	122	117	111	107	100
325	350	165	157	149	140	132	127	122	116	112	104
350	375	171	162	154	145	137	132	127	120	116	108
375	400	178	169	160	151	142	137	132	125	120	112
<p>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.</p> <p>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 but in no event less than 20,000 pounds.</p>											
<p>◊ Increase, Decision No. 81185</p>											
EFFECTIVE											
<p>Correction</p> <p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>											

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	184	175	166	156	147	142	136	129	125	116	
425	450	189	180	170	161	151	146	140	132	129	119	
450	475	195	185	176	166	156	150	144	137	133	123	
475	500	200	190	180	170	160	154	148	140	136	126	
500	525	205	195	185	175	165	159	152	144	140	130	
525	550	211	200	190	179	169	162	156	148	143	133	
550	575	218	207	196	185	174	168	161	153	148	137	
575	600	224	213	202	190	179	172	166	157	152	141	
600	625	229	219	206	195	183	176	169	160	156	144	
625	650	235	223	212	200	188	181	174	165	160	148	
650	675	240	228	216	204	192	185	178	168	163	151	
675	700	246	234	221	209	197	189	182	172	167	155	
700	725	253	240	228	215	202	195	187	177	172	159	
725	750	259	246	233	220	207	199	192	181	176	163	
750	775	264	251	238	224	211	203	195	185	180	166	
775	800	269	256	242	229	215	207	199	188	183	169	
800	850	275	261	248	234	220	212	204	193	187	173	
850	900	280	266	252	238	224	216	207	196	190	176	
900	950	286	272	257	243	229	220	212	200	194	180	
950	1000	293	278	264	249	234	226	217	205	199	185	
1000	1050	299	284	269	254	239	230	221	209	203	188	
1050	1100	305	290	275	259	244	235	226	214	207	192	
1100	1150	310	295	279	264	248	239	229	217	211	195	
1150	1200	315	299	284	268	252	243	233	221	214	198	
For distances over 1200 miles add for each 50 miles or fraction thereof in excess of 1200 miles:		0 6	0 5	0 5	0 5	0 4	0 4	0 4	0 4	0 4	0 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 but in no event less than 20,000 pounds.												
o Increase, except as noted o No change		Decision No. 81185										
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 (See Exception)										ITEM
MILES		Minimum Weight as provided in the Governing Classification, Exception Ratings Tariff or this tariff. (See Note)								
Over	But Not Over	45	40	37½	35	35.1	35.2	35.3	35.4	
0	3	35	31	30	29	28	26	24	21½	507
3	5	36	33	32	31	29	28	25	22	
5	10	38	35	34	33	30	29	26	23	
10	15	39	36	35	34	31	30	28	24	
15	20	41	37	36	35	33	31	28½	25	
20	25	42	39	37	36	34	32	29	25½	
25	30	43	40	39	38	35	33	30	26	
30	35	44	41	40	39	36	34	31	27	
35	40	45	43	42	40	38	35	32	28	
40	45	47	44	43	42	39	36	33	29	
45	50	48	46	45	44	40	36	34	30	
50	60	50	48	47	46	42	38	35	31	
60	70	52	51	50	49	44	40	36	33	
70	80	55	53	52	51	46	42	38	34	
80	90	57	55	54	53	48	44	40	36	
90	100	58	57	55	54	50	45	42	37	
100	110	60	59	57	56	52	47	43	39	
110	120	63	60	59	58	54	49	45	41	
120	130	65	62	62	60	56	50	46	42	
130	140	67	65	64	63	58	52	47	43	
140	150	69	67	66	65	59	53	49	44	
150	160	71	69	68	67	61	55	51	45	
160	170	74	71	70	69	63	57	53	47	
170	180	76	74	73	71	65	58	54	48	
180	190	78	76	75	74	67	60	55	49	
190	200	80	78	77	76	69	61	56	50	
200	220	83	81	80	79	72	64	58	53	
220	240	88	84	83	82	76	67	61	54	
240	260	91	88	87	86	79	69	64	55	
260	280	95	92	91	90	82	72	66	58	
280	300	99	95	94	93	86	76	68	59	
300	325	100	99	98	96	89	79	71	61	
325	350	106	102	101	100	92	82	73	64	
350	375	111	105	104	103	96	86	76	67	
375	400	113	109	107	106	99	88	78	69	
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 Items 292, 293 and 293.1 for volume incentive service and special volume incentive service.										
♦ Increase, Decision No. <b>81185</b>										
EFFECTIVE										
Correction <div>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</div>										

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. (See Note)								
Over	But Not Over	45	40	37½	35	35.1	35.2	35.3	35.4	
400	425	116	112	111	110	102	91	82	72	◊ 508
425	450	121	115	114	113	106	95	84	74	
450	475	124	119	118	116	109	97	87	76	
475	500	127	122	121	120	112	99	89	78	
500	525	131	125	124	123	115	102	91	82	
525	550	134	128	127	126	118	104	94	84	
550	575	137	132	131	129	120	108	97	86	
575	600	140	135	134	133	123	110	99	88	
600	625	144	138	136	135	125	113	101	90	
625	650	147	141	139	138	128	115	103	92	
650	675	151	145	143	141	131	119	107	95	
675	700	154	148	146	145	134	121	109	97	
700	725	159	151	149	148	136	124	112	99	
725	750	162	154	152	151	139	127	114	101	
750	775	165	158	154	153	142	129	116	103	
775	800	170	161	158	157	145	132	120	105	
800	850	174	165	162	161	148	135	123	108	
850	900	178	170	166	164	151	138	125	111	
900	950	183	174	171	168	154	141	128	114	
950	1000	187	177	174	172	158	145	130	116	
1000	1050	190	180	177	175	161	147	133	118	
1050	1100	194	184	180	178	164	149	135	121	
1100	1150	197	187	184	181	167	151	137	123	
1150	1200	200	190	188	184	171	153	139	126	
For distances over 1200 miles add for each 50 miles or fraction thereof in excess of 1200 miles:		◊ 4	◊ 3	◊ 3	◊ 3	◊ 3	◊ 3	◊ 2	◊ 2	
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 Items 292, 293 and 293.1 for volume incentive service and special volume incentive service.										
◊ Increase, except as noted } Decision No. 81185 ◊ No change										
EFFECTIVE										
Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										

MINIMUM RATE TARIFF 2

THIRTY-FOURTH REVISED PAGE.....43-A  
 CANCELS  
 THIRTY-THIRD REVISED PAGE.....43-A

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.										509
	100	92½	85	77½	70	65	60	55	50	50.1	
Any Quantity-----	424	403	382	360	339	326	314	297	288	267	
Minimum Weight:											
5,000 Pounds-----	163	155	147	139	130	126	121	114	111	103	
10,000 Pounds except as provided in Note 2-----	116	110	104	99	93	89	86	81	79	73	
20,000 Pounds except as provided in Note 3-----	75	71	68	64	60	58	56	53	51	47	
	Class Rates shown below are intermediate in application subject to Note 1.										
	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)-----	48	46	45	44	40	36	34	30			
<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.</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 but in no event less than 20,000 pounds.</p> <p>NOTE 4.--Subject to the provisions of Items 292, 293 and 293.1 for volume incentive service and special volume incentive service.</p>											
◊ Increase, Decision No. 81185											
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											ITEM
BETWEEN					AND						509.5
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-----	421	400	379	358	337	324	312	295	286	265	
Minimum Weight:											
5,000 Pounds-----	159	151	143	135	127	122	118	111	108	100	
10,000 Pounds except as provided in Note 2-----	114	108	103	97	91	88	84	80	78	72	
20,000 Pounds except as provided in Note 3-----	73	69	66	62	58	56	54	51	49	46	
	Class Rates shown below are intermediate in application subject to Note 1.										
	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	44	43	42	39	36	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.</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 but in no event less than 20,000 pounds.</p> <p>NOTE 4.--Subject to the provisions of Items 292, 293 and 293.1 for volume incentive service and special volume incentive service.</p>											
♦ Increase, Decision No. 81185											
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 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-----		564	536	508	479	451	434	417	395	384	355	
Minimum Weight:												
5,000 Pounds-----		273	259	246	232	218	210	202	191	186	172	
10,000 Pounds except as provided in Note 2-----		216	205	194	184	173	166	160	151	147	136	
20,000 Pounds except as provided in Note 3-----		184	175	166	156	147	142	136	129	125	116	◊ 510
		Class Rates shown below are intermediate in application subject to Note 1.										
		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)-----		116	112	111	110	102	91	82	72			
<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.</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 but in no event less than 20,000 pounds.</p> <p>NOTE 4.--Subject to the provisions of Items 292, 293 and 293.1 for volume incentive service and special volume incentive service.</p>												
◊ Increase, Decision No. <b>81185</b>												
EFFECTIVE												
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.												
Correction												

MINIMUM RATE TARIFF 2

THIS TARIFF CANCELS  
 TWENTY-NINTH REVISED PAGE.....44-B  
 CANCELS  
 TWENTY-NINTH REVISED PAGE....44-B

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	
70	67	63	60	56	54	52	50	48	45	
Minimum weight as provided in Governing Classification, Exception Ratings Tariff or this tariff. (See Note 2)										
45	40	37½	35	35.1	35.2	35.3	35.4			0520
45	43	42	40	38	35	32	28			
<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 but in no event less than 20,000 pounds.</p> <p>NOTE 2.--Subject to the provisions of Items 292, 293 and 293.1 for volume incentive service and special 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. 81185										
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)
0	25	440	310
25	50	535	350
50	75	615	395
75	100	685	425
100	150	820	500
150	200	960	600
200	250	1100	685
250	300	1200	785
300	400	1425	885
400	500	1585	885
500	600	1735	885
600	700	1885	885
700	800	2040	885
800	900	2190	885
900	But less than 1,000 pounds.	2350	885

#530

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 110 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.

◊ Increase, Decision No.

81185

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.)											0550
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	191	181	172	162	153	147	141	134	130	120
5	10	197	187	177	167	158	152	146	138	134	124
10	15	200	190	180	170	160	154	148	140	136	126
15	20	206	196	185	175	165	159	152	144	140	130
20	25	209	199	188	178	167	161	155	146	142	132
25	30	214	203	193	182	171	165	158	150	146	135
30	35	219	208	197	186	175	169	162	153	149	138
35	40	223	212	201	190	178	172	165	156	152	140
40	45	227	216	204	193	182	175	168	159	154	143
45	50	233	221	210	198	186	179	172	163	158	147
50	60	240	228	216	204	192	185	178	168	163	151
60	70	244	232	220	207	195	188	181	171	166	154
70	-	(2)	(1)	(1)	(2)	(2)	(2)	(2)	(2)	(3)	(3)
<p>(1) Add to the rate for 70 miles 06 cents per 100 pounds for each 10 miles or fraction thereof in excess of 70 miles.</p> <p>(2) Add to the rate for 70 miles 05 cents per 100 pounds for each 10 miles or fraction thereof in excess of 70 miles.</p> <p>(3) Add to the rate for 70 miles 04 cents per 100 pounds for each 10 miles or fraction thereof in excess of 70 miles.</p> <p>NOTE.--In no event shall the charge on shipments moving under rates in this item be less than the charge in Item 530 for a shipment of over 900 pounds.</p>											
<p>◇ Increase, except as noted } Decision No. 81185</p> <p>○ No change</p>											
EFFECTIVE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA											
Correction											

MINIMUM RATE TARIFF 2

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 CANCELS  
 TWENTY-THIRD REVISED PAGE.....46-A

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		29	28	25	22
5	10		30	29	26	23
10	15		31	30	28	24
15	20		33	31	28½	25
20	25		34	32	29	25½
25	30		35	33	30	26
30	35		36	34	31	27
35	40		38	35	32	28
40	45		39	36	33	29
45	50		40	37	34	30
50	60		42	38	35	31
60	70		44	40	36	33
70	80		46	42	38	34
80	90		48	44	40	36
90	100		50	45	42	37
100	110		52	47	43	39
110	120		54	49	45	41
120	130		56	50	46	42
130	140		58	52	47	43
140	150		59	53	49	44
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.						
◊ Increase, Decision No. 81185						
EFFECTIVE						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA						
Correction						

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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 Over But Not Over		Column A	Column B	Column C	0635	
		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		
5	10	110	55	16		
10	15	145	75	20		
15	20	200	95	26		
20	25	215	110	29		
25	30	240	125	32		
30	35	265	135	36		
35	40	295	145	39		
40	45	320	155	42		
45	50	345	165	45		
50	55	375	175	49		
55	60	405	190	53		
60	65	435	205	55		
65	70	460	215	58		
70	75	490	230	63		
75	80	525	245	66		
80	85	555	260	71		
85	90	595	275	75		
90	95	630	290	78		
95	100	670	300	82		
100	110	705	330	87		
110	120	740	350	93		
120	130	775	370	98		
130	140	830	390	105		
140	150	880	415	111		
(1) Subject to a minimum charge of \$9.35 per shipment. (Continued in Item 636)						
◊ Increase, except as noted ) Decision No. 81185 ◊ No Change )						
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
		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	935	440	\$118.00
160	170	990	465	124.00
170	180	1040	490	131.00
180	190	1090	515	137.00
190	200	1145	540	143.00
200	210	1195	560	150.00
210	220	1245	580	156.00
220	230	1300	600	163.00
230	240	1350	625	168.00
240	250	1400	645	175.00
250	For each 25 miles or frac- tion thereof, add to the rate for 250 miles:	120	58	16.00
(1) Subject to a minimum charge of \$9.35 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.				
◇ Increase, Decision No. <b>81185</b>				
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 Over	But Not Over	RATES (See Note)				
		MINIMUM WEIGHT IN POUNDS				
		10,000	20,000	30,000	40,000	(2) 48,000
0	3	18½	15½	12½	12	11½
3	5	20	17½	13½	13	12½
5	10	21½	18½	15	14½	14
10	15	22½	20	18	16	15½
15	20	26	21½	19	18	17½
20	25	29½	22½	20½	19	18½
25	30	31	24	22	20½	20
30	35	34	26	23	22	21½
35	40	35	28	25	23	22½
40	45	38	29	27	25	24
45	50	41	31	29	27	25
50	60	45	33	30	29	28
60	70	48	35	32	30	29
70	80	50	37	33	32	30
80	90	54	39	35	33	32
90	100	58	41	37	35	34
100	110	61	44	39	38	37
110	120	64	45	41	39	38
120	130	67	46	43	40	39
130	140	72	49	45	44	43
140	150	76	52	46	45	44
150	160	79	56	48	46	45
160	170	81	57	50	48	46
170	180	83	59	52	49	48
180	190	88	62	53	52	49
190	200	93	64	58	53	52
200	220	98	68	63	57	56
220	240	104	71	65	59	58
240	260	110	77	68	63	62
260	280	113	80	73	65	64
280	300	120	84	77	68	65
300	325	125	88	79	73	66
325	350	129	91	83	76	68
350	375	134	96	87	78	73
375	400	140	99	90	80	76
400	425	142	103	92	82	78
425	450	147	108	95	86	80
450	475	152	112	98	90	82
475	500	157	115	103	92	86
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, 0.3 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 ) ◊ No change ) Decision No. <b>81185</b>						
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	10½	9	10	8½	9	8	
3	5	12	10	12	10	11	9½	
5	10	14½	12	14	11	13½	10½	
10	15	16½	13½	15½	12½	14½	12	
15	20	18½	15	17½	14½	16½	14	
20	25	20½	17½	19	16½	18½	16	
25	30	22½	19	21½	18	20½	17½	
30	35	24½	20½	22½	19	22	18½	
35	40	26	22	24½	20½	24	20	
40	45	28½	23	26½	22½	25	21½	690
45	50	32	26	28½	24½	28	23	
50	60	33	28	32	26½	30	24½	
60	70	35	29	33	28	32	26½	
70	80	37	30	35	29	33	28	
80	90	38	33	36	30	35	29	
90	100	41	34	38	32	37	30	
100	110	42	36	41	33	38	32	
110	120	44	37	42	36	41	34	
120	130	48	40	44	37	43	36	
130	140	50	43	46	38	44	37	
140	150	52	44	48	42	46	38	
150	160	56	45	50	43	48	42	
160	170	57	46	53	45	50	43	
170	180	58	48	57	46	52	44	
180	190	59	49	58	48	56	45	
(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 692)								
Increase. Decision No.		81185						
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						6691
		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	
190	200	61	50	60	49	57	46	
200	220	63	54	64	53	59	50	
220	240	67	57	66	56	63	53	
240	260	68	58	68	57	65	54	
260	280	73	62	72	59	67	57	
280	300	76	64	74	62	70	58	
300	325	78	66	77	64	73	62	
325	350	80	67	79	66	76	64	
350	375	83	70	83	68	78	65	
375	400	89	73	84	71	80	67	
400	425	92	75	89	72	81	68	
425	450	95	78	91	75	83	71	
450	475	97	80	92	76	89	72	
475	500	102	82	94	78	90	73	
500	525	105	86	96	80	92	76	
525	550	106	90	98	81	94	78	
550	575	108	91	102	83	96	80	
575	600	110	93	105	89	98	82	
600	650	115	96	108	93	105	89	
650	700	124	104	117	97	110	93	
700	750	131	108	123	104	117	96	
750	800	137	114	131	108	123	104	
800	-	(4)	(4)	(4)	(4)	(4)	(4)	
<p>(1) The minimum weight applies to each unit of equipment in which the shipment is transported.</p> <p>(2) Subject to the provisions of Item 682.</p> <p>(3) Does not apply on Poles or Piling as described. Other provisions applicable.</p> <p>(4) Add to the rate for 800 miles, 5½ cents per 100 pounds for each 50 miles or fraction thereof in excess of 800 miles.</p>								
♦ Increase, Decision No. 81185								
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)	23	24	
2 (Happy Camp)	29	30	
3 (Indian Creek)	30	31	
<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>			0700
o Increase, Decision No. 81185			
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, 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				
Over	But Not Over	10,000 Pounds	20,000 Pounds	40,000 Pounds	(1) (2) 48,000 Pounds	
0	3	21	14	10½	10	
3	5	24½	16	12½	11½	
5	10	28½	18	14	13½	
10	15	34	21½	16	15	
15	20	38	24½	18	16½	
20	25	43	28½	19	18	
25	30	47	32	20½	19	
30	35	51	35	22	20½	
35	40	55	38	23	22	
40	45	59	41	25	23	
45	50	63	45	28	24½	
50	60	(3)	(3)	32	28	
60	70			35	30	
70	80			38	33	
80	90			42	36	
90	100			43	38	
100	110			44	41	
110	120			45	43	
120	130			48	44	
130	140			49	46	
140	150			50	48	
150	-			(4)	(4)	
(1) The minimum weight applies to each unit of equipment in which shipment is transported. (2) Will not apply on Poles or Piling as described in Item 685. (3) Over 50 miles, Class 55 rates apply. (4) Over 150 miles, rates in this item do not apply. Apply rates in Item 690.						6710
o Increase, Decision No. <b>81185</b>						
EFFECTIVE						
Correction <div>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</div>						

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 -----	1680	
3 Axle -----	1930	
Trucks, Tractors, Trailers, Semitrailers, Dollies or any combination thereof moving as a single unit Carrier Owned -----	2145	
Excess of Trailers or Semitrailers Carrier Owned -----	0315	
Tractor and Driver Only ----- (Shipper Owned Trailing Equipment)	1995	
(Continued in Item 720-1)		
<p>o Increase, except as noted ) o No change ) Decision No. 81185</p>		
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 WILL OUTFITS AND SUPPLIES (Continued) (Items 720, 720-1 and 720-2)</p> <p>1. Charges shall be computed on the following basis: (See Exception)</p> <p>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.</p> <p>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.</p> <p>EXCEPTION.--</p> <p>(a) Allowance shall be made for delays occasioned due to failure of carrier's equipment, or due to time taken out for meals.</p> <p>(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:</p> <table border="1" data-bbox="360 869 1224 1035"> <thead> <tr> <th colspan="2">Minutes</th></tr> <tr> <th>Over</th><th>But not Over</th></tr> </thead> <tbody> <tr> <td>0</td><td>8-----Omit</td></tr> <tr> <td>8</td><td>38-----Shall be 1/4 hour</td></tr> <tr> <td>38</td><td>60-----Shall be 1 hour</td></tr> </tbody> </table> <p>2. For transportation furnished under this item on Saturdays and Sundays, there shall be an additional charge of \$5.00 per hour in excess of those set forth in Item 720.</p> <p>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:</p> <p>(a) On July 4th, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day, \$19.05 per hour. Minimum charge, eight hours.</p> <p>(b) On Washington's Birthday, Memorial Day, the day after Thanksgiving and December 24th, \$9.50 per hour. Minimum charge, eight hours.</p> <p style="text-align: center;">(Continued in Item 720-2)</p>	Minutes		Over	But not Over	0	8-----Omit	8	38-----Shall be 1/4 hour	38	60-----Shall be 1 hour	#720-1
Minutes											
Over	But not Over										
0	8-----Omit										
8	38-----Shall be 1/4 hour										
38	60-----Shall be 1 hour										
<p># Change )          ◊ Increase ) Decision No. <b>81185</b></p>											
<p style="text-align: right;">EFFECTIVE</p> <p>Correction</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>										

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 \$12.20 per hour per extra man furnished.</p> <ul style="list-style-type: none"> <li>(a) On Saturdays and Sundays, the applicable helper rate shall be \$11.45 per hour.</li> <li>(b) On July 4th, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day, the applicable helper rate shall be \$24.95 per hour. Minimum charge, eight hours.</li> <li>(c) On Washington's Birthday, Memorial Day, the day after Thanksgiving and December 24th, the applicable helper rate shall be \$15.85 per hour. Minimum charge, eight hours.</li> <li>(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.</li> <li>(e) Allowances shall be made for delays due to failure of carrier's equipment or time taken out for meals.</li> <li>(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.</li> <li>(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.</li> <li>(h) There shall be a minimum charge of one hour service at the applicable rate, except as provided under 4(b) and (c) above.</li> </ul> <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, bolster type dollies, but not auxiliary dollies.</p>	6720-2
<div style="display: flex; justify-content: space-between;"> <div>           Change )            Increase ) Decision No.         </div> <div style="font-size: 2em; font-weight: bold;">81185</div> </div>	
EFFECTIVE	
<div style="display: flex; justify-content: space-between;"> <div>Correction</div> <div>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</div> </div>	

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	
Over	But Not Over	In Cents Per Unit or Fraction Thereof (3)	
0	5	76	
5	10	96	
10	15	116	
15	20	136	
20	30	161	
30	40	191	
40	50	211	
50	60	231	
60	70	246	
70	80	262	
80	90	277	
90	100	297	
100	110	307	
110	120	322	
120	130	347	0729
130	140	362	
140	150	377	
150	160	397	
160	170	412	
170	180	427	
180	190	442	
190	200	457	
200	210	472	
210	220	497	
220	230	512	
230	240	527	
240	250	542	
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 \$9.35 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.			
♦ Increase, Decision No.			81185
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
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)83	0740
(1) Subject to Items 900 and 900-1.				
<div> <div>♦ Increase, Decision No.</div> <div>81185</div> </div>				
EFFECTIVE				
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA				

Correction



SECTION 3--COMMODITY RATES (Continued)										ITEM
In Cents Per 100 Pounds										
SUGAR, granulated, in bulk (See Item 755 for application of rates.) (Items 745 and 746)										
MILES		RATES								
		MINIMUM WEIGHT								
		25,000 Pounds		35,000 Pounds		43,000 Pounds		50,000 Pounds		
Over	But Not Over	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	
0	3	16	15½	14½	13½	13½	11½	13	11	
3	5	18	16	16½	15½	15	13½	14½	13	
5	10	20½	20	18½	17½	16	15	15½	14½	
10	15	23	22	20	18	18	16	17½	15½	
15	20	27	26	22	20½	20	18	18½	17½	
20	25	29	27	26	24	21½	20	20½	18½	
25	30	33	31	28½	26	23	21½	22	20½	
30	35	35	32	29½	28½	26	22½	24	22	
35	40	38	36	32	32	29	24	28½	23	
40	45	41	38	34	33	30	26	29½	25	0745
45	50	46	44	38	36	32	28½	31	27	
50	60	50	46	44	40	34	31	33	29½	
60	70	54	49	46	43	37	33	36	32	
70	80	58	50	49	44	40	36	38	34	
80	90	63	58	53	46	44	37	43	36	
90	100	65	61	57	50	45	40	44	38	
100	110	68	63	59	54	49	43	46	40	
110	120	71	65	62	58	50	45	49	43	
120	130	75	68	64	59	53	48	50	44	
130	140	78	71	65	61	58	50	52	45	
(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, Decision No. <b>81185</b>										
EFFECTIVE										
Correction <div>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</div>										

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	83	72	68	63	59	52	53	46	
150	160	86	77	71	65	62	57	58	49	
160	170	90	82	75	67	54	58	61	52	
170	180	94	86	77	68	67	59	63	53	
180	190	96	87	80	72	70	61	65	56	
190	200	98	93	82	76	72	62	67	58	
200	220	106	96	93	82	77	66	70	62	
220	240	109	99	96	87	82	70	76	65	
240	260	116	104	99	90	87	76	80	68	
260	280	121	107	106	95	93	80	84	73	6746
280	300	129	116	109	97	96	84	90	78	
300	325	134	121	118	104	102	93	95	83	
325	350	139	123	123	108	108	96	99	89	
350	375	142	129	130	109	116	99	106	94	
375	400	148	133	134	119	121	106	109	97	
400	425	149	134	136	121	125	108	115	102	
425	450	154	138	139	128	131	115	118	105	
450	475	156	144	147	133	134	120	121	107	
475	500	163	149	151	137	138	125	125	110	
500	-	(3)	(3)	(3)	(3)	(4)	(4)	(4)	(4)	
(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). (3) Add to the rate for 500 miles, 04 cents per 100 pounds for each 25 miles or fraction thereof in excess of 500 miles. (4) Add to the rate for 500 miles, 03 cents per 100 pounds for each 25 miles or fraction thereof in excess of 500 miles.										
◊ Increase, except as noted. } ◊ No Change } Decision No. <b>81185</b>										
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
<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 92 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. 81185</p> <p>Increase )</p>				
EFFECTIVE				
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>				
Correction				

## ITEM

Rate in Cents per 100 Pounds

♦ Increase, Decision No.

## EFFECTIVE

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	33	26		
5	10	39	28		
10	--	57	32		
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	33	29	28	
10	--	45	33	31	
♦ Increase, Decision No. 81185					
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	370 See Notes 1, 2, 3 and 4	
NOTE 1.--When transportation is performed on a Saturday, Sunday or holiday, a charge of 57 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.				
o Increase, Decision No. 81185				
EFFECTIVE				
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.				
Correction				

COMMISSIONER J. P. VUKASIN, JR., DISSENTING.

I dissent.

The decision authorizes what it refers to as an annual increase of \$10,600,000 for the transportation of general commodities under statewide minimum rates (MRT 2). It indicates there will be \$2,200,000 additional revenue generated from truckload traffic and \$8,400,000 obtained from less-truckload traffic. (However, our Staff Transportation Analysts aver that these figures are inaccurate, that they understate the actual cost, and that in fact the annual increase will amount to \$12,100,000 consisting of \$3,700,000 in truckload increases and \$8,400,000 in less-truckload traffic.) As quickly as these extra charges are incorporated into the minimum rates they will be assessed to the shippers and passed on to the economic detriment of the consumers, who, as always, are at the end of the line.

The new rates are established by the so-called pyramiding of successive labor cost adjustments on historical full-scale studies underlying MRT 2, which, as even the decision admits, "are ten or more years old." (Mimeo. Opinion, p. 13). Aside from the absurdity of accepting the labor offset on that basis, the order fails to consider other factors which tend to reduce the cost of carrier operations and thereby reduce the impact of the increased labor costs.

The Commission in Decision No. 80235, Case No. 5432, Pet. 665, (1972), gave recognition to performance efficiencies that have been achieved in the transportation field. Again, in Decision No. 80753, Case No. 5432, Pet. 636, (1972), the Commission declared that increased productivity will

be considered in future minimum rate proceedings. Therefore, in the instant proceeding, 12 protestants appeared in opposition to the rate increase, many of whom joined the Commission staff which opposed the proposed labor cost offset increase on the ground that modern-day technological improvements are available to absorb these added labor costs. Other witnesses substantiated the staff position and concurred that the basic performance and cost studies supporting the present MRT 2 rates are obsolete and unrealistic. Nonetheless, the decision continues the automatic adoption of wage offsets without any testing of reasonableness or without the balancing of higher and more efficient performance standards. Such action blindly favors the pleas of the trucking industry, callously ignores the needs of the shippers, arbitrarily disregards the ultimate effect on the consumers and the economy of our State, and most certainly perpetuates the inflationary aspects of our minimum rate structure.

Not only is the rate increase based on partial and faulty figures, it is unwarranted in view of the testimony in this proceeding which demonstrated that there were more than sufficient carriers available to transport truckload traffic under the existing rates. The Highway Carriers Association and 10 intrastate truckload carriers all opposed the proposed increase in truckload rates.<sup>1/</sup> And the fact that the Highway Carriers Association had no recommendation regarding the increase sought in less-truckload rates is indicative that it could and would operate under existing

1/ Reporter's Transcript, p. 87-115, 123-125, 194-197.



rates in that area as well. If there are carriers "who are willing and capable of providing"<sup>2/</sup> the necessary service, what possible justification is there for overcharging the shippers and the public with unnecessarily high rates?

Not only are the new increased rates unconscionably high, the order authorizing them is in violation of our own Commission Rules.

Rule 23.1 adopted by this Commission in accordance with Federal wage-price stabilization guidelines prevents the imposition of any increase if there are carriers available to perform transportation under the existing rates.<sup>3/</sup> The decision in Finding 11 (g) misconstrues Rule 23.1 (D)<sup>4/</sup> of our Rules of

2/ Rule 23.1 (B)(5)(b), Calif. Pub. Utils. Comm. Rules of Practice & Procedure

3/ Insofar as is pertinent here, Rule 23.1 (B)(5)(b) reads as follows:

23.1. Compliance with the Economic Stabilization Act of 1970.

(B) The Commission will not, on and after the effective date of this order, issue orders requiring increases in any of the Commission's minimum rate tariffs for the transportation of property unless the Commission finds and determines that;

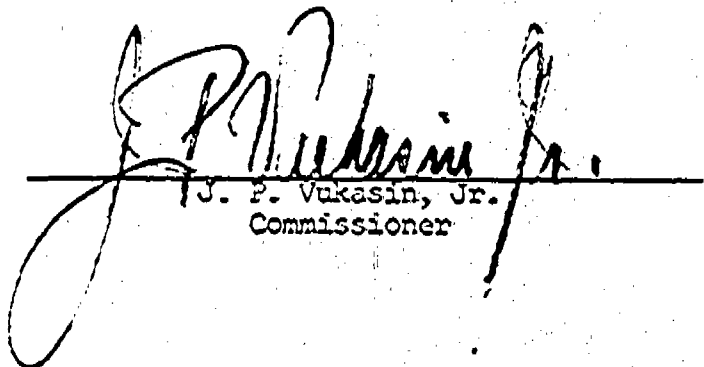
(5) The increase takes into account expected and obtainable productivity gains as determined under the policies of the Federal Price Commission.

(b) To assure the maximum benefits from productivity gains, which are encouraged by competition, minimum rate tariffs for the transportation of property will not be increased if it is clearly and convincingly established that carriers are available who are willing and capable of providing service at the existing rate or rates. (Emphasis added.)

4/ (D) Any utility or petitioner within the meaning of paragraphs (A) or (B) which makes a tariff filing or a request for a rate increase on or after the effective date of this amendment shall make a showing that the conditions enumerated in paragraphs (A) or (B) have been satisfied.

Practice and Procedure. It attempts to shift the burden of proof incorrectly to the protesting carriers where under Rule 23.1 (D) it is the obligation of the petitioners to prove there are insufficient carriers available to perform transportation services under existing rates. Even if we were desirous of approving Finding 11 (g) the evidence is otherwise than expressed in the Finding. There are carriers who will transport general commodities under MRT 2 at the existing rates.

The sum and substance of all this is that the majority opinion is the latest in a long line of Commission orders that hasten to satisfy the apparently insatiable appetite of truckers who repetitiously and as a matter of course run to this Commission to bail them out of the economic woes which they created for themselves through improvident and inflationary wage settlements. The majority opinion perpetuates a faulty theory and policy of rate making, is in error on the facts and on the law, and should not be allowed to stand.

  
J. P. Vukasin, Jr.  
Commissioner

Los Angeles, California

March 27, 1973