

ORIGINAL

Decision No. 82219

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

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

Application No. 54194
(Filed July 20, 1973)

In the Matter of the Investigation
into the rates, rules, regulations,
charges, allowances and practices of
all common carriers, highway carriers
and city carriers relating to the
transportation of any and all commod-
ities between and within all points
and places in the State of California
(including, but not limited to, trans-
portation for which rates are provided
in Minimum Rate Tariff No. 2).

Case No. 5432
Petition for Modification
No. 757
(Filed June 13, 1973;
amended July 16 and 23, 1973)

Case No. 5439
Petition for Modification
No. 183

Case No. 5441
Petition for Modification
No. 270

Case No. 7763
Petition for Modification
No. 74
(Filed June 13, 1973;
amended July 16 and 23, 1973)

And Related Matters.

(Appearances are listed in Appendix A)

O P I N I O N

By these petitions for modification California Trucking Association (CTA) seeks increases in the minimum rates established by the Commission in Minimum Rate Tariffs 1-B, 2, 9-B, 15, and 19 (MRT 1-B, 2, 9-B, 15, and 19). By its application Pacific Southcoast Freight

Bureau (PSFB) seeks authority to increase the minimum charges for less-than-carload rail shipments and accessorial charges and split delivery charges for shipments transported by railroad in trailer-on-flat-car service to the same extent as may be prescribed by the Commission in MRT 2 for shipments by motor carriers. Proceedings in the petitions and the application were consolidated and six days of public hearings were held before Examiner Thompson during July, August, and September of 1973. The matters were taken under submission on briefs filed September 17, 1973.

The minimum rate tariffs were last adjusted based upon labor costs and related payroll cost levels of January 1, 1973. Petitioner asserts that the minimum rates so adjusted have become, and for the future will be, insufficient and unreasonably low by reason of increases in wage rates and fringe benefits effective July 1, 1973, increases in rates for workmen's compensation insurance effective October 1973, increases in payroll taxes effective January 1, 1974, increases in the costs of acquiring motor vehicle equipment, and increases in fuel costs. Petitioner contends that increases in the minimum rates averaging approximately eight percent are necessary to offset the increases in costs and to provide revenues to the carriers necessary for the maintenance of dependable and adequate transportation service.

A number of shippers and shipper organizations oppose the increases sought. Some shippers contend that the present minimum rates applicable to certain commodities are already excessive. The Commission staff opposes the increases and contends that the circumstances warrant increases averaging approximately 2½ percent.

A total of eight witnesses testified and thirty-four exhibits were received in evidence. There is no need to describe the evidence. Certain basic facts are not in dispute, the controversy among the parties concerns more the application of those facts to the adjustment of the minimum rates involved. Before proceeding directly to the contested issues, it is desirable that we remind ourselves of the aims and objectives of the minimum rates. Their

purposes are: (1) to secure to the people just and reasonable rates for transportation of property by carriers over the public highways, (2) to secure full and unrestricted flow of traffic by motor carriers over such highways which will adequately meet reasonable public demands, and (3) to maintain and preserve adequate and dependable service by all necessary transportation agencies.^{1/} The methods and techniques used to arrive at the desired result have been described many times, are well known to the parties to these proceedings, and need not be repeated here. Suffice to say that while scientific techniques are utilized to make measurements as accurately as possible, minimum rate making is not a science or an exercise in mathematics. It is a legislative function requiring the exercise of judgment to accomplish a desired result from the collation of numerous facts and circumstances. In the exercise of that judgment the Commission is required by statute to consider certain factors and to follow certain procedures. It is within the foregoing framework that we consider the issues.

Effect of the Labor Contracts Effective July 1, 1973

The cost studies considered in the establishment of the minimum rates involved herein reflect wage rates and fringe benefits prescribed in collective bargaining agreements entered into by motor carriers and the Teamsters union in the various geographical portions of the State involved. Effective July 1, 1973 new collective bargaining agreements provide for an increase in the hourly wage rate of 35 cents per hour, an increase in pension contributions of \$3.00 per man per week, an increase in contributions to health and welfare funds of \$3.00 per man per week, and an adjustment in vacations to provide for an additional one week vacation allowance to all employees with over twenty years seniority. This contract was submitted to the Cost of Living Council and was approved. Petitioner asserts that

^{1/} See Section 3502 of the Public Utilities Code.

adjustments in the minimum rates should reflect the full amount of the increases resulting from the contract. The Commission staff argued that the provisions of the contract call for increases in excess of 5.5 percent in wages and 0.7 percent in fringe benefits and to that extent exceed permissible increases under federal economic guidelines.

We note that the aforementioned guidelines were established by the former Pay Board and the former Price Commission whose functions have been assumed by the Cost of Living Council which now directly formulates and administers pay and price control policies under the Economic Stabilization Act. The Cost of Living Council has delegated to the Commission the responsibility of regulating rates of public utilities and transportation companies consistent with the aims and objectives of the federal economic stabilization policies. We deem it inappropriate not to consider the full impact of the wage and fringe benefit increases that have been specifically approved by the Cost of Living Council.

Payroll Taxes and Workmen's Compensation Insurance

At times of hearing in August and September 1973 the rates for payroll taxes (F.I.C.A., F.U.I., and S.U.I.) effective January 1, 1974 had been established by statute. At that time the underwriters had firmed the manual rates for workmen's compensation insurance which would be made effective in October of 1973. At the time of submission on September 17, 1973 the known increases in payroll taxes and insurance had not become effective. Petitioner contends that those increases in costs should be given full effect in the adjustment in the minimum rates. The Commission staff asserts that the payroll tax expense to be considered is an average of the 1973 and the 1974 rates because the 1974 rates were for the future.

As a practical matter, by the time any adjustments in the minimum rates can be made effective the 1974 tax rates will

either have become effective or there will be only a short time until they do. For the purpose of adjusting the minimum rates in this proceeding the 1974 rates will be given full effect.

Vehicle Equipment Costs

Petitioner contends that the adjustments heretofore made in the minimum rates have not kept pace with the increases in the costs to carriers of acquiring motor vehicle equipment. In proceedings to adjust the minimum rates to offset increases in labor related costs no consideration has been given to the effects of inflation upon equipment costs. Petitioner proposes that the average costs of equipment purchased new, as reflected by the data assembled in the Commission's Data Bank through 1972, be substituted for the historical cost figures utilized in the basic cost studies. The effect upon the direct costs are increases on the order of 22 cents and 33 cents per hour depending upon the type of equipment.

Cost per 100 pounds for various lengths of haul, which is one of the factors considered by the Commission in the establishment of just, reasonable, and nondiscriminatory minimum rates, is developed by procedures whereby performance or productivity factors (equipment service lives, average weights of load, miles per hour, pounds per man hour, annual revenue use hours of equipment, etc.) are applied to the expense factors (prices of equipment, labor costs per hour, etc.). Technological advances in equipment generally have had an effect of improving productivity or performance. In effect, petitioner is asking us to consider that productivity and performance have not been improved by equipment acquired by carriers since the basic cost study, and that the same units of equipment considered in the basic cost studies are currently being acquired by carriers only at higher inflated prices. This concept is not consistent with past experience. We also note that the data used by petitioner, set forth in Appendix Schedule F of Exhibit 1, show that the prices of trailing equipment have not increased in the period 1970-1972 over the prices in the

period 1963-1965, whereas there have been more or less steady annual increases in the prices of power equipment over the past six years. We are not persuaded that the power equipment of the past six years has not contributed some improvement in performance and productivity, and that the carriers in 1972 acquired power equipment identical to that acquired in 1967 only at a higher price.

In proceedings involving increases in minimum rates to offset changes in expenses occurring since the prior adjustment in rates, the Commission has generally considered only changes in wage rates, fringe benefits, insurance rates, and taxes. The reasons for this are that those changes can readily be measured, they affect carriers simultaneously, and they do not have any related effect whatever upon performance or productivity. On the other hand, increased cost of equipment, materials, and supplies affecting performance and productivity are often offset by productivity gains.^{2/}

There is other evidence, including analyses of the financial conditions of carriers, which will be discussed later herein, indicating that productivity gains have not kept pace with the prices of equipment, supplies, and materials. A change in the average prices of equipment, however, even if measured accurately, does not reliably quantify the change in the costs per one hundred pounds of performing transportation service.

Increased Fuel Costs

From data supplied by the Data Bank petitioner has shown that the average price of diesel fuel and gasoline paid by carriers to their suppliers increased from October 1971 to January 1973 by

^{2/} The reasons for the consideration in offset proceedings of changes in some costs and not others have been described by the Commission in a number of its decisions. For further discussion see California Moving & Storage Association, Inc. (1969) 70 CPUC 1; In Re MRT 2 (1969) 70 CPUC 277; and In Re MRT 2, Decision No. 80753 dated November 21, 1972, Case No. 5432, Petition No. 636.

almost 1.4 cents per gallon, and that from January 1973 through July 1973 the average price of diesel fuel increased approximately $3\frac{1}{2}$ cents per gallon and gasoline prices increased $4\frac{1}{2}$ cents per gallon. Petitioner contends that the minimum rates should be adjusted to at least reflect the 1972 average prices of fuel. Cannery League contends that the evidence it offered concerning octane ratings on fuel shows that the increases in average prices of fuel have been offset by improved performance.

The impact of the price of fuel upon costs per 100 pounds for various shipment weights and various lengths of haul was given effect in the basic cost studies by applying a performance factor of miles per gallon of fuel for the various types of equipment best suited to transport the individual sizes of shipments for the particular lengths of haul and in such manner that appeared to be the most efficient handling of the shipment. As in the case of the increased prices of equipment, petitioner asks that we accept as a fact that the measure of the increase in the price of fuel accurately quantifies the impact upon the costs per 100 pounds of providing all of the transportation services for which minimum rates have been established. As we have said earlier, and we refer once again to the decisions cited in Footnote 2, supra, we do not accept that concept. It is not that we do not accept as a fact that fuel prices have increased beyond that considered in the establishment of the minimum rates, and that the cost per 100 pounds of transporting property by motor carriers has increased as a result of those price increases; we cannot find as a fact that the price increases standing alone provide an accurate or reasonable measure of changes in the costs of providing the transportation services.

We would be less than candid if we did not observe that current situations concerning prices and shortages of fuel provide a greater impact upon the cost of transporting property than asserted at hearings in this proceeding. Whether the critical situations concerning the availability of fuel and the increasing

prices thereof will continue for a long or short period of time will in part depend upon the establishment and workability of controls, such as the October 12, 1973 order of the Director of the Energy Policy Office establishing mandatory allocations of diesel fuels, and upon the availability to the United States of petroleum from foreign sources at lower prices. We are cognizant that the current situation with respect to fuel is having an adverse effect upon the earnings of motor carriers.

Treatment of Indirect Expenses

The methods by which indirect expenses are treated in minimum rate offset proceedings has been described in Inv. re Minimum Rate Tariff 2 (1969) 70 CPUC 277. We do not repeat here the techniques of applying the methods described as "Wage (Cost) Offset", "Wage Offset", and "Direct Wage Offset". Petitioner advocates the wage (cost) offset method asserting that the Commission must give effect to all costs in the establishment of minimum rates. It contends that evidence it has presented here, as well as evidence presented in prior proceedings, as well as facts of which the Commission has full knowledge from its own decisions (increases in costs of electric, gas, water, and telephone services which are included as indirect costs in these proceedings) all show indirect costs have increased at least at the same ratio as total direct expenses. It argues that no cost increase which petitioner has measured may be lawfully excluded from consideration in determining highway carrier operating costs, citing California Manufacturers Association v Public Utilities Commission (1954) 42 C 2d 530 and Sections 452, 455, 726, 730, 731, and 3662 of the Public Utilities Code.

Staff and protestants advocate the direct wage offset method. They contend that the basic cost studies are old and out of date; that in the previous labor offset proceeding pertaining to MRT 2, the Commission found the direct wage offset method to be the appropriate method for increasing rates pending the completion of full scale studies (Decision No. 81185), and that time has not eroded the reasons

justifying adoption of that method but has further emphasized the need for adhering to this same technique; and that the national economic stabilization program requires holding increases to the very minimum and further justifies the use of the direct wage offset method.

What seems to be overlooked here is that the basic cost studies and the offset cost studies are merely tools to assist the Commission in the establishment of minimum rates which will satisfy the statutory objectives described earlier. There is a tendency by carriers and shippers to consider basic cost studies and supplementary offset studies to reflect the costs of performing transportation services and to be the measure of rates necessary to provide reasonable and adequate revenues to achieve the statutory objectives. We deem it desirable here to repeat what the Commission has stated concerning cost studies:

"It is well established that rate making, including cost offset minimum rate adjustments, is not reducible to an exact science but, at best, may be considered a refined art. Efforts to cloak cost offset rate adjustments with a degree of factual objectivity and exactness, that basic full-scale cost and rate studies do not claim or have, are largely responsible for the existing controversy as to the proper methodology for cost offset rate adjustments." (Inv. re MRT 2 (1969) 70 CPUC 277 at 284.)

The basic cost study attempts to measure performance or productivity of reasonably efficient carrier operations in performing transportation at a given time, and then applies those performance factors to expense values in effect at a point relatively close to that given time. The end result may be said to approximate the cost to a reasonably efficient carrier of performing a particular transportation service with typical facilities and equipment best suited for providing that service. If an increment is added to those costs which will return net earnings that will approximate those necessary to maintain and preserve dependable service by all necessary transportation agencies, generally the result will provide just, reasonable,

and nondiscriminatory minimum rates. The cost study also ordinarily will provide for the equitable distribution of the total cost burden among the various commodities and transportation services. It must be noted that all of this refers to the given time of the performance data and the expense factors. All of the cost factors are dynamic rather than static. Some cost factors react to changes of other factors and many of them change with changes in traffic flow. Traffic flow, in turn, often reacts to changes in rates. As we have heretofore stated, basic full-scale cost and rate studies, including subsequent cost offset adjustments thereof, suffer a credibility gap with the passing of time. This does not mean that rate adjustments may not be measured and approved by the Commission without benefit of a recent full-scale cost study or on the basis of subsequent adjustments of an old full-scale basic study. The results of supplementary studies are ordinarily valid in distributing the added cost burden among the ratepayers. The various offset methods for treating indirect costs provide an additional tool which the Commission, after it determines from all of the evidence the revenue needs of the carriers to achieve the statutory objectives, can utilize as a basis for adjusting the rates to spread the increased cost burden equitably among the transportation services. For reasons set forth below we will use the wage offset method.

Treatment of the Repeal of the Board of Equalization Tax

Effective July 1, 1973 the tax of $1\frac{1}{2}$ percent on gross revenue earned by carriers from transportation of property on public highways was repealed. This tax has heretofore been considered in the development of costs for minimum rate making and was considered in the establishment of the current minimum rates. The repeal results in a cost savings to the carriers.

There were a number of suggestions concerning how the cost savings should be reflected in the adjustment of the minimum rates. We have considered all of the suggestions and arguments. A comparison

of the costs considered in the prior proceedings with those developed from the evidence of record herein provides the best available means of spreading the burden of increases in costs equitably among the rates for transportation services. The inclusion of the reduction of $1\frac{1}{2}$ percent in gross revenue tax expense in the cost development will provide a reasonable measure of its effect upon carrier costs and that effect will be reflected in the adjustment in rates. This is the method that was used by the Commission staff.

Carrier Revenue Needs and Productivity Gains

A number of exhibits were presented by petitioner and by protestants purporting to show carrier operating results and measures of productivity gains or losses. The exhibits tend to lead to conflicting conclusions concerning the earnings of carriers and productivity gains. We point out here that any summaries of the type presented have an inherent bias that can result from the selection of base periods from which measures are taken and from the selection of carriers. For example, many motor carriers were not operating during April and May of 1970 because of a teamsters strike. Comparisons of earnings and productivity of the year 1970 with other years where there were no work stoppages, would lead to misleading conclusions. Consideration of the operating results of a carrier that earns the preponderance of its revenues from transportation of commodities in bulk, and much of that under special rates authorized by the Commission under Section 3666, is not helpful in evaluating the need for revenues by carriers engaged in transporting general freight at rates subject to MRT 2.

With respect to the selection of carriers causing unintentional bias in providing measures of operating results, we note that in Exhibit 29 there are shown abstracts of exhibits presented by petitioner in prior proceedings. Exhibit 713-26, Table III, summarizes quarterly operating revenues and expenses and operating ratio for the first quarter of 1972. Exhibit 665-43 shows revenues,

expenses, and operating ratio for the first quarter of 1972 which are quite different.

Accounting records of many carriers include transactions among affiliates, the records of proprietorships and partnerships do not include compensation to owners for their services, and the records of many carriers that make extensive use of subhaulers reflect costs of purchasing transportation at rates based upon percentages of minimum rates rather than costs inherent in the transportation itself; therefore, results of operations of individual carriers or a group of carriers based upon accounting records as reflected in their annual reports must be considered with some circumspection.

We do not imply that the exhibits are valueless. On the contrary, when one takes into consideration the limitations and the bias, compares the operating results for different periods, and considers the events that occurred during those periods, patterns emerge which are indicative of trends with respect to the earnings of carriers generally. Whether one considers the exhibits presented by petitioner or by protestants the earnings pattern of motor carriers since 1968 has been one of decreasing earnings from 1968 to 1970, a substantial improvement for the year 1971, then a slight decrease in 1972 with the decreasing trend being accentuated during the first quarter of 1973. During all of those years there have been at least one, and sometimes two, substantial increases in driver labor costs, and the minimum rates have been adjusted periodically to reflect those cost increases. We have taken data from the exhibits in this proceeding and from decisions of the Commission adjusting the rates in MRT 2 since January 1, 1968 and have related that data to events that have transpired since that date. For the purpose of comparing the earning abilities of the motor carriers during the period, we have used the operating ratios in Exhibit 29 because those results more or less include the revenues and expenses of the same sample of carriers.

In 1968 the indicated operating ratio was 97.9 percent. On January 1, 1968 the All Commodities Wholesale Price Index (1957-59 = 100) was 107.2. On April 1, 1968 the wages and benefits of drivers were increased. On April 27 the minimum rates were increased using the wage (cost) offset method.

In 1969 the indicated operating ratio was 98.2 percent. On January 1, 1969 the Wholesale Price Index was 110.7. On April 1, 1969 driver labor costs were increased. By interim order effective May 10 the minimum rates were increased using the direct wage offset method. Effective December 1 by final order the minimum rates were adjusted to reflect the same data only with the use of the wage (cost) offset method.

In 1970 the indicated operating ratio was 98.9 percent. On January 1, 1970 the Wholesale Price Index was 116.0. The then existing collective bargaining agreement with the Teamsters union expired April 1, 1970. During April, May, and June there were a number of work stoppages until a new collective bargaining agreement was negotiated. On July 1, 1970 there were substantial increases in driver labor costs. The minimum rates were adjusted effective August 15.

In 1971 the indicated operating ratio was 96.0 percent. The collective bargaining agreement that had been entered into with drivers called for an increase in wages and benefits to become effective January 1, 1971 and another increase to become effective July 1, 1971. The minimum rates were adjusted by the wage (cost) offset method effective January 1, 1971 to reflect the average wage rates for 1971 under the terms of the contract. Because of an automatic cost-of-living adjustment clause in the labor contract an additional increase in driver's wages was made effective July 1, 1971. On August 15, 1971 the President by executive order froze all wages and prices. On November 8, 1971 the President ordered Phase II of the Federal Economic Stabilization Program.

In 1972 the indicated operating ratio was 96.6 percent. Pursuant to the terms of the labor contract the driver labor cost increased effective January 1, 1972. By an interim order the minimum rates were adjusted effective January 1, 1972 by the wage offset method to reflect the July 1971 cost of living wage increase and the January 1971 wage increase. On July 1, 1972 the driver labor cost increased pursuant to the collective bargaining agreement. On August 25 the minimum rates were adjusted by the wage offset method.

For the first quarter of 1973 the indicated operating ratio was 99.3 percent as compared to 98.4 percent for the first quarter of 1972. Effective January 1, 1973 the driver labor cost increased pursuant to the terms of the existing labor contract. On January 11, Phase III of the Economic Stabilization Program was initiated. This program relaxed wage and price controls in most sectors of the economy. On April 25, 1973 the minimum rates were adjusted to reflect the increased labor costs of January 1 by the direct wage offset method. On June 13, 1973 the President by executive order prescribed a 60-day freeze on prices but not wages. The existing collective bargaining agreement between carriers and drivers was scheduled to expire July 1, 1973. On June 29 the parties entered into a new contract. Effective July 1 drivers' wages and benefits increased pursuant to the terms of the new contract. On August 12, 1973 Phase IV of the Economic Stabilization Program calling for restoration of controls was placed into effect.

The foregoing indicates several reasons for the better earnings by carriers in 1971 over prior years. First, the minimum rates were adjusted to take effect concurrently with labor cost increases. Secondly, the inflation of prices which had accelerated in 1970 had been curtailed by controls in 1971. In January 1972 the minimum rates were also adjusted concurrently with labor cost increases. Price controls assisted in holding down the carriers' costs of equipment and supplies. There was a lag, however, in the adjustment of the minimum rates to offset the July 1972 labor cost increases. The poorer results of the first quarter of 1973 from the results of the first quarter of 1972 appears to be attributable to a lag in the adjustment of the minimum rates, and to the relaxation of controls on prices.

Although the results of the carriers for the second and third quarters of 1973 are not of record, it is very apparent from the sequence of events that the second quarter earnings for 1973 would be lower than those of the corresponding quarter for 1972 because the minimum rate adjustment in effect at that time did not provide additional revenues in excess of driver labor costs and there had been a relaxation of price controls on equipment and supplies during that period. The third quarter of 1973 would show less earnings from the corresponding quarter for 1972 primarily because of the July 1, 1973 labor cost increases.

Minimum Rates on Canned Goods

In addition to evidence presented in opposition to petitioner's proposal to increase minimum rates generally, Cannery League offered evidence purporting to show that the carriers who are engaged in the transportation of canned goods have achieved adequate earnings, and that the minimum rates on canned goods for intrastate transportation within California are higher than the maximum and minimum rates maintained by carriers for intrastate transportation within other western states and for interstate transportation in the western region.

Earlier herein, we observed that bare data taken from annual reports filed by carriers for the purpose of the sufficiency or reasonableness of rates must be examined with circumspection. The data presented by Cannery League is illustrative of that observation. There were 323 carriers who reported to the Commission's Data Bank some movements of canned goods during 1972 of which 68 carriers reported earning 50 percent or more of their gross revenues from the transportation of canned goods. Of these 68 carriers, only 10 filed annual reports for 1972 operations which were available for inspection by Cannery League. The revenues and expenses for those 10 carriers were set forth in Appendix I of Exhibit 22. Five of those carriers had operating ratios of greater than 100 percent.

Of the five that appeared to have operated at a profit, the evidence shows that two were not corporations and in each instance there were two persons performing full-time services for which the recorded expenses show no compensation. Had allowance been made for reasonable compensation for their services, the operations would have been at a loss. Of the other three, one carrier transported virtually all of its canned goods shipments for a single shipper at special rates authorized by the Commission under Section 3666 of the Public Utilities Code; one carrier hauls almost exclusively the inbound and outbound shipments of a fish cannery; and one carrier is a wholly owned subsidiary of a large corporation

with a number of affiliates engaged in packing house activities and the production of dairy products.

With respect to the comparison of rates on canned goods, Cannery League did not include all of the minimum truckload rates on canned goods. Exhibits 31 and 32 demonstrate that when all of the truckload rates are included in the comparisons, the California intrastate minimum rates are not higher for volume truckload movements than rates in effect in other jurisdictions.

Application No. 54194

Pacific Southcoast Freight Bureau is the tariff publishing agent for California railroads. Tariff 1016 names rail class rates applicable generally throughout Mountain-Pacific Territory. This tariff also applies on California intrastate traffic. Item 205-Y, involved herein, names minimum charges on LCL shipments. By Decision No. 70771 dated May 24, 1966, the Commission required the California railroads to maintain minimum charges on class rated traffic not less than those provided in Item 150 of MRT 2. Tariff 294-F names rates and rules for trailer-flat car service from and to certain stations in California. The railroads have maintained certain charges for accessorial services and split delivery on a level competitive with motor carrier rates. Those competitive rates are provided in Items 220-O and 320-X. Under authority of Decision No. 81445 in Application No. 53107, applicant increased rates in its Tariffs Nos. 1016 and 294-F, except the rates in Items 205-Y, 220-O, and 320-X involved herein, by 5 percent.

Summary

We have discussed the evidence concerning the major issues raised by the parties to these proceedings. Before making our findings and conclusions concerning the just, reasonable, and nondiscriminatory minimum rates that should be established or approved, it is

desirable that we review some fundamental concepts in minimum rate making. As previously stated, the objectives are to establish those rates which permit traffic to move freely, will provide sufficient revenues to assure maintenance of adequate and dependable service by all necessary transportation agencies, and will be just, reasonable, and nondiscriminatory by standards applicable to transportation rates generally. The statute clearly places the duty upon the Commission to establish such rates either on its own motion or on complaint. The ordained procedure by which the Commission exercises that duty is to receive evidence at public hearings from all parties, including its staff, and thereafter make findings of fact and conclusions of law based upon the record so made in arriving at its determination of the just, reasonable, and nondiscriminatory minimum rates. The statute requires the Commission to give due consideration to the cost of all of the transportation services performed, including length of haul, as well as other established rate-making factors. The basic cost studies leading to the establishment of the minimum rates here involved are old. In some prior proceedings we have said that they are outdated. There was argument presented that they are so outdated as to be valueless. Petitioner argued that the burden of cost-finding for minimum rate purposes is the Commission's, and that it should direct its staff to make studies of current costs and conditions, but that until fully adequate and reliable cost and rate studies are made available to it, the Commission has the duty of determining just, reasonable, and nondiscriminatory minimum rates from the evidence that is presented to it. We agree with the major premise in petitioner's argument, which is that the Commission must make its determinations from the evidence presented. We do not agree with a minor premise implied by petitioner that the evidence must be evaluated in the same manner as it was offered. We reject arguments by protestants and the staff that because the evidence

offered does not measure up to the quality or quantity of evidence offered and accepted in prior proceedings that such evidence should be rejected.

Past proceedings in these investigations have shown that by reason of competitive circumstances, highway carriers generally do not charge or assess rates greater than the minimum rates except in some instances by providing for the application of the minimum rates to minimum weights higher than those provided in the minimum rate tariffs. While minimum rates have not been intended, nor should they be intended, as going rates for all carriers for all traffic, nevertheless by reason of competition among carriers, it is a fact that the vast preponderance of traffic moving by highway carriers is at rates established or approved by the Commission as minimum rates. Comparisons of earnings by highway carriers for different periods will provide indications of whether increases in the minimum rates are necessary to assure the maintenance of adequate and dependable service by those carriers. Such comparisons hereinbefore described show a declining trend in earnings from 1971. That evidence, together with evidence showing that excluding the July 1, 1973 increases in driver labor costs the expenses of the carriers have exceeded any offsetting productivity gains, demonstrates that increases in minimum rates exceeding a bare offset of the dollar amounts of increases in driver labor costs are required to assure sufficient revenues to the carriers. That much having been established, the question becomes how much more is needed.

Petitioner has shown that there have been increases in equipment, fuel, and payroll expense in addition to that measured for drivers and helpers. We have already indicated why its measurements of the equipment and fuel increases do not reliably represent the amounts of increases in rates necessary to offset those costs. With respect to increases in payroll expense other than for drivers and helpers, it is a fact that wages and salaries of supervisory

and clerical personnel generally follow the pattern of adjustments in the wages of drivers and helpers. In this instance, however, the increases in wages and fringe benefits of drivers and helpers approved by the Cost of Living Council exceeded the normal guidelines of 5.5 percent increase in wages and 0.7 percent increases in other benefits. Apparently, the Cost of Living Council considered those increases to be a special case. We are cognizant that in other instances involving increases in wages and salaries that the Cost of Living Council has disapproved increases in excess of 5.5 percent. We therefore cannot by indirection include increases in wages and benefits to other employees of the carriers in excess of the normal federal guidelines.

After consideration of all of the evidence and of the circumstances described above, we are of the opinion that increases in minimum rates for the transportation of general commodities which will provide additional gross revenues to the carriers on the order of between 5 and 6 percent are necessary to offset increases in expenses actually incurred and not offset by productivity gains, and to secure and protect the maintenance of adequate and dependable service.

The increases in rates should be spread over the rate structures generally in proportion to the increases in the costs of providing the services so that the additional cost burden will be apportioned equitably among the ratepayers. At the same time, however, so as to assure the reasonableness of the resulting rates, the relationships among rates within the rate structures should be maintained insofar as it is possible and the costs of competing forms of transportation should be considered.^{2/} The rate adjustments

3/ Adjustments are required not only to retain or restore relationships among class rates and between class rates and commodity rates, but also to maintain rate differentials and arbitraries. An example of the latter occurs in connection with Item 560 of MRT 12 where because of the manner in which the charges are applied an apparent rate reduction is necessary in order to maintain the existing level of charges for temperature control service.

recommended by petitioner and by the staff generally reflect those considerations. However, those recommended rates are too high and too low, respectively.

In this proceeding, the staff presented estimates of the impact of certain increases in expenses upon the costs of providing various services governed by the rates. These estimates gave full effect to the increases in driver and helper labor costs arising from the terms of the collective bargaining agreement effective July 1, 1973, gave effect to increases in workmen's compensation insurance rates effective October 1, 1973, and gave effect to the repeal of the Board of Equalization tax. We have directed the staff to revise those estimates to give effect to the following:

1. Adjustment of payroll tax costs to reflect January 1, 1974 rates and bases.

2. Indirect expenses computed by the wage offset method.

The staff has furnished us with the percentages of increase in costs so developed over the costs which had been adopted or approved by the Commission in considering the immediately prior general adjustment of the minimum rates in MRTs 1-B, 2, 9-B, and 19. It has furnished us with the increases in dollars and cents in connection with the rates in Minimum Rate Tariff 15. In general, the percentage increases in costs indicated in connection with rates in MRT 2 and MRT 9-B are on the order of between $4\frac{1}{2}$ and 6 percent. The indicated increases in costs for services covered by MRT 1-B and MRT 19 are on the order of between $5\frac{1}{2}$ and 7 percent. The reason for the differences is because the Board of Equalization tax had not been applied to the prior cost studies in connection with MRT 1-B and MRT 19 because those tariffs cover transportation within or between contiguous incorporated cities to which that tax was not applicable.

So that the record in these proceedings will be complete, and so any party may examine all data which the Commission has considered in arriving at its decision herein, the data furnished by the staff will be included in the record in this proceeding as Exhibit 35.

The adjustment of the rates in MRTs 1-B, 2, 9-B, and 19 by increasing the rates by the percentages of increases shown in Exhibit 35, together with achieved and obtainable productivity gains, should provide the additional revenues necessary to offset the increases in driver labor costs, the increases in payroll for other employees, and the increases in equipment and fuel costs demonstrated in this record. Adjustment of the rates in MRT 15 by increasing those rates by the dollar amounts of increases shown in Exhibit 35, together with achieved and obtainable productivity gains, should provide the additional revenues necessary to offset the increases in driver labor costs and a substantial portion of the other increases in costs demonstrated in this record. It is not anticipated that such increases will provide the full amounts of the increases in costs of transportation performed under the rates in that minimum rate tariff. The vehicle unit rates in MRT 15 were established for the sole purpose of permitting highway carriers to compete for traffic that would not move at regular common carrier rates and would otherwise move by proprietary carriage. The transportation performed under those rates, particularly under the yearly and monthly vehicle unit rates, ordinarily calls for the furnishing of equipment that is particularly suited to the needs of a particular shipper. The nature of the transportation is such that an individual carrier can determine the costs of providing a particular service with greater exactitude than is ordinarily possible, and the unit costs do not fluctuate by reason of the volume of traffic. With reasonably accurate knowledge of his own actual costs of providing a particular service at vehicle unit rates and a foreknowledge that even dramatic increases in volume of business will have little effect upon his unit costs, there is no incentive for a highway carrier to assess rates lower than his actual full cost of providing the service. For that reason, the forces of carrier competition do not compel the minimum rates to

become the going rates. Considerations in establishing the level of the vehicle unit rates have been to establish rates that will permit highway carriers to compete for traffic that otherwise would move by proprietary carriage but would not compete for traffic that could reasonably move under the rates of common carriers. In the circumstances we are of the opinion that the aforementioned dollar amounts of increases are those required to maintain adequate transportation service and permit the full and unrestricted flow of traffic by highway carriers.

Findings

1. The minimum rates set forth in MRTs 1-B, 2, 9-B, 15 and 19 reflect wage costs and allied payroll expenses effective generally as of January 1, 1973.
2. Pursuant to provisions of collective bargaining agreements approved by the Cost of Living Council, the wages and fringe benefits of drivers and helpers increased as of July 1, 1973.
3. Effective October 1, 1973 rates paid by highway carriers for workmen's compensation insurance for drivers and helpers increased, and effective January 1, 1974 the amounts of payroll taxes applicable to wages of drivers and helpers will have increased.
4. The effect of the increases in driver and helper wage rates and allied payroll costs can be and has been reliably measured.
5. In addition to the aforementioned increases in wages and allied payroll costs for drivers and helpers, highway carriers have incurred increases in wages and allied payroll costs of other employees, including supervisory and clerical employees, increases in vehicle equipment costs, and increases in fuel costs exceeding offsetting productivity gains, the effect of which has not been reliably measured.
6. Since 1971 the earnings of highway carriers generally have declined even though there have been adjustments in the minimum rates during that period to offset increases in driver and helper wages and allied payroll costs.

7. Effective July 1, 1973 the $1\frac{1}{2}$ percent tax on gross revenues earned by highway carriers from transportation of property on public highways (B.E. tax) was repealed. The minimum rates provided in MRTs 2, 9-B, and 15 reflect costs based upon that tax.

8. To the extent that the existing provisions of MRTs 1-B, 2, 9-B, 15, and 19 do not reflect the changes in costs enumerated above, such minimum rates are deficient and below the level of just, reasonable, and nondiscriminatory minimum rates necessary to secure and protect the maintenance of adequate and dependable service by all necessary transportation agencies.

9. Increases in minimum rates on the order of between 5 and 6 percent, with adjustments in individual rates necessary to maintain rate relationships and to reflect competition from the costs of other means of transportation, are required to provide just, reasonable, and nondiscriminatory minimum rates which will secure full and unrestricted flow of traffic by highway carriers which will reasonably meet public demands and so that adequate and dependable service by all necessary transportation agencies shall be maintained and the full use of the highways preserved to the public.

10. The increased rates which will be provided in the ensuing order, and which have been described in this opinion, are, and for the future will be, the just, reasonable, and nondiscriminatory minimum rates to be observed by highway carriers for the transportation of property subject to those minimum rates, and the increases resulting therefrom are justified.

11. To the extent that the provisions of MRTs 1-B, 2, 9-B, 15, and 19 heretofore have been found 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 designated herein as reasonable for said carriers, to that same extent the rates and charges of said carriers are, and for the future will be, unreasonable, insufficient, and not justified by the actual competitive rates of competing carriers or by the costs of other means of transportation.

12. Petitioner 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 provided in the above designated minimum rate tariffs; 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 on provisions of those minimum rate tariffs. The increased costs and transportation conditions demonstrated in this proceeding are equally applicable to the aforementioned transportation and the increases in those common carrier rates have been shown to be justified.

13. The increases in rail charges proposed in Application No. 54194 corresponding to the increases prescribed herein in MRT 2 for minimum charges, split delivery charges, and accessorial charges have been shown to be justified.

14. The increases in rates, which average on the order of between 5 and 6 percent, found justified herein apply to the class commodity and vehicle unit rates and accessorial charges which the Commission has established as minimum rates for the transportation of general commodities within California, are cost justified, and do not reflect future inflationary expectations.

15. The increases are the minimum required to assure continued, adequate, and safe service.

16. The increases are the bare minimum required to offset increased costs sufficiently to stem the rate of the decline in carrier earnings and will not increase the carriers' overall rates of return on capital. ✓

17. The increases are based not solely upon increases in expenses, but take into account all known changes in operation, including achieved, expected, and obtainable productivity gains.

18. Rates for the transportation of property by railroad were increased 5 percent effective August 13, 1973; therefore, the erosive effects of the alternative application of rail rates by highway carriers described in Decision No. 81185 do not obtain in connection with the increases in the minimum rates which will be prescribed herein.

19. 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. To the extent that those authorized departures involve transportation at rates involved herein, it is necessary that those common carriers be continued to be authorized to depart from the long- and short-haul provisions in connection with transportation performed at the adjusted rates authorized or required herein in order to carry out the effect of the order.

We conclude that the petitions filed by California Trucking Association in these proceedings and Application No. 54194 of Pacific Southcoast Freight Bureau should be granted only to the extent provided in the order which follows, and that to the extent not granted herein said petitions and application should be denied.

For purposes involving distribution of tariffs, the amendments to Minimum Rate Tariff 2 will be provided in the ensuing order and the amendments to the other minimum rate tariffs will be made by supplemental order.

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 January 1, 1974, 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. Common carriers, to the extent they maintain rates not otherwise specifically referenced in other ordering paragraphs hereof, are authorized to increase such rates by 5 percent.

8. Pacific Southcoast Freight Bureau, on behalf of the California railroads, is authorized to establish the increases authorized herein as proposed in Application No. 54194.

9. 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 8 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 8 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 8 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 8, 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.

10. Except for tariff publications required to be made by Ordering Paragraph 9 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 January 1, 1974, 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 January 1, 1974; 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.

11. 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.

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. 757 and Application No. 54194 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 San Francisco, California, this 4th day of DECEMBER, 1973.

Vernon L. Sturgeon
President
William J. ...
...
...
Commissioners

I submit

McKinnis, Chairman

APPENDIX A

LIST OF APPEARANCES

Applicant: Richard S. Kopf and Robert S. Bogason, Attorneys at Law, for Pacific Southcoast Freight Bureau.

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

Respondents: J. F. Freed, Paul J. Conley, Jr., Charles J. Lawler, Robert Moss, and Gordon S. Raney, for Di Salvo Trucking Co.; B. R. Johnson and A. J. Konicki, Attorneys at Law, for Pacific Motor Trucking Co.; Eric K. Anderson and Lee Pfister, for Willig Freight Lines; Thomas F. Herman, Thomas Dwyer, John McSweeney, and Allen D. Smith, for Delta California Industries; James L. Roney, for Dart Transp. Service; Norman Moon, for Crescent Truck Lines; John H. Briggs, for PCP Transportation Co.; Herbert Williams, for Williams Transportation Co.; Richard Stokes, for Haslett Co.; Emil P. Fleschner, for Southern California Truck Leasing; Armand Karp, for Rogers Motor Express; Vincent W. Varozza, Attorney at Law, Lowell E. Christie, and Joe MacDonald, for California Motor Express; and John Odoxta, for Shippers Imperial Inc.

Protestants: Calhoun E. Jacobson, for Traffic Managers Conference of California; Howard W. Haage, for National Can Corporation; Jess J. Butcher, for California Manufacturers Association; Vernon Hampton and Harvey E. Hamilton, for Certain-Teed Products Corporation; William D. Mayer, for Cannery League of California; John Leinweber, for Diamond Shamrock Corp.; Daniel J. Sweeney, Attorney at Law, for National Small Shipments Traffic Conference Drug and Toilet Preparation; and Marshall Stein, for Shell Oil Company.

Interested parties: Don B. Shields, for Highway Carriers Association; Russell D. Miehle and P. W. Pollock, for Fibreboard Corporation; David S. Pieters, for California & Hawaiian Sugar Company; J. W. Bonannon, for Mobil Oil Corp.; R. C. Fels, for Furniture Manufacturers Association of California; Robert Sheridan, for Merton Salt; J. M. Cunningham, for Bethlehem Steel Corp.; M. J. Nicolaus, for Western Motor Tariff Bureau, Inc.; Horst W. Klocke, for Pacific Gas and Electric Company; Asa Button, for Amstar Corp., Spreckels Sugar Division; R. M. Zaller, for Continental Can Company, Inc.; John J. Wynne, for Owens Illinois Inc.; and W. Paul Tarter and Michael L. McCune, for W. M. Volker Co.

Commission staff: Timothy E. Treacy, Attorney at Law, George Morrison, and Eugene Q. Carmody.

APPENDIX B

LIST OF REVISED PAGES TO
MINIMUM RATE TARIFF 2

NINETEENTH REVISED PAGE 15-B
FOURTEENTH REVISED PAGE 18-B
THIRTY-FOURTH REVISED PAGE 19
SEVENTEENTH REVISED PAGE 19-A
FIRST REVISED PAGE 19-AA
TWENTY EIGHTH REVISED PAGE 19-B
TWENTY-SEVENTH REVISED PAGE 19-C
THIRTY-SEVENTH REVISED PAGE 20
THIRTY-SECOND REVISED PAGE 20-A
FIFTH REVISED PAGE 20-D
NINTH REVISED PAGE 20-E
THIRTY-NINTH REVISED PAGE 21
SIXTEENTH REVISED PAGE 21-A
TWENTY-FIRST REVISED PAGE 21-B
NINETEENTH REVISED PAGE 21-C
THIRD REVISED PAGE 21-CCC
FOURTEENTH REVISED PAGE 22
THIRTY-THIRD REVISED PAGE 26
SEVENTH REVISED PAGE 26-A
TWELFTH REVISED PAGE 27-B
FIFTH REVISED PAGE 27-C
SIXTH REVISED PAGE 31-AAA
FIFTH REVISED PAGE 40-A
THIRTY-SEVENTH REVISED PAGE 41
EIGHTH REVISED PAGE 41-A
FIFTH REVISED PAGE 41-B
FIFTH REVISED PAGE 41-C
THIRTY-FIFTH REVISED PAGE 42
NINTH REVISED PAGE 42-A
FIFTH REVISED PAGE 42-B

C. 5432 (Pet. 757) et al.

EIGETH REVISED PAGE 42-C
THIRTY-FIFTH REVISED PAGE 43
THIRTY-SIXTH REVISED PAGE 43-A
FORTY-THIRD REVISED PAGE 44
TWENTY-FOURTH REVISED PAGE 44-A
THIRTY-SECOND REVISED PAGE 44-B
ELEVENTH REVISED PAGE 44-C
FOURTH REVISED PAGE 44-D
TWENTY-FIFTH REVISED PAGE 46-A
THIRTY-FIRST REVISED PAGE 47
NINETEENTH REVISED PAGE 48
FOURTH REVISED PAGE 48-A
TWENTY-THIRD REVISED PAGE 51-A
SECOND REVISED PAGE 51-AA
NINETEENTH REVISED PAGE 51-CC
FIFTH REVISED PAGE 51-CCC
TWENTY-FIRST REVISED PAGE 51-D
TWENTY-THIRD REVISED PAGE 51-DD
TWENTY-SIXTH REVISED PAGE 51-E
TWENTY-FOURTH REVISED PAGE 51-EE
SIXTEENTH REVISED PAGE 51-EEE
FIFTH REVISED PAGE 51-HHH
EIGHTEENTH REVISED PAGE 51-J
FIFTH REVISED PAGE 51-K
SIXTEENTH REVISED PAGE 52
TWELFTH REVISED PAGE 52-A
FIFTH REVISED PAGE 66-K
FIFTH REVISED PAGE 66-L
FOURTH REVISED PAGE 66-M

(END OF APPENDIX B LIST)

MINIMUM RATE TARIFF 2

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">EMPTY PALLET RETURN</p> <p>SECTION 1--The provisions of this section apply only in connection with shipments of commodities named in paragraph (c) and shipments transported under provisions of Items 316, 320, 320-1, 335.5, 338, 345, 350, 390 and 6544:</p> <p>(a) When palletized shipments are transported at rates subject to minimum weights of 10,000 pounds or more, 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 returning palletized shipment subject to the provisions of Notes 1, 2, 3 and 4, below:</p> <p>NOTE 1--Palletized shipments must be loaded by consignor and unloaded by consignee with power equipment, furnished and used without expense to the carrier.</p> <p>NOTE 2--Shipper must indicate on the bill of lading that palletized shipments were loaded onto carrier's equipment with power equipment operated by personnel furnished by the shipper. Consignee must indicate on carrier's delivery receipt that the palletized shipments were removed from carrier's equipment with power equipment operated by personnel furnished by the consignee.</p> <p>NOTE 3--Bills of lading covering the shipments of returning empty pallets shall identify the palletized shipments. Bills of lading covering returning palletized loads shall identify the shipments of empty pallets.</p> <p>NOTE 4--For purposes of applying the provisions of this section, the terms "pallets" or "empty pallets" means wooden pallets as described in Item 150390, Sub 4, of the Governing Classification, without bodies, enclosures, ends, sides, stakes, standards or stacking posts.</p> <p>(b) Carriers must assess provisions of Section 2 of this Item or other provisions of this tariff, as applicable, under conditions set forth in Notes 1, 2 and 3, below:</p> <p>NOTE 1--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.</p> <p>NOTE 2--When empty pallets are furnished by consignee and forwarded to point of origin of a palletized shipment, if consignor immediately upon receipt of the 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.</p> <p>NOTE 3--For transportation of all empty pallets exceeding the number authorized under provisions of Notes 1 or 2 of paragraph (b).</p> <p>(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 Items 360 or 732 of this tariff are transported at class rates named in Section 2 of this tariff subject to minimum weights of 10,000 pounds or more, the empty pallets may be transported under provisions of paragraphs (a) and (b) of this section.</p> <p>SECTION 2--Subject to the provisions of Item 291 of this tariff, shipments of empty pallets as described below, when not subject to the provisions of Section 1 of this Item and when returning to the point of origin of an outbound palletized shipment or when transported for a return palletized shipment, are subject to the following exception to the Governing Classification:</p> <p>Wooden pallets as described in Item 150390, Sub 4, of the Governing Classification, without bodies, enclosures, ends, sides, stakes, standards or stacking posts:</p> <p>Less truckload-----50% of Class 55 (1)</p> <p>(1) Subject to a minimum rate of .048 cents per 100 pounds.</p>	<p>45</p>
<p>Change) Increase) Decision No.</p>	<p>82219</p>
<p style="text-align: center;">EFFECTIVE</p>	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

MINIMUM RATE TARIFF 2

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM														
<p style="text-align: center;">APPLICATION OF RATES</p> <p>¶Rates in this tariff, and common carrier rates applied under the provisions of Items 200, 210, 220 and 230, subject to minimum weights of less than 10,000 pounds, including 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 018 cents per 100 pounds, minimum additional charge 0\$1.40 per shipment, shall be assessed for the service of handling shipment beyond the carrier's equipment.</p> <p>Rates in this tariff, subject to minimum weights of 10,000 pounds or more, include loading into and unloading from carrier's equipment at established depots. At points of origin or points of destination other than established depots, rates in this tariff (other than common carrier rates, applied under the provisions of Items 200, 210, 220 and 230), subject to minimum weights of 10,000 pounds or more, and rates provided in Items 635, 636 and 729 include the services of one man (driver or helper) for loading or unloading of the carrier's equipment, subject to the provisions of Item 140.</p>	0120														
<p style="text-align: center;">CHARGES FOR SHIPMENTS ORIGINATING OR DESTINED TO WHARFS-- METROPOLITAN LOS ANGELES AREA</p> <p>(Applies only to shipments having both point of origin and point of destination in the Metropolitan Los Angeles Area.)</p> <p>¶When point of origin or destination is on a wharf, an additional rate of 074 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 0\$1.10 per shipment. (See Exception)</p> <p>EXCEPTION.--Does not apply to shipments for which rates are provided in Items 530 or 775.</p>	0122														
<p style="text-align: center;">CHARGES FOR ESCORT SERVICE</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring escort service:</p> <p>¶(a) Charge of 0\$13.15 per hour, plus 84 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 0\$11.65 per twenty-four (24) hour period shall be assessed for subsistence for each escort driver if service requires overnight delay.</p> <p>NOTE.--Charges for fractions of an hour shall be determined in accordance with the following table:</p> <table border="1" data-bbox="315 1594 1374 1832"> <thead> <tr> <th colspan="2" style="text-align: center;">MINUTES</th></tr> <tr> <th style="text-align: center;">Over</th><th style="text-align: center;">But Not Over</th></tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td><td style="text-align: center;">8-----omit</td></tr> <tr> <td style="text-align: center;">8</td><td style="text-align: center;">23-----shall be 1/4 hour</td></tr> <tr> <td style="text-align: center;">23</td><td style="text-align: center;">38-----shall be 1/2 hour</td></tr> <tr> <td style="text-align: center;">38</td><td style="text-align: center;">53-----shall be 3/4 hour</td></tr> <tr> <td style="text-align: center;">53</td><td style="text-align: center;">60-----shall be 1 hour</td></tr> </tbody> </table>	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	0124
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														
<p>¶ Change) 0 Increase) Decision No. 82219</p>															
EFFECTIVE															
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.															

Correction

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">CHARGES FOR PERMIT SHIPMENTS</p> <p>(a) Rates for transportation of permit shipments which are required to move via a circuitous route because of conditions imposed by a governmental agency, other than shipments subject to the provisions of Item 720, shall be distance rates utilizing distances determined under the provisions of Item 100.</p> <p>(b) In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on all permit shipments:</p> <ol style="list-style-type: none"> 1. A charge of \$14.70 shall be made for the service of securing each permit, and 2. A charge shall be made equal to the fee, if any, assessed by the governmental agency for issuing each permit. 	128
<p style="text-align: center;">DANGEROUS ARTICLES</p> <p>Dangerous Articles include those articles described in and subject to the provisions of the Dangerous Articles Tariff.</p> <p>Rates for transportation of shipments of dangerous articles which are required to move via a circuitous route because of conditions imposed by a governmental agency shall be distance rates utilizing distances determined under the provisions of Item 100.</p> <p>Dangerous articles must not be accepted for transportation unless at the time of or prior to the initial pickup the consignor has furnished to the carrier written information as required under the regulations of the Dangerous Articles Tariff.</p> <p>To the extent hereinafter provided, the following provisions of this tariff and the Governing Classification will not apply to shipments of dangerous articles:</p> <ol style="list-style-type: none"> 1. Items 90 and 91 (Mixed Shipments) will not apply to shipments containing one or more commodities which the Dangerous Articles Tariff prohibits being transported at the same time on a single unit of carrier's equipment. 2. Items 110 (Application of Rates--Deductions), Items 160-163 (Split Pickup), Items 170-173 (Split Delivery), Item 182 (C.O.D. Shipments), Item 188 (Multiple Service Shipment) and Item 430 of the Governing Classification will not apply to shipments, including any component parts thereof, containing explosives (Class A, B or C) and/or any other dangerous articles which may not be left unattended in the carrier's equipment under the regulations of the Dangerous Articles Tariff. 	129
<p style="text-align: center;">ACCESSORIAL SERVICES</p> <p>When carrier performs, at shipper's or receiver's request or order, service such as stacking, sorting, providing helpers for loading or unloading, or any other like service which is not authorized to be performed under rates named in this tariff, and for which a charge is not otherwise provided, additional charges per man shall be assessed as provided in Item 145(a). The charge provided in Item 145(b) for unit of equipment shall also apply whenever the accessorial or incidental service requires its use, or whenever the unit of equipment is inactivated by reason of the driver or helper being engaged in such service.</p> <p>The provisions of this item shall not apply when a helper is provided for any reason other than shipper's or receiver's request or order. The reason for supplying helpers shall be recorded on shipping and accessorial service documents.</p> <p>When charges are provided in this tariff for performance of accessorial services, said charges shall be based upon the weight which the transportation rates are computed.</p>	140
<div style="display: flex; justify-content: space-between; align-items: center;"> <div> o Change) o Increase) </div> <div> Decision No. 82219 </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;">FAILURE TO ACCOMPLISH DELIVERY (Applies only in connection with Items 129, 176, 177 and 179)</p> <p>Except as otherwise provided in the Dangerous Articles Tariff, if the carrier, through no fault of its own, is unable to effect delivery of any shipment within 48 hours (excluding Saturdays, Sundays and holidays) after the first 7:00 A.M. following initial attempt of delivery, the shipment will be placed in storage and notice will be sent or given to consignor or consignee. Thereafter the shipment will be stored at carrier's terminal subject to the rates and charges set forth below or, at carrier's option, may be placed in a public warehouse at public storage rates.</p> <p>For each of the first five days, 54 cents per 100 pounds. For the sixth and each succeeding day, 74 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 \$3.40 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>	141
<p style="text-align: center;">DELAYS TO EQUIPMENT</p> <p>1. 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 (see Note).</p> <p>2. The provisions of this 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 bill of lading or freight bill (see Note).</p> <p>3. The provisions of this item shall also apply in connection with:</p> <ul style="list-style-type: none"> (a) Component parts of split pickup or split delivery shipments 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. (b) Shipments transported under the provisions of Items 200, 210, 220 and 230. (c) Component parts of multiple service shipments. <p>NOTE--For purposes of applying the provisions of this item, the term Unit of Equipment means a motor truck, trailer or semitrailer, exclusive of motor tractors.</p> <p>EXCEPTIONS:</p> <ul style="list-style-type: none"> (A) The provisions of this item do not apply in connection with shipments of Whole Grain, in bags, subject to minimum weights of 10,000 pounds or more. See Item 143 for provisions applicable to such shipments. (B) Do 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). 	142
Change) Increase) Decision No. 82219	
EFFECTIVE	
<div style="display: flex; justify-content: space-between;"> Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. </div>	

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM												
<p style="text-align: center;">DELAYS TO EQUIPMENT ON WHOLE GRAIN (See Note)</p> <p>1. Definitions</p> <p>(a) Actual placement. By actual placement is meant the placing of carrier's equipment at the site designated by consignor or consignee for loading or unloading.</p> <p>(b) Constructive placement. By constructive placement is meant the holding of a unit of carrier's equipment at a place or site other than the designated loading or unloading place or site due to the inability of consignor or consignee to accept for actual placement the unit of carrier's 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 consignor's or consignee'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 semi-trailer, 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 (Charges For Accessorial Services or Delays) 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>	(1) 143												
<p style="text-align: center;">DELAYS TO EQUIPMENT ON LUMBER</p> <p>Shipments of Plywood as described in List B or commodities described in List C of Item 685, which are subject to the rates in Item 710 will be assessed the following charges from the time carrier's equipment arrives for loading or unloading to completion of loading or unloading.</p> <p>(a) Shipments subject to minimum weights of 10,000 or 20,000 pounds.</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <th colspan="2">Charges in Cents</th></tr> <tr> <td>For First 30 Minutes</td><td>For Each Additional 15 Minutes or Fraction</td></tr> <tr> <td>No Charge</td><td>295</td></tr> </table> <p>(b) Shipments subject to minimum weights or 40,000 or 48,000 pounds.</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <th colspan="2">Charges in Cents</th></tr> <tr> <td>For First 60 Minutes</td><td>For Each Additional 15 Minutes or Fraction</td></tr> <tr> <td>No Charge</td><td>330</td></tr> </table>	Charges in Cents		For First 30 Minutes	For Each Additional 15 Minutes or Fraction	No Charge	295	Charges in Cents		For First 60 Minutes	For Each Additional 15 Minutes or Fraction	No Charge	330	144
Charges in Cents													
For First 30 Minutes	For Each Additional 15 Minutes or Fraction												
No Charge	295												
Charges in Cents													
For First 60 Minutes	For Each Additional 15 Minutes or Fraction												
No Charge	330												
(1) Item transferred from Twenty-Seventh Revised Page 19-B.													
EFFECTIVE													
<div style="display: flex; justify-content: space-between;"> Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. </div>													

SECTION 1--RULES OF GENERAL APPLICATION (Continued)			ITEM												
<p align="center">CHARGES FOR ACCESSORIAL SERVICES OR DELAYS</p> <p>For accessorial services or delays under conditions specified in Items 140 and 142, charges shall be assessed for each period or fraction thereof, as follows:</p> <p align="center"><u>Charges in Cents</u></p> <table> <tr> <th></th><th><u>For First 30 Minutes or Fraction</u></th><th><u>For Each Additional 15 Minutes or Fraction</u></th><th></th></tr> <tr> <td>(a) For driver, helper or other carrier employee, per man-----</td><td align="right">0645</td><td align="right">0325</td><td align="right">0145</td></tr> <tr> <td>(b) For unit of equipment (each motor truck trailer or semi-trailer, exclusive of motor tractors)-----</td><td align="right">65</td><td align="right">33</td><td></td></tr> </table>				<u>For First 30 Minutes or Fraction</u>	<u>For Each Additional 15 Minutes or Fraction</u>		(a) For driver, helper or other carrier employee, per man-----	0645	0325	0145	(b) For unit of equipment (each motor truck trailer or semi-trailer, exclusive of motor tractors)-----	65	33		
	<u>For First 30 Minutes or Fraction</u>	<u>For Each Additional 15 Minutes or Fraction</u>													
(a) For driver, helper or other carrier employee, per man-----	0645	0325	0145												
(b) For unit of equipment (each motor truck trailer or semi-trailer, exclusive of motor tractors)-----	65	33													
<p align="center">ADVERTISING ON EQUIPMENT</p> <p>For placing or carrying any sign, or signs, or advertising, of Alcoholic Liquors on carrier's equipment engaged in transporting Alcoholic Liquors as described in Item 111450 of the Governing Classification, moving between San Francisco Territory and Los Angeles Territory, an additional charge of \$9.60 per unit per shipment shall be assessed by the carrier.</p>			147												
<p> ø Change) ø Increase) Decision No. </p> <p align="center">82219</p>															
EFFECTIVE															
<p align="center">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>															
Correction															

SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

 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.

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.

0149

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

Weight of Shipment(In Pounds)

<u>Over</u>	<u>But Not Over</u>	<u>(1) Charge in Cents</u>
0	25	395
25	50	480
50	75	550
75	100	610
100	150	740
150	200	860
200	250	980
250	300	1110
300	400	1330
400	500	1540

(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.

♦ Increase, Decision No.

82219

EFFECTIVE

Correction

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

MINIMUM RATE TARIFF 2

SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

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 construction miles (See Exception):

Weight of Shipment (In Pounds)		Minimum Charge (In Cents)
Over	But Not Over	
0	25	465
25	50	565
50	75	645
75	100	720
100	150	870
150	200	1010
200	250	1155
250	300	1260
300	400	1500
400	500	1710
500	-	1885

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

- For 100 pounds at the class or commodity rate applicable thereto; or
- If shipment contains different articles, for 100 pounds at the class or commodity rate applicable to the article taking the highest rate; but
- 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	790	900
100	150	1060	1285
150	200	1230	1510
200	250	1445	1755
250	300	1605	2000
300	400	1910	2385
400	500	2150	2785
500	-	2385	3160

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

(2) Applies only on shipments moving distances exceeding 500 constructive miles.

EXCEPTION.--For shipments (a) having point of origin or point of destination on steamship wharves or docks, or (b) transported beyond public highways to or from oil or gas well sites, the minimum charges shall in no event be less than those set forth in paragraph (b) 3 plus an additional \$1.20 per shipment for each such origin and destination.

Change)
Increase) Decision No.

82219

EFFECTIVE

Correction

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

SECTION 1--RULES OF GENERAL APPLICATION (Continued)			ITEM																		
<p style="text-align: center;">SPLIT DELIVERY (Items 160, 161, 162 and 163)</p> <p>(E)A. Except as otherwise provided, the provisions of this item do not apply to:</p> <ol style="list-style-type: none">Shipments, including any component part thereof, moving under Collect on Delivery (C.O.D.) provisions; norShipments, including any component part thereof, transported on Order Notify Bills of Lading. <p>(E)B. Each shipment shall be limited to the following numbers of split pickup components, including original pickup:</p> <table><tr><th colspan="2">When the Actual Or Billed Weight Of The Shipment (Whichever Is Greater) Is:</th><th>Maximum Number of Split Delivery Components Allowed Will Be:</th></tr><tr><th><u>Over</u></th><th><u>But Not Over</u></th><th><u>(See Exception)</u></th></tr><tr><td>4,999</td><td>6,000</td><td>6</td></tr><tr><td>6,000</td><td>8,000</td><td>8</td></tr><tr><td>8,000</td><td>10,000</td><td>10</td></tr><tr><td>10,000</td><td></td><td>See Note</td></tr></table> <p>NOTE.--One split pickup component will be allowed for each additional 1,000 pounds or fraction thereof, subject to a maximum of 20 pickup components per shipment.</p> <p>EXCEPTION.--The total number of split pickup components may exceed the allowed number shown, provided, however, that for each delivery components in excess of said allowed number, a charge of \$4.45 will be made in addition to all other applicable rates and charges. In no event shall there be more than 40 delivery components per shipments.</p> <p style="text-align: center;">(Continued in Item 161)</p>			When the Actual Or Billed Weight Of The Shipment (Whichever Is Greater) Is:		Maximum Number of Split Delivery Components Allowed Will Be:	<u>Over</u>	<u>But Not Over</u>	<u>(See Exception)</u>	4,999	6,000	6	6,000	8,000	8	8,000	10,000	10	10,000		See Note	Ø160
When the Actual Or Billed Weight Of The Shipment (Whichever Is Greater) Is:		Maximum Number of Split Delivery Components Allowed Will Be:																			
<u>Over</u>	<u>But Not Over</u>	<u>(See Exception)</u>																			
4,999	6,000	6																			
6,000	8,000	8																			
8,000	10,000	10																			
10,000		See Note																			
<p>(E) Expires with December 31, 1974.</p> <p>o Change) o Increase) Decision No. 82219</p>																					
EFFECTIVE																					
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.																					
Correction																					

MINIMUM RATE TARIFF 2

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 -----	330
100	250 -----	385
250	500 -----	405
500	1,000 -----	435
1,000	2,000 -----	570
2,000	4,000 -----	740
4,000	10,000 -----	840
10,000	-----	940

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 -----	365
100	250 -----	440
250	500 -----	475
500	1,000 -----	665
1,000	2,000 -----	965
2,000	4,000 -----	1185
4,000	10,000 -----	1380
10,000	-----	1605

Change)
 Increase) Decision No.

82219

EFFECTIVE

Correction

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

SECTION 1--RULES OF GENERAL APPLICATION (Continued)		ITEM																		
<p style="text-align: center;">SPLIT DELIVERY (Items 170, 171, 172 and 173)</p> <p>(E)A. Except as otherwise provided, the provisions of this item do not apply to:</p> <ol style="list-style-type: none"> Shipments, including any component part thereof, moving under Collect on Delivery (C.O.D.) provisions; nor Shipments, including any component part thereof, transported on Order Notify Bills of Lading. <p>(E)B. Each shipment shall be limited to the following numbers of split delivery components, including final destination:</p> <table> <tr> <th colspan="2">When the Actual Or Billed Weight Of The Shipment (Whichever Is Greater) Is:</th><th>Maximum Number of Split Delivery Components Allowed Will Be:</th></tr> <tr> <th><u>Over</u></th><th><u>But Not Over</u></th><th><u>(See Exception)</u></th></tr> <tr> <td>4,999</td><td>6,000</td><td>6</td></tr> <tr> <td>6,000</td><td>8,000</td><td>8</td></tr> <tr> <td>8,000</td><td>10,000</td><td>10</td></tr> <tr> <td>10,000</td><td></td><td>See Note</td></tr> </table> <p>NOTE.--One split delivery component will be allowed for each additional 1,000 pounds or fraction thereof, subject to a maximum of 20 delivery components per shipment.</p> <p>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 \$4.45 will be made in addition to all other applicable rates and charges. In no event shall there be more than 40 delivery components per shipments.</p> <p style="text-align: center;">(Continued in Item 171)</p>		When the Actual Or Billed Weight Of The Shipment (Whichever Is Greater) Is:		Maximum Number of Split Delivery Components Allowed Will Be:	<u>Over</u>	<u>But Not Over</u>	<u>(See Exception)</u>	4,999	6,000	6	6,000	8,000	8	8,000	10,000	10	10,000		See Note	170
When the Actual Or Billed Weight Of The Shipment (Whichever Is Greater) Is:		Maximum Number of Split Delivery Components Allowed Will Be:																		
<u>Over</u>	<u>But Not Over</u>	<u>(See Exception)</u>																		
4,999	6,000	6																		
6,000	8,000	8																		
8,000	10,000	10																		
10,000		See Note																		
<p>(E) Expires with December 31, 1974.</p> <p>Change) Increase) Decision No. 82219</p>																				
EFFECTIVE																				
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.																			

SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

SPLIT 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-----	330
100	250-----	385
250	500-----	405
500	1,000-----	435
1,000	2,000-----	570
2,000	4,000-----	740
4,000	10,000-----	840
10,000	-----	940

ø173

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-----	365
100	250-----	440
250	500-----	475
500	1,000-----	665
1,000	2,000-----	965
2,000	4,000-----	1185
4,000	10,000-----	1380
10,000	-----	1605

ø Change)
ø Increase) Decision No.

82219

EFFECTIVE

Correction

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

SECTION 1--RULES OF GENERAL APPLICATION (Continued)		ITEM															
<p align="center">STRINGING SERVICES (Items 174 and 175)</p> <p>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.</p>																	
Commodity Descriptions	Rates in Cents per Hour																
Commodity List 1, Pipe and pipe fittings or connections-----	1850																
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-----	1745																
<p>NOTE 1.--The minimum charge shall be for ½ hour. After the total time has been determined it shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the following table:</p> <table> <tr> <th align="center"><u>Minutes</u></th><th align="center"><u>But Not</u></th><th></th></tr> <tr> <th align="center"><u>Over</u></th><th align="center"><u>Over</u></th><th></th></tr> <tr> <td align="center">0</td><td align="center">8</td><td>Omit</td></tr> <tr> <td align="center">8</td><td align="center">38</td><td>Shall be ½ hour</td></tr> <tr> <td align="center">38</td><td align="center">60</td><td>Shall be 1 hour</td></tr> </table> <p>NOTE 2.--For purposes of determining the stringing charge, when the carrier's equipment arrives at or prior to the arrival time specified on the bill of lading, item shall be computed from the time stringing commences, or the arrival time specified on the bill of lading (whichever is the earliest) to the time stringing is completed. When the carrier's equipment arrives subsequent to the arrival time stated on the bill of lading, time shall be computed from the time stringing service commences to the time stringing is completed. Time shall be calculated separately for each unit of equipment.</p> <p>In addition to the class or commodity rate, the hourly rate provided in this item shall be assessed for the time consumed in performing the stringing, less 5 minutes a ton for poles, and 8 minutes a ton for all other commodities. The free time shall be based on the weight on which transportation charges are computed. Allowance shall be made only for delays occasioned due to failure of carrier's equipment transporting the lading and time taken out for meals by the driver and/or helper.</p> <p>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 \$13.05 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 \$13.05 per hour.</p> <p align="center">(Continued in Item 175)</p>		<u>Minutes</u>	<u>But Not</u>		<u>Over</u>	<u>Over</u>		0	8	Omit	8	38	Shall be ½ hour	38	60	Shall be 1 hour	174
<u>Minutes</u>	<u>But Not</u>																
<u>Over</u>	<u>Over</u>																
0	8	Omit															
8	38	Shall be ½ hour															
38	60	Shall be 1 hour															
☐ Change) ☐ Increase)	Decision No. 82219																
EFFECTIVE																	
Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.																	

MINIMUM RATE TARIFF 2

SECTION 1--RULES OF GENERAL APPLICATION (Continued)													ITEM	
<p>POOL SHIPMENTS--CENTRAL COASTAL TERRITORY (Continued) (Items 176, 177 and 179)</p> <p>Pool shipments as described in Item 11 shall be subject to rates and charges as follows for the services designated, viz.:</p> <p>1. Unloading and/or segregating (does not include transportation).</p> <p>Articles for which rates are not otherwise specified in this item. (1) Class rates in cents per 100 pounds.</p>														
100	92½	85	77½	70	65	60	55	50	45	40	37½	35(2)		
69	66	62	59	55	53	51	48	47	45	43	42	41		
<p>(1) Minimum charge 250 cents per component part.</p> <p>(2) Applies on articles rates class 35 or lower.</p> <div style="text-align: right; margin-right: 50px;"> <u>Commodity rates in cents per 100 pounds</u> <u>Minimum Charge 250 cents</u> <u>per component part</u> </div> <p>Games or Toys, as described under the heading "Games or Toys Group," and</p> <p>Bicycles, K.D., as described in Items 188590 and 188610 series, and</p> <p>Vehicles, other than self-propelled, K.D., as described in Items 188690, 188780, 189000, 189180, 189440, 189780, 189820 and 189960 series, in the Governing Classification----- 91</p> <p>2. Pool Shipments of Furniture or Furniture Parts as described under the headings "Furniture Group" and "Furniture Parts Group" in the Governing Classification shall be charged as follows:</p> <p>(a) Unloading and/or segregating including all accessorial services except those governed by paragraphs 3(g) and 3(h) of Item 179 \$2.05 per 100 pounds, minimum charge \$3.90 per component part.</p> <p style="text-align: center;">(Continued in Item 179)</p>													0177	
<p>◊ Increase, Decision No. 82219</p>														
EFFECTIVE														
<div style="display: flex; justify-content: space-between;"> Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. </div>														

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">POOL SHIPMENTS--CENTRAL COASTAL TERRITORY (Concluded) (Items 176, 177 and 179)</p> <p>3. Accessorial Services:</p> <p>(a) A clerical service charge of \$1.25 per component part is to be assessed on each and every component that the carrier unloads and/or segregates and delivers to the consignee, subconsignee, their agents or to other carriers. This charge covers the services of preparing delivery instructions, issuance of freight bills to each subconsignee or shipper and accounting therefor, and/or the processing of similar documents prepared by the shipper and accounting therefor.</p> <p>(b) Listing and reporting marked weights, gallonage or serial numbers 3½ cents per line, per package or piece, minimum charge 100 cents per component part.</p> <p>(c) Marking, tagging, stenciling or labeling, 3½ cents per package or piece, minimum charge \$1.60 per component part.</p> <p>(d) Advancing, prorating and collecting inbound freight charges of other carriers, 1 percent of amount advanced minimum charge \$1.60 per component part.</p> <p>(e) Advancing or prepayment of outbound freight charges to other carriers, \$1.25 per component part.</p> <p>(f) Breaking down, leveling off, installing dunnage in pool cars stopped for partial unloading will be charged as provided in Item 145 for helpers, plus the cost of dunnage.</p> <p>(g) Storage will be charged as provided in Item 141 when carrier through no fault of its own is unable to effect delivery of a component part.</p> <p>(h) Replacing damage-free equipment in pool cars, or any other accessorial service not provided for elsewhere shall be charged at the hourly rate provided in paragraph (a) of Item 145.</p> <p>(i) In addition to the other accessorial charges provided herein special handling charges based on the total weight of the component part shall be assessed as follows:</p> <p>(1) For each component part on which delivery is taken at carrier's terminal; 42 cents per 100 pounds, minimum charge \$1.95.</p> <p>(2) When, through no fault of carrier, all pieces comprising one component part are not picked up at one specific time on delivery taken at carrier's terminal, charges shall be assessed as set forth under subparagraph (1) hereof plus an additional charge of 42 cents per 100 pounds, minimum charge \$1.70.</p>	<p>o 179</p>
<p>o Increase, Decision No. 82219</p>	
EFFECTIVE	
<div style="display: flex; justify-content: space-between;"> Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. </div>	

SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

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			
MILES		MINIMUM WEIGHT IN POUNDS			
Over	But Not Over	1,000 (Note 1)	5,000	10,000	20,000
0	15	88	65	45	33
15	30	94	72	50	36
30		109	83	58	41

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.

#179-2

(b) SEGREGATION AND/OR UNLOADING RATES

¢ In Cents Per 100 Pounds			
MINIMUM WEIGHT IN POUNDS			
Any Quantity	5,000	10,000	20,000
101	59	48	32

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

- (c) An additional charge of ¢62 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 ¢\$23.30 shall be assessed.

Change)
Increase) Decision No.

82219

EFFECTIVE

Correction

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

SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

COLLECT ON DELIVERY (C.O.D.) SHIPMENTS

The charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments shall be as follows (see Exception):

When the amount collected is		Charge for collecting and remitting will be	
Not Over \$ 100			\$ 2.62
Over 100	not over \$ 110		2.71
Over 110	not over 120		2.88
Over 120	not over 140		3.06
Over 140	not over 160		3.24
Over 160	not over 180		3.42
Over 180	not over 200		3.60
Over 200	not over 250		3.89
Over 250	not over 300		4.40
Over 300	not over 350		4.62
Over 350	not over 400		4.91
Over 400	not over 450		5.37
Over 450	not over 500		5.83
Over 500	not over 550		6.29
Over 550	not over 600		6.76
Over 600	not over 650		7.22
Over 650	not over 700		7.68
Over 700	not over 750		8.14
Over 750	not over 800		8.60
Over 800	not over 850		9.06
Over 850	not over 900		9.52
Over 900	not over 950		9.99
Over 950	not over 1,000		10.45
Over \$1,000 at rate of \$10.45 per \$1,000			

0182

EXCEPTION.--The charges provided herein are exceptions to Sec. 12 of Item 430 of the Governing Classification.

o Increase, Decision No.

82219

EFFECTIVE

Correction

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

MINIMUM RATE TARIFF 2

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<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> <p>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:</p> <p>(a) By gravity:</p> <p>(1) From or into dump or hopper trucks or trailers other than pneumatic equipment.</p> <p>(2) On truckload shipments of pulpboard in rolls weighing not less than 750 pounds each.</p> <p>(3) On shipments of lumber unloaded by the use of rollers.</p> <p>(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.</p> <p>(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.</p> <p>2. A charge of 95½ 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:</p> <p>(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.</p> <p>(b) By use of carrier's pneumatic equipment with or without assistance of carrier employee.</p> <p>(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.</p> <p>(d) When the shipment is transported on pallets in van-type equipment and the shipment is placed onto or removed from the van by use of power equipment furnished by the consignor and/or the consignee, and the loaded pallets are positioned in the van by carrier's employee by use of a hand jack or pallet jack.</p> <p style="text-align: right;">(Continued in Item 241)</p>	240
<p>Change) Increase) Decision No.</p> <p style="text-align: center; font-size: 1.5em;">82219</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

ACCESSORIAL SERVICES NOT INCLUDED IN COMMON
CARRIER RATES (Concluded)
(Items 240 and 241)

3. A charge of 67-3/4 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:

- (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:
 - (1) To stack or unstack merchandise in the carrier's equipment, or
 - (2) To remove merchandise from or place merchandise on pallets.
- (b) When the bill of lading is not annotated as provided in Paragraphs 1 and 2.

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.

241

5. Split pickup or split delivery shall not be accorded unless included in the common carrier rate (see Items 220 and 230 for exceptions).

6. When rates provided in this tariff are applied in combination with common carrier rates under the provisions of:

- (a) Paragraph (a) of Item 210, only the accessorial charge for unloading shall be assessed.
- (b) Paragraph (b) of Item 210, only the accessorial charge for loading shall be assessed.
- (c) Paragraph (c) of Item 210, no charge for either loading or unloading shall be assessed.

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.

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.

Change)
Increase) Decision No.

82219

EFFECTIVE

Correction

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

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM								
<p style="text-align: center;">ISSUANCE OF DOCUMENTS (Concluded) (Items 255 and 256)</p> <p>4. For the transportation of (1) permit shipments, (2) shipments which require circuitous routing, (3) shipments requiring escort service, or (4) dangerous articles, the following information, wherever applicable, shall be shown on all bills of lading, freight bills or accessorial service documents issued by the carrier in connection therewith and shall be in addition to the information otherwise required to be shown thereon:</p> <ul style="list-style-type: none"> (a) Permit identification of all permit shipments. (See Item 11) (b) Any circuitous routing required, and the authority therefor. (c) Any escort service furnished and the authority therefor. (See Item 10) (d) Description of dangerous articles must be in terms prescribed in the Dangerous Articles Tariff, including reference to labeling requirements. A further description, not inconsistent therewith, may be included. <p>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;">o 1170</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>	o 1170	155	260
<u>Col. 1</u>	<u>Col. 2</u>								
(Cents per Hour)									
<u>Forklift Operator</u>	<u>Forklift</u>								
o 1170	155								
<p>o Change } Decision No. 82219</p> <p>o Increase }</p>									
EFFECTIVE									
<p>Correction</p> <p style="text-align: right;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>									

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p>RAIL CARLOADING AND UNLOADING CHARGES--METROPOLITAN LOS ANGELES AREA</p> <p>(Applies only to shipments having both point of origin and point of destination in the Metropolitan Los Angeles Area. See Exception.)</p> <p>ø(a) For the service of loading or unloading rail cars at carrier's established depot or team track, the following rate shall be assessed in addition to the transportation charges:</p> <p style="padding-left: 40px;">ø 18½ cents per 100 pounds</p> <p>ø(b) For the service of separating the contents of rail cars into two or more units of the same kind or group, the following rate shall be assessed in addition to the rate provided in paragraph (a):</p> <p style="padding-left: 40px;">ø 9½ cents per 100 pounds</p> <p>(c) When a fork lift is supplied by the carrier for loading and/or unloading, the charges in Item 260 will be assessed in addition to all other applicable rates and charges.</p> <p>(d) The above rates include the services of not more than one man. The rates provided in Item 145 shall be assessed for each man in excess of one.</p> <p>(e) The rates and rules set forth above are applicable only to rail cars whose contents are consigned to a single consignee.</p> <p>EXCEPTION.--Rules and charges in this item are not applicable to shipments subject to rates and charges in Item 179-2.</p>	ø262
<p>ø Change) ø Increase) Decision No. 82219</p>	
EFFECTIVE	
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA

-31-AAA-

SECTION 2--CLASS RATES In Cents Per 100 Pounds												ITEM
MILES		Any Quantity (Subject to Note)										ITEM
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1	
0	3	405	385	365	344	324	312	300	284	275	255	
3	5	410	390	369	349	328	316	303	287	279	258	
5	10	415	394	374	353	332	320	307	291	282	261	
10	15	421	400	379	358	337	324	312	295	286	265	
15	20	425	404	383	361	340	327	315	298	289	268	
20	25	429	408	386	365	343	330	317	300	292	270	
25	30	431	409	388	366	345	332	319	302	293	272	
30	35	435	413	392	370	348	335	322	305	296	274	
35	40	438	416	394	372	350	337	324	307	298	276	
40	45	442	420	398	376	354	340	327	309	301	278	
45	50	445	423	401	378	356	343	329	312	303	280	
50	60	450	428	405	383	360	347	333	315	306	284	
60	70	455	432	410	387	364	350	337	319	309	287	
70	80	461	438	415	392	369	355	341	323	313	290	
80	90	466	443	419	396	373	359	345	326	317	294	
90	100	471	447	424	400	377	363	349	330	320	297	
100	110	476	452	428	405	381	367	352	333	324	300	
110	120	480	456	432	408	384	370	355	336	326	302	
120	130	486	462	437	413	389	374	360	340	330	306	
130	140	489	465	440	416	391	377	362	342	333	308	
140	150	494	469	445	420	395	380	366	346	336	311	
150	160	499	474	449	424	399	384	369	349	339	314	
160	170	504	479	454	428	403	388	373	353	343	318	
170	180	509	484	458	433	407	392	377	356	346	321	
180	190	513	487	462	436	410	395	380	359	349	323	
190	200	518	492	466	440	414	399	383	363	352	326	
200	220	525	499	473	446	420	404	389	368	357	331	
220	240	531	504	478	451	425	409	393	372	361	335	
240	260	538	511	484	457	430	414	398	377	366	339	
260	280	544	517	490	462	435	419	403	381	370	343	
280	300	551	523	496	468	441	424	408	386	375	347	
300	325	559	531	503	475	447	430	414	391	380	352	
325	350	566	538	509	481	453	436	419	396	385	357	
350	375	575	546	518	489	460	443	426	403	391	362	
375	400	582	553	524	495	466	448	431	407	396	367	
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.)												0500
◊ Increase, Decision No.												
82219												
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
MILES		Any Quantity (Subject to Note)										
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1	
400	425	592	562	533	503	474	456	438	414	403	373	0501
425	450	601	571	541	511	481	463	445	421	409	379	
450	475	609	579	548	518	487	469	451	426	414	384	
475	500	619	588	557	526	495	477	458	433	421	390	
500	525	628	597	565	534	502	484	465	440	427	396	
525	550	636	604	572	541	509	490	471	445	432	401	
550	575	645	613	581	548	516	497	477	452	439	406	
575	600	655	622	590	557	524	504	485	459	445	413	
600	625	664	631	598	564	531	511	491	465	452	418	
625	650	672	638	605	571	538	517	497	470	457	423	
650	675	682	648	614	580	546	525	505	477	464	430	
675	700	691	656	622	587	553	532	511	484	470	435	
700	725	701	666	631	596	561	540	519	491	477	442	
725	750	709	674	638	603	567	546	525	496	482	447	
750	775	719	683	647	611	575	554	532	503	489	453	
775	800	728	692	655	619	582	561	539	510	495	459	
800	850	737	700	663	626	590	567	545	516	501	464	
850	900	748	711	673	636	598	576	554	524	509	471	
900	950	758	720	682	644	606	584	561	531	515	478	
950	1000	769	731	692	654	615	592	569	538	523	484	
1000	1050	779	740	701	662	623	600	576	545	530	491	
1050	1100	790	751	711	672	632	608	585	553	537	498	
1100	1150	802	762	722	682	642	618	593	561	545	505	
1150	1200	815	774	734	693	652	628	603	571	554	513	
For distances over 1200 miles add for each 50 miles or fraction thereof in excess of 1200 miles:		o 13	o 13	o 12	o 11	o 10	o 10	o 10	o 10	o 9	o 9	
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.)												
o Increase, except as noted) Decision No. 82219 o No change)												
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 5,000 Pounds										
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1	
0	3	136	129	122	116	109	105	101	95	92	86	
3	5	140	133	126	119	112	108	104	98	95	88	
5	10	144	137	130	122	115	111	107	101	98	91	
10	15	147	140	132	125	118	113	109	103	100	93	
15	20	151	143	136	128	121	116	112	106	103	95	
20	25	153	145	138	130	122	118	113	107	104	96	
25	30	157	149	141	133	126	121	116	110	107	99	
30	35	160	152	144	136	128	123	118	112	109	101	
35	40	163	155	147	139	130	126	121	114	111	103	
40	45	166	158	149	141	133	128	123	116	113	105	
45	50	171	162	154	145	137	132	127	120	116	108	
50	60	176	167	158	150	141	136	130	123	120	111	
60	70	179	170	161	152	143	138	132	125	122	113	
70	80	184	175	166	156	147	142	136	129	125	116	
80	90	188	179	169	160	150	145	139	132	128	118	
90	100	194	184	175	165	155	149	144	136	132	122	
100	110	198	188	178	168	158	152	147	139	135	125	0502
110	120	200	190	180	170	160	154	148	140	136	126	
120	130	204	194	184	173	163	157	151	143	139	129	
130	140	207	197	186	176	166	159	153	145	141	130	
140	150	210	200	189	179	168	162	155	147	143	132	
150	160	215	204	194	183	172	166	159	151	146	135	
160	170	218	207	196	185	174	168	161	153	148	137	
170	180	221	210	199	188	177	170	164	155	150	139	
180	190	224	213	202	190	179	172	166	157	152	141	
190	200	228	217	205	194	182	176	169	160	155	144	
200	220	233	221	210	198	186	179	172	163	158	147	
220	240	239	227	215	203	191	184	177	167	163	151	
240	260	242	230	218	206	194	186	179	169	165	152	
260	280	247	235	222	210	198	190	183	173	168	156	
280	300	252	239	227	214	202	194	186	176	171	159	
300	325	260	247	234	221	208	200	192	182	177	164	
325	350	266	253	239	226	213	205	197	186	181	168	
350	375	271	257	244	230	217	209	201	190	184	171	
375	400	277	263	249	235	222	213	205	194	188	175	

◊ Increase, Decision No.

82219

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 5,000 Pounds										
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1	
400	425	286	272	257	243	229	220	212	200	194	180	0503
425	450	293	278	264	249	234	226	217	205	199	185	
450	475	299	284	269	254	239	230	221	209	203	188	
475	500	308	293	277	262	246	237	228	216	209	194	
500	525	315	299	284	268	252	243	233	221	214	198	
525	550	324	308	292	275	259	249	240	227	220	204	
550	575	330	314	297	281	264	254	244	231	224	208	
575	600	338	321	304	287	270	260	250	237	230	213	
600	625	346	329	311	294	277	266	256	242	235	218	
625	650	354	336	319	301	283	273	262	248	241	223	
650	675	360	342	324	306	288	277	266	252	245	227	
675	700	367	349	330	312	294	283	272	257	250	231	
700	725	375	356	338	319	300	289	278	263	255	236	
725	750	382	363	344	325	306	294	283	267	260	241	
750	775	388	369	349	330	310	299	287	272	264	244	
775	800	399	379	359	339	319	307	295	279	271	251	
800	850	404	384	364	343	323	311	299	283	275	255	
850	900	414	393	373	352	331	319	306	290	282	261	
900	950	422	401	380	359	338	325	312	295	287	266	
950	1000	429	408	386	365	343	330	317	300	292	270	
1000	1050	438	416	394	372	350	337	324	307	298	276	
1050	1100	446	424	401	379	357	343	330	312	303	281	
1100	1150	454	431	409	386	363	350	336	318	309	286	
1150	1200	462	439	416	393	370	356	342	323	314	291	
For distances over 1200 miles add for each 50 miles or fraction thereof in excess of 1200 miles:		0 7	0 6	0 6	0 6	0 6	0 5	0 5	0 5	0 5	0 4	

◊ Increase, except as noted)
 ◊ No change) Decision No.

82219

EFFECTIVE

Correction

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

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds											ITEM
MILES		Minimum Weight 10,000 Pounds except as provided in Note									
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1
0	3	97	92	87	82	78	75	72	68	66	61
3	5	98	93	88	83	79	76	73	69	67	62
5	10	103	98	93	88	82	79	76	72	70	65
10	15	105	100	95	89	84	81	78	74	71	66
15	20	108	103	97	92	86	83	80	76	73	68
20	25	110	105	99	94	88	85	81	77	75	69
25	30	113	107	102	96	90	87	84	79	77	71
30	35	115	109	104	98	92	88	85	80	78	72
35	40	116	110	105	99	93	89	86	81	79	73
40	45	119	113	107	101	95	92	88	83	81	75
45	50	121	115	109	103	97	93	90	85	82	76
50	60	126	120	113	107	101	97	93	88	86	79
60	70	129	123	116	110	103	99	95	90	88	81
70	80	132	125	119	112	106	102	98	92	90	83
80	90	135	128	122	115	108	104	100	95	92	85
90	100	139	132	125	118	111	107	103	97	95	88
100	110	142	135	128	121	114	109	105	99	97	89
110	120	147	140	132	125	118	113	109	103	100	93
120	130	150	143	135	128	120	116	111	105	102	95
130	140	153	145	138	130	122	118	113	107	104	96
140	150	157	149	141	133	126	121	116	110	107	99
150	160	161	153	145	137	129	124	119	113	109	101
160	170	165	157	149	140	132	127	122	116	112	104
170	180	168	160	151	143	134	129	124	118	114	106
180	190	172	163	155	146	138	132	127	120	117	108
190	200	176	167	158	150	141	136	130	123	120	111
200	220	179	170	161	152	143	138	132	125	122	113
220	240	184	175	166	156	147	142	136	129	125	116
240	260	188	179	169	160	150	145	139	132	128	118
260	280	194	184	175	165	155	149	144	136	132	122
280	300	198	188	178	168	158	152	147	139	135	125
300	325	204	194	184	173	163	157	151	143	139	129
325	350	209	199	188	178	167	161	155	146	142	132
350	375	215	204	194	183	172	166	159	151	146	135
375	400	221	210	199	188	177	170	164	155	150	139

0504

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, Decision No.

82219

EFFECTIVE

Correction

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

MINIMUM RATE TARIFF 2

THIRTY-FIFTH REVISED PAGE.....42
 CANCELS
 THIRTY-FOURTH REVISED PAGE....42

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	924	85	774	70	65	60	55	50	50.1
400	425	226	215	203	192	181	174	167	158	154	142
425	450	233	221	210	198	186	179	172	163	158	147
450	475	239	227	215	203	191	184	177	167	163	151
475	500	245	233	221	208	196	189	181	172	167	154
500	525	250	238	225	213	200	193	185	175	170	158
525	550	255	242	230	217	204	196	189	179	173	161
550	575	262	249	236	223	210	202	194	183	178	165
575	600	267	254	240	227	214	206	198	187	182	168
600	625	273	259	246	232	218	210	202	191	186	172
625	650	279	265	251	237	223	215	206	195	190	176
650	675	284	270	256	241	227	219	210	199	193	179
675	700	291	276	262	247	233	224	215	204	198	183
700	725	299	284	269	254	239	230	221	209	203	188
725	750	307	292	276	261	246	236	227	215	209	193
750	775	314	298	283	267	251	242	232	220	214	198
775	800	319	303	287	271	255	246	236	223	217	201
800	850	331	314	298	281	265	255	245	232	225	209
850	900	344	327	310	292	275	265	255	241	234	217
900	950	356	338	320	303	285	274	263	249	242	224
950	1000	366	348	329	311	293	282	271	256	249	231
1000	1050	378	359	340	321	302	291	280	265	257	238
1050	1100	388	369	349	330	310	299	287	272	264	244
1100	1150	401	381	361	341	321	309	297	281	273	253
1150	1200	414	393	373	352	331	319	306	290	282	261
For distances over 1200 miles add for each 50 miles or fraction thereof in excess of 1200 miles:		o 11	o 10	o 10	o 9	o 9	o 8	o 8	o 8	o 7	o 7
NOTE.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff.											
<div> <div>o Increase, except as noted</div> <div>o No change</div> </div> <div> Decision No. 82219 </div>											
EFFECTIVE											
Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											

MINIMUM RATE TARIFF 2

NINTH REVISED PAGE.....42-A
CANCELS
EIGHTH REVISED PAGE.....42-A

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	92 1/2	85	77 1/2	70	65	60	55	50	50.1
0	3	55	52	50	47	44	42	41	39	37	35
3	5	57	54	51	48	46	44	42	40	39	36
5	10	60	57	54	51	48	46	44	42	41	38
10	15	63	60	57	54	50	49	47	44	43	40
15	20	66	63	59	56	53	51	49	46	45	41
20	25	67	64	60	57	54	52	50	47	46	42
25	30	69	66	62	59	55	53	51	48	47	43
30	35	72	68	65	61	56	55	53	50	49	45
35	40	73	69	66	62	58	56	54	51	50	46
40	45	76	72	68	65	61	59	56	53	52	48
45	50	78	74	70	66	62	60	58	55	53	49
50	60	82	78	74	70	66	63	61	57	56	52
60	70	87	83	78	74	70	67	64	61	59	55
70	80	89	85	80	76	71	69	66	62	61	56
80	90	93	88	84	79	74	72	69	65	63	59
90	100	97	92	87	82	78	75	72	68	66	61
100	110	100	95	90	85	80	77	74	70	68	63
110	120	103	98	93	88	82	79	76	72	70	65
120	130	107	102	96	91	86	82	79	75	73	67
130	140	110	105	99	94	88	85	81	77	75	69
140	150	114	108	103	97	91	88	84	80	78	72
150	160	118	112	106	100	94	91	87	83	80	74
160	170	120	114	108	102	96	92	89	84	82	76
170	180	124	118	112	105	99	95	92	87	84	78
180	190	126	120	113	107	101	97	93	88	86	79
190	200	130	124	117	111	104	100	96	91	88	82
200	220	136	129	122	116	109	105	101	95	92	86
220	240	141	134	127	120	113	109	104	99	96	89
240	260	147	140	132	125	118	113	109	103	100	93
260	280	152	144	137	129	122	117	112	106	103	96
280	300	157	149	141	133	126	121	116	110	107	99
300	325	165	157	149	140	132	127	122	116	112	104
325	350	172	163	155	146	138	132	127	120	117	108
350	375	178	169	160	151	142	137	132	125	121	112
375	400	186	177	167	158	149	143	138	130	126	117
<p>EXCEPTION.--Except as provided in Items 160 and 170, --Split Pickup and Split Delivery, rates shown herein will not apply to transportation for which rates are provided in Item 520, --shipments between San Francisco Metropolitan Zone Group and East Bay Metropolitan Zone Group.</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. 82219</p>											
EFFECTIVE											
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>											
Correction											

MINIMUM RATE TARIFF 2

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	192	182	173	163	154	148	142	134	131	121
425	450	197	187	177	167	158	152	146	138	134	124
450	475	203	193	183	173	162	156	150	142	138	128
475	500	209	199	188	178	167	161	155	146	142	132
500	525	215	204	194	183	172	166	159	151	146	135
525	550	220	209	198	187	176	169	163	154	150	139
550	575	227	216	204	193	182	175	168	159	154	143
575	600	234	222	211	199	187	180	173	164	159	147
600	625	239	227	215	203	191	184	177	167	163	151
625	650	245	233	221	208	196	189	181	172	167	154
650	675	250	238	225	213	200	193	185	175	170	158
675	700	257	244	231	218	206	198	190	180	175	162
700	725	264	251	238	224	211	203	195	185	180	166
725	750	270	257	243	230	216	208	200	189	184	170
750	775	275	261	248	234	220	212	204	193	187	173
775	800	281	267	253	239	225	216	208	197	191	177
800	850	287	273	258	244	230	221	212	201	195	181
850	900	292	277	263	248	234	225	216	204	199	184
900	950	298	283	268	253	238	229	221	209	203	188
950	1000	306	291	275	260	245	236	226	214	208	193
1000	1050	312	296	281	265	250	240	231	218	212	197
1050	1100	318	302	286	270	254	245	235	223	216	200
1100	1150	323	307	291	275	258	249	239	226	220	203
1150	1200	329	313	296	280	263	253	243	230	224	207
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, --Split pickup and Split Delivery rates shown herein will not apply to transportation for which rates are provided in Item 520--shipments between San Francisco Metropolitan Zone Group and East Bay Metropolitan Zone Group.											
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. 82219											
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 (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	36	34	34	33	30	27½	24½	22	6507
3	5	37	35	35	34	31	28½	25½	23	
5	10	39	37	37	36	33	30	27	24	
10	15	41	39	38	38	35	32	28	25	
15	20	43	41	40	40	36	33	29½	26½	
20	25	44	42	41	40	37	34	30	27	
25	30	45	43	42	41	38	35	31	27½	
30	35	46	44	44	43	39	36	32	28	
35	40	47	45	45	44	40	37	33	29	
40	45	49	47	46	46	42	38	34	30	
45	50	51	48	48	47	43	39	35	31	
50	60	53	51	50	49	45	41	37	33	
60	70	57	54	53	52	48	44	39	35	
70	80	58	55	54	53	49	45	40	36	
80	90	60	58	57	56	51	47	42	37	
90	100	63	60	59	58	53	49	44	39	
100	110	65	62	61	60	55	50	45	40	
110	120	67	64	63	62	57	52	46	41	
120	130	70	66	65	64	59	54	48	43	
130	140	72	68	67	66	61	55	50	44	
140	150	74	71	70	68	63	57	51	46	
150	160	77	73	72	71	65	59	53	47	
160	170	78	74	73	72	66	60	54	48	
170	180	81	77	76	74	68	62	56	49	
180	190	82	78	77	76	69	63	57	50	
190	200	85	81	79	78	72	65	59	52	
200	220	88	84	83	82	75	68	61	54	
220	240	92	87	86	85	78	71	63	56	
240	260	96	91	90	88	81	74	66	59	
260	280	99	94	93	91	84	76	68	61	
280	300	102	97	96	94	86	79	71	63	
300	325	107	102	101	99	91	83	74	66	
325	350	112	107	105	103	95	86	77	69	
350	375	116	110	109	107	98	89	80	71	
375	400	121	115	113	112	102	93	84	74	
EXCEPTION.--Except as provided in Items 160 and 170--Split Pickup and Split Delivery, rates shown herein will not apply to transportation for which rates are provided in Item 520--shipments between San Francisco Metropolitan Zone Group and East Bay Zone Group.										
NOTE.--Subject to the provisions of Items 292, 293 and 293.1 for volume incentive service and special volume incentive service.										
of Change) of Increase) Decision No. 82219										
EFFECTIVE										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										
Correction										

MINIMUM RATE TARIFF 2

THIRTY-FIFTH REVISED PAGE.....43

CANCELS

THIRTY-FOURTH REVISED PAGE.....43

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	125	119	117	115	106	96	86	77	0508
425	450	128	122	120	118	108	99	89	79	
450	475	132	126	124	122	112	102	91	81	
475	500	136	130	127	125	115	105	94	84	
500	525	140	133	131	129	118	108	97	86	
525	550	143	136	134	132	121	110	99	88	
550	575	148	141	138	136	125	114	102	91	
575	600	152	145	143	140	129	117	105	94	
600	625	155	148	146	143	131	120	108	96	
625	650	159	152	149	147	135	123	110	98	
650	675	163	155	153	150	138	125	113	100	
675	700	167	159	157	154	141	129	116	103	
700	725	172	164	161	158	145	132	119	106	
725	750	176	167	165	162	149	135	122	108	
750	775	179	171	168	165	151	138	124	110	
775	800	183	174	171	169	155	141	126	112	
800	850	186	178	175	172	158	144	129	115	
850	900	190	181	178	175	161	146	131	117	
900	950	194	185	182	179	164	149	134	119	
950	1000	199	190	187	184	168	153	138	122	
1000	1050	203	193	190	187	172	156	140	125	
1050	1100	207	197	194	191	175	159	143	127	
1100	1150	210	200	197	194	178	162	145	129	
1150	1200	214	204	201	197	181	165	148	132	
For distances over 1200 miles add for each 50 miles or fraction thereof in excess of 1200 miles:		0 4	0 3	0 3	0 3	0 3	0 3	0 2	0 2	
EXCEPTION.--Except as provided in Items 160 and 170--Split Pickup and Split Delivery, rates shown herein will not apply to transportation for which rates are provided in Item 520--shipments between San Francisco Metropolitan Zone Group and East Bay Metropolitan Zone Group.										
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) ◊ No change) Decision No. 82219										
EFFECTIVE										
Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds											ITEM
BETWEEN					AND						
SAN JOSE METROPOLITAN ZONE GROUP					SAN FRANCISCO METROPOLITAN ZONE GROUP						
Any Quantity-----	Class Rates shown below are intermediate in application subject to Note 1.										
	100	92½	85	77½	70	65	60	55	50	50.1	
	445	423	401	378	356	343	329	312	303	280	
	Minimum Weight:										
	5,000 Pounds-----	171	162	154	145	137	132	127	120	116	108
10,000 Pounds except as provided in Note 2-----	121	115	109	103	97	93	90	85	82	76	
20,000 Pounds except as provided in Note 3-----	78	74	70	66	62	60	58	55	53	49	
Class Rates shown below are intermediate in application subject to Note 1.											0509
As provided in Governing Classification, Exception Ratings Tariff or this tariff (see Note 4)-----	45	40	37½	35	35.1	35.2	35.3	35.4			
	51	48	48	47	43	39	35	31			
<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. 82219											
EFFECTIVE											
Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds											ITEM	
BETWEEN					AND							
SAN 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-----		442	420	398	376	354	340	327	309	301	278	
Minimum Weight:												
5,000 Pounds-----		166	158	149	141	133	128	123	116	113	105	
10,000 Pounds except as provided in Note 2-----		119	113	107	101	95	92	88	83	81	75	
20,000 Pounds except as provided in Note 3-----		76	72	68	65	61	59	56	53	52	48	
Class Rates shown below are intermediate in application subject to Note 1.											0509.5	
		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)-----		49	47	46	46	42	38	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 but in no event less than 20,000 pounds.</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.</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.												
82219												
EFFECTIVE												
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.												
Correction												

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds											ITEM
BETWEEN					AND						
SAN 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-----	592	562	533	503	474	456	438	414	403	373	
Minimum Weight:											
5,000 Pounds-----	286	272	257	243	229	220	212	200	194	180	
10,000 Pounds except as provided in Note 2-----	226	215	203	192	181	174	167	158	154	142	
20,000 Pounds except as provided in Note 3-----	192	182	173	163	154	148	142	134	131	121	
Class Rates shown below are intermediate in application subject to Note 1.											0510
	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)-----	125	119	117	115	106	96	86	77			
<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 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. 82219											
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
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)										0520
Minimum Weight 20,000 pounds except as provided in Note 1.										
100	92½	85	77½	70	65	60	55	50	50.1	
73	69	66	62	58	56	54	51	50	46	
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			
47	45	45	44	40	37	33	29			
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.										
NOTE 2.--Subject to the provisions of Items 292, 293 and 293.1 for volume incentive service and special volume incentive service.										
NOTE 3.--Except as provided in Items 160 and 170, rates are not applicable to split pickup or split delivery shipments.										
♦ Increase, Decision No.										
82219										
EFFECTIVE										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										
Correction										

SECTION 2--CLASS RATES (Continued)

ITEM

SHIPMENT CHARGES--METROPOLITAN LOS ANGELES AREA

(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	465	325
25	50	565	370
50	75	645	415
75	100	720	450
100	150	865	530
150	200	1010	635
200	250	1155	725
250	300	1260	830
300	400	1500	935
400	500	1665	935
500	600	1825	935
600	700	1985	935
700	800	2145	935
800	900	2305	935
900	But less than 1,000 pounds.	2470	935

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 consisting of articles subject to different ratings, the following shall apply:

(a) When 10 percent or less of the weight of the shipment consists of articles rated above Class 100, the shipment charge shall be computed at 125 percent of the charge in Column A or Column B.

(b) When more than 10 percent, but less than 30 percent of the weight of the shipment consists of articles rated above Class 100, and none of the articles is rated above Class 200, the shipment charge shall be computed at 150 percent of the charge in Column A or Column B.

(c) When more than 10 percent of the weight of the shipment consists of articles rated above Class 100 and one or more of the articles in the shipment is rated above Class 200, or when more than 30 percent of the weight of the shipment consists of articles rated above Class 100, the entire shipment shall be 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.

¢ Change
¢ Increase

Decision No.

82219

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
CLASS RATES--METROPOLITAN LOS ANGELES AREA (Applies only to shipments having both point of origin and point of destination in the Metropolitan Los Angeles Area.)											
MILES		Minimum Weight 1,000 Pounds (See Note)									
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1
0	5	194	184	174	166	156	150	144	136	131	123
5	10	206	196	186	174	164	159	153	144	140	130
10	15	210	200	189	179	169	161	156	147	143	133
15	20	216	204	194	183	173	166	160	151	147	136
20	25	219	207	197	186	174	169	161	153	149	137
25	30	224	213	201	190	180	173	166	157	153	141
30	35	229	217	206	194	183	176	169	160	156	144
35	40	233	221	210	199	186	180	173	163	159	147
40	45	237	226	213	201	190	183	176	166	161	150
45	50	244	231	220	207	196	189	181	171	166	154
50	60	251	239	226	214	201	194	186	176	171	159
60	70	256	243	230	217	204	197	189	179	174	161
70	--	(1)	(1)	(1)	(1)	(2)	(2)	(2)	(2)	(3)	(3)
(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. (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. (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. 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.											0550
o Increase, except as noted } Decision No. o No change											82219
EFFECTIVE											
Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											

SECTION 3--COMMODITY RATES (Continued) In Cents Per 100 Pounds					ITEM
COMMODITIES					
Canned Goods, as described in and subject to the provisions of Items 320 and 320-1.					
Feed, animal, as described in and subject to the provisions of Item 338.					
Foodstuffs for Human Consumption, as described in and subject to the provisions of Item 345.					
BETWEEN		AND			
SAN FRANCISCO TERRITORY as described in Item 270-3 SACRAMENTO NORTH SACRAMENTO STOCKTON		SAN JOAQUIN VALLEY TERRITORY and SACRAMENTO VALLEY TERRITORY as described in Item 270-2			
MILES (See Item 100)		RATES (See Note)			
		Minimum Weight (in pounds)			
Over	But Not Over	30,000	36,000	42,000	(1) 45,000
0	5	30	29	26	23
5	10	31	30	27	24
10	15	32	31	29	25
15	20	34	32	29½	26
20	25	35	33	30	26½
25	30	37	34	31	27
30	35	38	35	32	28
35	40	40	37	33	29
40	45	41	38	34	30
45	50	42	39	35	31
50	60	44	40	37	32
60	70	46	42	38	34
70	80	48	44	40	35
80	90	50	46	42	38
90	100	52	47	44	39
100	110	54	49	45	41
110	120	56	51	47	43
120	130	58	52	48	44
130	140	60	54	49	45
140	150	62	55	51	46
150		Class rates apply for distances over 150 miles			
NOTE.--Rates in this item are subject to the provisions of Item 900 only via Route 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. 82219					
EFFECTIVE					
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.					
Correction					

SECTION 3--COMMODITY RATES (Continued) In Cents Per 100 Pounds		ITEM
COMMODITIES		
<p>Canned Goods, as described in and subject to the provisions of Items 320 and 320-1.</p> <p>Feed, animal, as described in and subject to the provisions of Item 338.</p> <p>Foodstuffs for Human Consumption, as described in and subject to the provisions of Item 345.</p>		
BETWEEN	AND	
<p>SAN FRANCISCO TERRITORY, as described in Item 270-3</p> <p>SACRAMENTO</p> <p>NORTH SACRAMENTO</p> <p>STOCKTON</p>	<p>LOS ANGELES BASIN TERRITORY as described in Item 270</p>	
RATES (See Note)		
Minimum Weight 42,000 Pounds	Minimum Weight 45,000 Pounds	0630
(1)96	(2)86	
<p>NOTE.--The rates annexed in this item are subject to the provisions of Items 900 and 900-1.</p> <p>(1) Applies only to shipments which are transported under temperature control service.</p> <p>(2) Not applicable to shipments which are subject to temperature control service.</p>		
<p>o Increase, Decision No. 82219</p>		
EFFECTIVE		
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

MINIMUM RATE TARIFF 2

SECTION 3--COMMODITY RATES (Continued)				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: <ul style="list-style-type: none"> (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. 				
		Column A	Column B	Column C
MILES Over But Not Over		RATES (In Cents Per Unit of 200 Cubic Feet) (1)	RATES (In Cents Per 2000-Pound Ton) (1)	RATES (In Dollars Per Shipment)
0	5	90	640	12
5	10	115	60	16
10	15	150	80	20
15	20	210	100	26
20	25	225	115	29
25	30	250	130	32
30	35	275	140	36
35	40	305	150	42
40	45	330	160	42
45	50	360	170	45
50	55	390	180	49
55	60	420	195	55
60	65	450	210	55
65	70	475	225	58
70	75	505	240	63
75	80	540	255	66
80	85	575	270	71
85	90	615	285	75
90	95	650	300	78
95	100	690	310	82
100	110	730	340	87
110	120	765	360	93
120	130	800	380	98
130	140	855	400	105
140	150	905	425	111
(1) Subject to a minimum charge of \$9.70 per shipment. (Continued in Item 636)				635
♦ Increase, except as noted) ○ No change) Decision No.				82219
EFFECTIVE				
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.				
Correction				

MINIMUM RATE TARIFF 2

SECTION 3--COMMODITY RATES (Continued)					ITEM
CHIPS, Wood, in bulk (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.					
		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)	
MILES	But				
Over	Not Over				
150	160	965	455	\$118.00	
160	170	1020	480	124.00	
170	180	1070	505	131.00	
180	190	1120	530	137.00	
190	200	1180	555	143.00	
200	210	1230	575	150.00	
210	220	1280	595	156.00	
220	230	1340	615	163.00	
230	240	1390	645	168.00	
240	250	1440	665	175.00	
250	For each 25 miles or frac- tion thereof, add to the rate for 250 miles:	o 120	o 58	o 16.00	0636
(1) Subject to a minimum charge of \$9.70 per shipment.					
NOTE 1.--Not subject to the provisions of Items 85, 142, 150, 160, 161, 162, 163, 170, 171, 172, 173 and 188.					
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.					
o Increase, except as noted) o No change) Decision No. 82219					
EFFECTIVE					
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.					
Correction					

SECTION 3--COMMODITY RATES (Continued) In Cents Per 100 Pounds							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.)							
RATES (See Note)							
<u>MYLES</u> But Not Over		MINIMUM WEIGHT IN POUNDS					
Over		10,000	20,000	30,000	40,000	(2) 48,000	
0	3	19½	16	13	12½	12	
3	5	21	18½	14	13½	13	
5	10	22½	19½	15½	15	14½	
10	15	23½	21	19	16½	16	
15	20	27	22½	20	19	18½	
20	25	31	23½	21½	20	19½	
25	30	32	25	23	21½	21	
30	35	36	27	24	23	22½	
35	40	37	29	26	24	23½	
40	45	40	30	28	26	25	0654½
45	50	43	32	30	28	26	
50	60	47	34	31	30	29	
60	70	50	37	33	31	30	
70	80	52	39	34	33	31	
80	90	57	41	37	34	33	
90	100	61	43	39	37	35	
100	110	64	46	41	40	39	
110	120	67	47	43	41	40	
120	130	70	48	45	42	41	
130	140	75	51	47	46	45	
140	150	80	54	48	47	46	
150	160	83	58	50	48	47	
160	170	85	59	52	50	48	
170	180	87	62	54	51	50	
180	190	92	65	55	54	51	
(Continued on Page 51-AA)							
♦ Increase, Decision No.							82219
EFFECTIVE							
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.							
Correction							

SECTION 3--COMMODITY RATES (Continued) In Cents Per 100 Pounds							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 6534 for Application of Rates in this item.)							
<div>MILES</div> <div>Over</div> <div>But Not Over</div>		RATES (See Note)					
		MINIMUM WEIGHT IN POUNDS					
		10,000	20,000	30,000	40,000	(2) 48,000	
190	200	97	67	60	55	54	660
200	220	103	71	66	59	58	
220	240	109	74	68	62	60	
240	260	115	80	71	66	65	
260	280	118	83	76	68	67	
280	300	126	88	80	71	68	
300	325	131	92	82	76	69	
325	350	135	95	87	79	71	
350	375	140	100	91	81	76	
375	400	147	103	94	83	79	
400	425	149	107	96	86	81	
425	450	154	113	99	90	83	
450	475	159	117	102	94	86	
475	500	164	120	107	96	90	
500	-	(1)	(1)	(1)	(1)	(1)	
<p>NOTE.--Except as to Rice, Exception 1 of Item 100 will not apply in connection with rates in this item.</p> <p>(1) Add to rate for 500 miles, 03 cents per 100 pounds for each 25 miles or fraction thereof.</p> <p>(2) Rates in this column are subject to the provisions of Item 6534.</p>							
(Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)							
COMMODITY	FROM		TO	RATE			
ICE (101600), in 300 pounds blocks Minimum Weight 40,000 pounds, subject to Note 2	Points in Los Angeles Area Metropolitan Zones 201 through 262		OXNARD	See Note 1			660
<p>NOTE 1.--Apply Class 35.4 rates in Item 507 subject to Note 3.</p> <p>NOTE 2.--The minimum weight applies to each unit of equipment in which the shipment is transported.</p> <p>NOTE 3.--The rates are not subject to the provisions of Item 85 (Shipments Transported in Multiple Lots); Items 160-163 (Split Pickup); Items 170-173 (Split Delivery); or Item 188 (Multiple Service Shipment).</p>							
<div><div><div>◊ Increase, except as noted</div><div>◊ No change</div></div><div>) Decision No.</div></div> <div>82219</div>							
EFFECTIVE							
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						

MINIMUM RATE TARIFF 2

SECTION 3--COMMODITY RATES (Continued) In Cents Per 100 Pounds								ITEM
(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		
		40,000 Pounds	(1) (2) (3) 50,000 Pounds	40,000 Pounds	(1) (2) 50,000 Pounds	40,000 Pounds	(1) (2) 50,000 Pounds	
Over	But Not Over							
0	3	11	9½	10½	8½	9½	8½	0690
3	5	12½	10½	12½	10½	11½	10½	
5	10	15	12½	14½	11½	14	11	
10	15	17	14	16	13	15	12½	
15	20	19½	15½	18½	15	17	14½	
20	25	21½	18½	20	17	19½	16½	
25	30	23½	20	22½	19	21½	18½	
30	35	25½	21½	23½	20	23	19½	
35	40	27	23	25½	21½	25	21	
40	45	29½	24	27½	23½	26	22½	
45	50	33	27	29½	25½	29	24	
50	60	34	29	33	27½	31	25½	
60	70	37	30	34	29	33	27½	
70	80	39	31	37	30	34	29	
80	90	40	34	38	31	37	30	
90	100	43	35	40	33	39	31	
100	110	44	38	43	34	40	33	
110	120	46	39	44	38	43	35	
120	130	50	42	46	39	45	38	
130	140	52	45	48	40	46	39	
140	150	54	46	50	43	48	40	
150	160	58	47	52	45	50	43	
160	170	59	48	55	47	52	45	
170	180	60	50	59	48	54	46	
180	190	62	51	60	50	58	47	
(1) The minimum weight applies to each unit of equipment in which the shipment is transported.								
(2) Subject to the provisions of Item 682 (Weighmasters Certificate).								
(3) Does not apply on Poles or Piling as described. Other provisions applicable.								
(Continued in Item 691)								
♦ Increase, Decision No.								
82219								
EFFECTIVE								
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.								
Correction								

MINIMUM RATE TARIFF 2

SECTION 3--COMMODITY RATES (Continued) In Cents Per 100 Pounds								ITEM
(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		
		40,000 Pounds	(1) (2) (3) 50,000 Pounds	40,000 Pounds	(1) (2) 50,000 Pounds	40,000 Pounds	(1) (2) 50,000 Pounds	
Over	But Not Over							
190	200	64	52	63	51	59	48	691
200	220	68	56	67	55	62	52	
220	240	70	59	69	58	66	55	
240	260	71	60	71	59	68	56	
260	280	76	65	75	62	70	59	
280	300	79	67	77	65	73	60	
300	325	81	69	80	67	76	65	
325	350	83	70	82	69	79	67	
350	375	87	73	87	71	81	68	
375	400	93	76	88	74	83	70	
400	425	96	78	93	75	84	71	
425	450	99	81	95	78	87	74	
450	475	101	83	96	79	93	75	
475	500	106	86	98	81	94	76	
500	525	110	90	100	83	96	79	
525	550	111	94	102	84	98	81	
550	575	113	95	106	87	100	83	
575	600	115	97	110	93	102	86	
600	650	120	100	113	97	110	93	
650	700	129	108	122	101	115	97	
700	750	137	113	128	108	122	100	
750	800	143	119	137	113	128	108	
800	-	(4)	(4)	(4)	(4)	(4)	(4)	
(1) The minimum weight applies to each unit of equipment in which the shipment is transported. (2) Subject to the provisions of Item 682 (Weighmasters Certificate). (3) Does not apply on Poles or Piling as described. Other provisions applicable. (4) Add to the rate for 800 miles, 054 cents per 100 pounds for each 50 miles or fraction thereof in excess of 800 miles.								
◊ Increase, except as noted) ◊ No change) Decision No.								
82219								
EFFECTIVE								
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.								
Correction								

MINIMUM RATE TARIFF 2

SECTION 3--COMMODITY RATES (Continued) In Cents Per 100 Pounds			ITEM
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)	24	25	
2 (Happy Camp)	30	31	
3 (Indian Creek)	31	32	
<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 Cottville.</p> <p>(c) In the event the charge accruing under the rates provided in Section 2 or Item 690 of this tariff is lower than the charge accruing under the rates named herein the charge accruing under Section 2 or Item 690 will apply.</p> <p>NOTE 2.--Production Zones are as follows:</p> <p>(a) Zone 1 (Seiad) includes that area within ten actual highway miles on either side of State Highway 96 extending from Hamburg to Thompson Creek.</p> <p>(b) Zone 2 (Happy Camp) includes that area within three actual highway miles on either side of State Highway 96 between Thompson Creek and the point opposite the confluence of Elk Creek and the Klamath River.</p> <p>(c) Zone 3 (Indian Creek) includes that area within ten actual highway miles on either side of State Highway 96 between Thompson Creek and the point opposite the confluence of Elk Creek and the Klamath River except that area included in Zone 2.</p> <p>NOTE 3.--Delivery Zones are as follows:</p> <p>(a) Zone A (Hornbrook) includes that area within a radius of three air-line miles of the Southern Pacific Co. Depot at Hornbrook.</p> <p>(b) Zone B (Yreka) includes that area within a radius of six air-line miles of the intersection of Main Street and Miner Street, Yreka, and including all team tracks, side tracks, and spur tracks, together with loading areas, platforms and industries directly adjacent thereto, of the Southern Pacific Co. at Montague.</p>			6700
<p>◊ Increase, Decision No.</p> <p>82219</p>			
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 Over		RATES				
		MINIMUM WEIGHT				
		10,000 Pounds	20,000 Pounds	40,000 Pounds	(1) (2) 48,000 Pounds	
	But Not Over					
0	3	22	14½	11	10½	0710
3	5	25½	16½	13	12	
5	10	30	19	14½	14	
10	15	36	22½	16½	15½	
15	20	40	25½	19	17	
20	25	45	29½	20	19	
25	30	49	33	21½	20	
30	35	53	37	23	21½	
35	40	58	40	24	23	
40	45	62	43	26	24	
45	50	66	47	29	25½	
50	60	(3)	(3)	33	29	
60	70			37	31	
70	80			40	34	
80	90			44	38	
90	100			45	40	
100	110			46	43	
110	120			47	45	
120	130			50	46	
130	140			51	48	
140	150			52	50	
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.						
♦ Increase, Decision No. 82219						
EFFECTIVE						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						
Correction						

SECTION 3--COMMODITY RATES (Continued)		ITEM
HOURLY RATES FOR OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES (Items 720, 720-1 and 720-2)		
Rates in this item apply for transportation of: <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 -----	1780	
3 Axle -----	2045	
Trucks, Tractors, Trailers, Semitrailers, Dollies or any combination thereof moving as a single unit Carrier Owned -----	2275	
Excess of Trailers or Semitrailers Carrier Owned -----	0 315	
Tractor and Driver Only ----- (Shipper Owned Trailing Equipment)	2115	
(Continued in Item 720-1)		
o Increase, except as noted) o No change) Decision No.		82219
EFFECTIVE		
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

SECTION 3--COMMODITY RATES (Continued)

ITEM

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

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

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

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

EXCEPTION.--

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

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

Minutes	
Over	But not Over
0	8-----Omit
8	38-----Shall be 1/2 hour
38	60-----Shall be 1 hour

2. For transportation furnished under this item on Saturdays and Sundays, there shall be an additional charge of \$5.20 per hour in excess of those set forth in Item 720.

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

- (a) On July 4th, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day, \$20.20 per hour. Minimum charge, eight hours.
- (b) On Washington's Birthday, Memorial Day, the day after Thanksgiving and December 24th, \$10.05 per hour. Minimum charge, eight hours.

(Continued in Item 720-2)

Change)
 Increase) Decision No.

82219

EFFECTIVE

Correction

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

MINIMUM RATE TARIFF 2

SECTION 3--COMMODITY RATES (Continued)	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 \$12.95 per hour per extra man furnished.</p> <ul style="list-style-type: none"> (a) On Saturdays and Sundays, the applicable helper rate shall be \$12.15 per hour. (b) On July 4th, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day, the applicable helper rate shall be \$26.45 per hour. Minimum charge, eight hours. (c) On Washington's Birthday, Memorial Day, the day after Thanksgiving and December 24th, the applicable helper rate shall be \$16.80 per hour. Minimum charge, eight hours. (d) The helper's hours of service for each day shall be computed from the time helper is engaged to perform loading, unloading, and other related service or is required to ride carrier's vehicle, whichever is earlier, and ending at the time the loading, unloading or other related service is completed, or the helper is returned to the point at which he was engaged at start of day, whichever is later. (e) Allowances shall be made for delays due to failure of carrier's equipment or time taken out for meals. (f) When the service performed extends over more than one day, the time the helper is off-duty shall not be included in the hours of service. (g) After the total time has been computed, it shall be converted into hours and fractions thereof as provided under the provisions of Item 720-1. (h) There shall be a minimum charge of one hour service at the applicable rate, except as provided under 4(b) and (c) above. <p>5. When rates are provided in this item on the shipment transported, the rates in this item will apply regardless of class or commodity rates in other items in this tariff.</p> <p>6. Each bill of lading issued in connection with transportation under this item shall, in addition to other requirements set forth in this tariff, identify the equipment used by its equipment number and description as provided in Item 720.</p> <p>7. Each vehicle shall have stenciled or otherwise permanently displayed on it an equipment number.</p> <p>8. Excess trailers means trailers or semitrailers furnished by carrier in excess of the number of vehicles or combination of vehicles operated as a single unit.</p> <p>9. Rates include converter gears (auxiliary dollies).</p> <p>10. "Dollies" include pole or pipe dollies, stretch dollies, lowbed dollies, bolster type dollies, but not auxiliary dollies.</p>	<p style="text-align: center;">6720-2</p>
<p>Change) Increase) Decision No. 82219</p>	
EFFECTIVE	
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

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	0729
Over	But Not Over	In Cents Per Unit or Fraction Thereof (3)	
0	5	80	
5	10	101	
10	15	121	
15	20	142	
20	30	167	
30	40	198	
40	50	218	
50	60	238	
60	70	254	
70	80	270	
80	90	285	
90	100	306	
100	110	316	
110	120	332	
120	130	357	
130	140	373	
140	150	388	
150	160	409	
160	170	424	
170	180	440	
180	190	455	
190	200	471	
200	210	486	
210	220	512	
220	230	527	
230	240	543	
240	250	558	
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 \$9.70 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, 173 and 188.			
♦ Increase, Decision No. 82219			
EFFECTIVE			
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.			
Correction			

MINIMUM RATE TARIFF 2

EIGHTEENTH REVISED PAGE.....51-J
 CANCELS
 SEVENTEENTH REVISED PAGE.....51-J

SECTION 3--COMMODITY RATES (Continued) In Cents Per 100 Pounds				
COMMODITY	BETWEEN	AND	RATE	ITEM
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)86	6740
(1) Subject to Items 900 and 900-1.				
♦ Increase, Decision No. 82219				
EFFECTIVE				
Correction		ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.		

SECTION 3--COMMODITY RATES (Continued) In Cents Per 100 Pounds										ITEM
SUGAR, granulated, in bulk (See Item 755 for application of rates.) (Items 745 and 746)										
MILES Over But Not Over		RATES								
		MINIMUM WEIGHT								
		25,000 Pounds		35,000 Pounds		43,000 Pounds		50,000 Pounds		
		(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	
0	3	16½	16	15	14	14	12	13½	11½	
3	5	19	16½	17	16	15½	14	15	13½	
5	10	21½	21	19½	18½	16½	15½	16	15	
10	15	24	23	21	19	19	16½	18½	16	
15	20	28	27	23	21½	21	19	19½	18½	
20	25	30	28	27	25	22½	21	21½	19½	
25	30	34	32	29½	27	24	22½	23	21½	
30	35	37	33	31	29½	27	23½	25	23	
35	40	40	38	33	33	30	25	29½	24	
40	45	43	40	35	34	31	27	31	26	
45	50	48	46	40	38	33	29½	32	28	
50	60	52	48	46	42	35	32	34	31	
60	70	56	51	48	45	39	34	38	33	
70	80	60	52	51	46	42	38	40	35	
80	90	66	60	55	48	46	39	45	38	
90	100	68	64	59	52	47	42	46	40	
100	110	71	66	62	56	51	45	48	42	
110	120	74	68	65	60	52	47	51	45	
120	130	78	71	67	62	55	50	52	46	
130	140	81	74	68	64	60	52	54	47	
(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).										0745
(Continued in Item 746)										
♦ Increase, Decision No. 82219										
EFFECTIVE										
Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										

MINIMUM RATE TARIFF 2

SECTION 3--COMMODITY RATES (Continued) In Cents Per 100 Pounds										ITEM
SUGAR, granulated, in bulk (See Item 755 for application of rates.) (Items 745 and 746)										
MILES But Not Over		RATES								
		MINIMUM WEIGHT								
		25,000 Pounds		35,000 Pounds		43,000 Pounds		50,000 Pounds		
		(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	
140	150	87	75	71	66	62	54	55	48	
150	160	90	80	74	68	65	59	60	51	
160	170	94	86	78	70	67	60	64	54	
170	180	98	90	80	71	70	62	66	55	
180	190	100	91	83	75	73	64	68	58	
190	200	102	97	86	79	75	65	70	60	
200	220	111	100	97	86	80	69	73	65	
220	240	114	103	100	91	86	73	79	68	
240	260	121	108	103	94	91	79	83	71	
260	280	126	112	111	99	97	83	88	76	
280	300	135	121	114	101	100	88	94	81	
300	325	140	126	123	108	106	97	99	87	
325	350	145	128	128	113	113	100	103	93	
350	375	148	135	146	114	121	103	111	98	
375	400	154	139	140	124	126	111	114	101	
400	425	155	140	142	126	130	113	120	106	
425	450	161	144	145	134	137	120	123	110	
450	475	163	150	153	139	140	125	126	112	
475	500	170	155	157	143	144	130	130	155	
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.										0746
♦ Increase, except as noted.) ○ No change) Decision No. 82219										
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; Items 160-163--Split Pickup; Item 188--Multiple Service Shipment; nor Paragraph 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 96 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>				6 755
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 in 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; Items 160-163--Split Pickup; or Item 188--Multiple Service Shipment.</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	<p>LOS ANGELES AREA METROPOLITAN ZONES 235 AND 251</p> <p>SAN DIEGO METRO- POLITAN ZONE 301</p> <p>OAKLAND METRO- POLITAN ZONE 111</p> <p>EUREKA</p>	Apply Class 35.4 rates in Items 507 and 508	6 759
<p>6 Change o Increase</p>				
EFFECTIVE				
Correction		ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.		

-66-X-

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					♦ 767
<u>MILES</u>		MINIMUM WEIGHT (In Pounds)			
Over	But Not Over	10,000	20,000		
0	5	35	27		
5	10	41	29		
10	--	60	33		
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 trunk board. Rates in Cents per 100 Pounds					♦ 770
<u>MILES</u>		MINIMUM WEIGHT (In Pounds)			
Over	But Not Over	10,000	20,000	30,000	
0	10	35	30	29	
10	--	47	34	32	
♦ Increase, Decision No. 82219					
EFFECTIVE					
Correction					
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.					

-66-M-