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**ORIGINAL**

Decision No. 82924

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

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

And Related Matters.

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

Case No. 5432  
Petition for Modification  
No. 779  
(Filed December 14, 1973;  
amended January 4, 1974)

Case No. 5439  
Petition for Modification  
No. 198

Case No. 5441  
Petition for Modification  
No. 285

Case No. 7783  
Petition for Modification  
No. 84  
(Filed December 14, 1973;  
amended January 4, 1974)

Application No. 54556  
(Filed January 7, 1974)

(Appearances are shown in Appendix A)

O P I N I O N

In the captioned petitions, California Trucking Association (CTA) seeks increases averaging 14 percent in the rates and charges set forth in Minimum Rate Tariffs 2, 1-B, 9-B, 15, and 19. MRTs 2, 1-B, 9-B, and 19 provide minimum class and commodity rates for the transportation of general commodities statewide and within the East Bay, San Diego, and San Francisco Drayage Areas. MRT 15 names minimum vehicle unit rates on yearly, monthly, and weekly bases. In Application No. 54556, the California railroads seek authority to increase certain minimum charges and split delivery charges historically maintained on the same level as the corresponding rates in MRT 2.

Public hearings in the captioned proceedings were held on January 15, February 25 and 26, March 25 and 26, and April 2, 1974 before Examiner Mallory at San Francisco.<sup>1/</sup> The proceedings were submitted on the latter date. Evidence was introduced on behalf of petitioner, the California railroads, the Commission staff, The Traffic Managers Conference of California, California Manufacturers Association, The Carriers League of California, Can Manufacturers Institute, Inc., National Small Shipments Traffic Conference, and Drug and Toilet Preparations Traffic Conference.

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<sup>1/</sup> The petitions herein were heard on a common record with Petition 786 in Case No. 5432 and Petition 88 in Case No. 7783 filed by the Highway Carriers Association, which requested the establishment of a four percent surcharge to offset fuel cost increases. The relief sought in those petitions was denied by Decision No. 82723 dated April 16, 1974.

Rate Relief Sought by Petitioner

The minimum rate tariffs were last adjusted pursuant to Decision No. 82219 dated December 4, 1973 in Case No. 5432 (Petition 757) and related proceedings. The rates established in that decision reflect wages and related payroll costs effective July 1, 1973. Further increases in carrier wage costs are scheduled to become effective July 1, 1974 pursuant to collective bargaining agreements. Petitioner also requests that the minimum rates be adjusted to give effect to the recent unprecedented increases in fuel costs incurred by highway carriers. This would be accomplished by cancelling the current three percent interim surcharge established by Decision No. 82453 (dated February 5, 1974 in Case No. 5432 (Petition 780) and related proceedings), and adjusting the datum-plane cost data to reflect current costs of purchasing gasoline and diesel fuel.

Petitioner alleges that giving effect to current increased costs for wage and payroll expenses, fuel, weight fees, workmen's compensation insurance, and billing and collecting will require increases in the minimum rates and charges averaging about eight percent. In addition to the increases which are assertedly necessary to compensate for the aforementioned increases in operating costs, petitioner seeks an additional five percent increase in rates to "reestablish in such rates a reasonable profit for the performance of the service covered thereby".

Cost Evidence

Revised cost data designed to measure the impact of the cost increases referred to above were presented by CTA and by the Commission staff. These studies differed in the level of fuel costs considered and in the manner in which provision was made for indirect expenses.

The staff's exhibits reflect a uniform increase of 12 cents per gallon for gasoline and diesel fuel over the related costs set forth in the basic cost studies. Assertedly the resulting costs per gallon are representative of the average costs experienced by highway carriers as set forth in the Transportation Division's Systems and Procedures Branch (Data Bank) Fuel and Oil Tables for January 1974.<sup>2/</sup> The cost per gallon used in the CTA studies for MRT 2 were higher than that used by the staff, and were based on CTA's projection of fuel costs in March 1974.<sup>3/</sup> Evidence with respect to fuel prices was also adduced by the witness appearing for the National Small Shipments Traffic Conference and Drug and Toilet Preparations Traffic Conference (hereinafter "Traffic Conferences").

CTA made provision for indirect expenses in its cost study based on the Wage (Cost) Offset method described in Decision No. 76353 (1969) 70 CPUC 277, whereas the Commission staff used the Wage Offset method described in that decision.

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2/ The Data Bank Fuel and Oil Reports for January and February 1974 were received in evidence as Exhibits 779-14 and 779-16.

3/ Requests were made by CTA and certain protestants that the Data Bank Fuel and Oil Report for March 1974 be made part of the record if that report was available soon after the close of the hearing. The examiner ruled that subject to availability, it would be received. Such report was not available until too late to be considered herein.

Profit Factors

CTA presented evidence designed to show that an increase in minimum rates is required to restore to carriers operating under such rates an operating ratio of 93 percent.

CTA's witness testified that in the proceeding in which rates in MRT 2 were last adjusted based on current full-scale cost studies (Decision No. 66453 (1963) 62 CPUC 14), the Commission adopted a cost-rate relationship of 93 percent. The difference between that figure and 100 percent (7 percent) assertedly is the provision made by the Commission for profit and income taxes (hereinafter "profit factor"). The request of CTA in this proceeding is to restore the same profit factor to current minimum rates as assertedly was established in the last full-scale revision of such rates in 1963.

In support of this request, CTA presented a summary of the composite operating revenues and expenses of a group of 111 highway carriers for the years 1964 through 1972 and by quarters for the year 1973 (Exhibit 779-4). Assertedly, 1964 was the first full year of operations under the rates established by Decision No. 66453, supra. In that year the test group of highway carriers had a composite operating ratio of 96.7 percent. In succeeding years the most favorable composite operating ratio for the test group of carriers was 96.0 percent in 1971, and the least favorable composite operating ratio was 99.2 percent in 1967. In comparison, the composite operating ratio for 1973 for the test group of carriers was 98.1 percent.

The witness stated that the test group of carriers as originally established in 1964 by CTA's Division of Transportation Economics has been changed over the years to eliminate carriers which had gone out of business through cessation of operations or consolidation with other carriers, and to eliminate carriers whose predominant operations ceased to be the transportation of general commodities in California intrastate commerce. New carriers performing substantial operations under MRT 2 were added to replace those eliminated.

California Manufacturers Association (CMA) and Traffic Conferences presented analyses of average return on stockholders' equity for a selected group of highway carriers to show that rates now assessed by such carriers produce a composite average return on stockholders' equity in excess of the composite average return on stockholders' equity for manufacturing concerns. The witnesses urged that the carriers' return on stockholders' equity indicates that no increase in rates is required to improve the profitability of the minimum rates. The CMA witness recommended that the rate proposals of the Commission staff be adopted.

The witness appearing for Traffic Conferences also presented financial data for 39 carriers similar to that introduced by petitioner. The group of 39 carriers used by the witness assertedly are included in the larger group used by petitioner's witness. The composite operating ratio for the smaller group of carriers, as developed by Traffic Conferences, was 97.0 percent in 1973 and 97.1 percent in 1972. It is the position of Traffic Conferences that carriers operating under the minimum rates involved herein have never consistently enjoyed a composite operating ratio greater than 97.0 percent obtained in 1973 (the most recent period for which financial data is available).

#### Shippers' Evidence

Representatives of shippers which are members of the Traffic Managers Conference of California presented evidence to show the effect on their transportation costs if petitioner's proposals were adopted. These witnesses indicated that increases of the magnitude sought by CTA would cause them to reassess their methods of transportation. Many of these witnesses indicated that if the less-truckload rates were raised as proposed in the petitions herein, their companies would seriously consider instituting or expanding proprietary trucking operations. These witnesses urged the adoption of rate levels proposed by the staff.

A representative of the Cannery League of California testified that rate increases on canned goods have been overly generous in the past, and, therefore, the interstate rates and intrastate rates of carriers operating in adjacent states provide lower rates for similar lengths of haul and truckload weights than the minimum rates established for application within California. The Cannery League asked that the Commission exercise a measure of restraint and that the increases allowed in truckload canned goods rates be no more than the actually experienced cost increases for this traffic. In this respect, the Cannery League urged that a 6.1 percent increase in truckload canned goods rates with the simultaneous cancellation of the fuel surcharge would be generous in view of the past increases in such rates.

A transportation economist testifying on behalf of Traffic Conferences presented evidence with respect to carrier revenue needs and productivity gains in much the same manner as that presented and considered in Decision No. 82219, supra, and in other recent offset rate proceedings dealing with MRT 2. Such evidence is discussed in some detail in that decision and the discussion need not be repeated in full herein.

#### Proposed Rate Levels

In the development of its rate proposals, CTA gave effect to the additional five percent increase sought for the purpose of improving carriers' operating profit from services performed under the minimum rate tariffs involved herein. The Commission staff gave no effect to such requested five percent increase in its rate

proposals; the staff witness reduced the percentages of increase shown in comparative cost data developed in the staff exhibits by a factor of seven percent in order that the profit factor in the current rate not be increased on an absolute basis.<sup>4/</sup>

The witness for Traffic Conferences concluded from the evidence introduced on behalf of that organization that the following average cost increases had been incurred by highway carriers operating in California since the minimum class rates were last adjusted:

|               |                    |
|---------------|--------------------|
| Labor         | 3.6 percent        |
| Fuel          | 2.0 percent        |
| Payroll Taxes | <u>0.5 percent</u> |
| Total         | 6.1 percent        |

On the basis of the foregoing, the witness concluded that rate increases averaging 6.1 percent are required to recover the increased costs experienced by highway carriers, assuming the concurrent cancellation of the three percent fuel surcharge. The witness explained that the productivity increases measured in his studies are offset by the increases in overhead or indirect expenses, which were not capable of precise measurement by him.

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<sup>4/</sup> The staff witness assumed that the rate revisions based on the last full-scale cost studies (Decision No. 66453 (1963) 62 CPUC 14) reflected a cost-rate relationship of 93 percent, thus providing a profit factor of seven percent. Subsequent rate adjustments (since Decision No. 66453) have been made on an offset basis from the cost datum plane in the exhibits introduced in that proceeding.

Traffic Conferences made a motion to the effect that no consideration be given to incorporating the present fuel cost surcharge into the rate structure and that the provision for higher fuel costs continue to be in the form of a temporary surcharge increase. Traffic Conferences argued that the fuel costs are volatile, that there is disagreement on the record as to the current level of fuel costs, and that fuel cost increases should not be incorporated into the rate structure because of the difficulty of having rates lowered should the increases be removed.

#### Issues Presented

As heretofore indicated, protestants, as well as petitioner and the staff, are in substantial agreement that the present minimum rates are deficient to the extent such rates do not reflect current operating costs of highway carriers. The issues presented in this proceeding relate to the manner in which such costs should be measured and should be reflected in the minimum rates.

The issues may be grouped into the following general categories:

1. The level of fuel costs to be considered.
2. The method of treating indirect expenses.
3. Whether adjustments in addition to those necessary to offset increased costs should be made for the purpose of increasing the profit margin of carriers operating under the minimum rates in issue.

#### Fuel Cost Increases

Evidence on fuel costs was adduced by petitioner, the Commission staff, and Traffic Conferences. That evidence shows different estimates of the average increase in costs per gallon of diesel and gasoline depending upon the time frame used by the witness.

In Petition 780 in Case No. 5432 (and related proceedings) the Commission authorized an interim surcharge increase of three percent on rates and charges in each of its minimum rate tariffs pending consideration of the establishment of permanent rate adjustments for changes in fuel costs. In the period between the submission of this proceeding and the issuance of this order, the Commission reviewed the changes required in offset procedures resulting from the unprecedented increases in fuel costs incurred by highway carriers as a result of the recent fuel crisis. In Petition 780 (and related proceedings), we intend to modify the findings in Decision No. 76353 to permit the consideration of fuel costs in offset proceedings. The Commission has also concluded that during the current emergency, changes in fuel costs which occur between cost offset proceedings may be reflected in the minimum rates by the publication of an interim fuel offset surcharge.

Thus, the motion of Traffic Conferences, supra, has become moot because the Commission intends to establish procedures contrary to those requested in the motion. The motion will be denied. Cost offset studies in this proceeding should consider and make provision for the current costs of fuel.

For the purposes of this proceeding we will adopt the level of fuel costs set forth in the staff cost exhibits as appropriately representing fuel costs at the time of hearing. The reasons for adopting the staff projection are as follows:

Other fuel cost data were based on conclusions reached by the witness presenting the data which cannot be readily verified. CTA's data were projections of fuel costs into the future.<sup>5/</sup> The fuel cost levels estimated by Traffic Conferences were based, in part, on national surveys of fuel costs not related to intra-California operations. The fuel cost data used by the staff assertedly reflect the most recent data available at the time of hearing. The fuel costs used by the staff are from the Commission's Data Bank Fuel Tables for January 1974. On this record, the most reliable method of determining fuel prices per gallon for the carriers operating under the minimum rate tariffs involved herein is the data accumulated monthly on a random sample basis and set forth in the Commission's Data Bank Fuel Reports. We believe that such report provides a reliable and accurate measurement of fuel costs for this proceeding, and the use of such report in subsequent fuel offset proceedings will permit consistency in the development of changes in fuel costs.

Subsequent to the preparation of the staff exhibits incorporating fuel costs as of January 1974, the Data Bank Fuel Report for February 1974 became available and was incorporated into this record. Analysis of the effect on total costs of the changes in fuel costs in that one-month period indicates that total costs would be increased by approximately 0.1 percent. In order to incorporate that change, all of the studies introduced by the staff would need to be revised, which effort does not appear to be warranted in view of the small overall effect in rate levels and the urgent need to have the revised rates become effective on July 1, 1974.

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<sup>5/</sup> Although the date used by CTA of March 1, 1974 is now past, the projection was into the future at the time the evidence was introduced.

Indirect Expenses

Petitioner and the Commission staff used different methods of providing for increases in indirect (overhead) expenses in the cost studies introduced herein.

Decision No. 76353 (1969) 70 CPUC 277 describes three methods of considering changes in indirect expenses in offset cost studies, i.e., Wage (Cost) Offset, Wage Offset, and Direct Wage Offset methods. The first method contemplates that increased direct expenses will be increased by the same percentage factor for indirect expenses as was used in the last full-scale cost study; the second method provides for increasing the portion of indirect expenses that represent labor costs by the same percentage factor that current direct costs are increased; and the third method provides for no increase in indirect expenses from the prior offset study. As heretofore indicated, petitioner used the Wage (Cost) Offset method and the staff used the Wage Offset method.<sup>6/</sup>

The latest rate adjustments of the tariffs involved herein were authorized in Decision No. 82219 dated December 4, 1973 in Case No. 5432 Petition 757, and related proceedings. Decision No. 82219 adopted the Wage Offset method as reasonable for adjusting the rates in MRT 2, 1-B, 9-B, 19, and 15. That decision contains a full discussion of the rationale underlying the Commission's conclusion that the Wage Offset method is appropriate. In the relatively short period since the issuance of that decision, the material circumstances which dictated the adoption of the Wage Offset method have not changed. Therefore, we confirm our findings and conclusions on this issue reached in Decision No. 82219, and adopt the Wage Offset method as reasonable for the purposes of the instant proceeding.

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<sup>6/</sup> The elements of cost that are appropriate for consideration in the development of offset cost studies, such as those presented herein by petitioner and the staff, are described in detail in Decision No. 76353, supra. That decision is modified herein to allow fuel costs to be considered in offset proceedings of this type.

Profit Factor

Evidence regarding petitioner's request to increase minimum rates to provide a higher profit margin for carriers operating under such rates has not been presented or considered in prior offset proceedings. This issue, then, is one of first impression.

As stated in Decision No. 76353, supra, it is contemplated that the offset method of adjusting rates will be used between the major adjustments of rates based on full-scale cost and rate studies. The last adjustment of minimum rates in MRT 2 based on a full-scale cost and rate study was pursuant to Decision No. 66453 (1963) 62 CPUC 14. The cost data of record in that proceeding reflected highway carrier performance factors and cost elements as of 1962 and earlier years. The plan for using offset rate adjustments in the period between rate adjustments based on full-scale cost and rate studies contemplated that such full-scale studies be developed at intervals of about 10 years (Decision No. 76353, supra, 70 CPUC 277 at 278). Based on that time schedule, it would be appropriate in this proceeding to revise the rates in MRT 2 based on full-scale cost and rate studies.<sup>7/</sup> Such studies now being undertaken by the Commission staff are not sufficiently advanced to determine their completion date.

Inasmuch as full-scale studies are not currently available as a basis for adjusting the rate levels in the general commodity tariffs, petitioner requests that the Commission in this proceeding review the revenue requirements of carriers operating under such rates to determine, in view of the current rampant inflation and, in particular, rapidly accelerating fuel costs, whether higher profit margins should be established so that carriers may be in a better financial position to absorb increased costs in the periods between rate adjustments.

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<sup>7/</sup> The full-scale rate studies would consider carriers' current revenue needs and would recommend profit factors to be included in proposed rate levels.

As heretofore indicated, the Commission intends to revise the offset procedures described in Decision No. 76353, supra, to permit fuel costs to be reflected in cost offset studies. The Commission order will also provide for interim surcharge increases to recover higher fuel costs in the period between the offset rate adjustments. Thus, carriers will be provided a method for seeking immediate rate adjustments with respect to the carrier costs which are currently subject to the most volatile changes.

Petitioner's request, in part, is based on its contention that the last full-scale rate adjustments made in 1963 pursuant to Decision No. 66453 were based on a profit factor of seven percent. CTA presented an historical summary of composite operating ratios of a selected group of highway carriers to show that such carriers never achieved a composite operating ratio as favorable as the purported seven percent profit factor adopted in Decision No. 66453 and to show that the carriers' composite operating ratio has deteriorated over the years since the last full-scale rate adjustment.

A careful review of Decision No. 66453 indicates that the intent of the Commission was to establish cost-oriented rates, that is, each shipment, insofar as possible, should earn revenue sufficient to pay the costs of transporting that shipment. That decision states, however, that cost was not the only factor considered in establishing the rate scales (Decision No. 66453, 62 CPUC 14 and page 16). That decision further indicates that the class rates adopted therein are not directly related to costs of record in that proceeding (supra, at page 19). Such departure from costs indicates a similar departure from a uniform allowance for profit.

A review of Decision No. 66453 does not show that there was any particular profit factor determined to be reasonable therein, nor that a uniform profit factor was adopted. Therefore, CTA's premise cannot be confirmed.

As stated above, the conclusion that the Commission established a profit factor of seven percent in existing rates has not been substantiated. There is no direct correlation between profit factor in the minimum rates and actual earnings of carriers (as represented by operating ratio) because of several factors, such as the extent to which carriers engage in transportation not subject to the minimum rates in question, that carriers engage in transportation under joint rates with other carriers, or that carriers transport shipments under alternatively applied rail rates.

Moreover, the operating statements of many carriers may not accurately reflect their actual profit picture to the extent rents or lease payments for terminals or equipment are made to affiliated companies, or when accelerated depreciation is used in lieu of the depreciation found reasonable for ratemaking purposes. For the foregoing reasons it would be unlikely that, should the minimum rates actually be predicated on a profit factor of seven percent, the actual operating statements of carriers would reflect a profit approaching that amount.

With respect to the contention of CTA that the composite operating ratios of the selected group of carriers have deteriorated, analysis shows that there have been fluctuations both upward and downward in the composite operating ratios over the ten-year span measured in CTA's study, but there is no clear pattern of a continuous year-to-year decline in operating ratios.

It is our opinion that in absence of showing that carriers' revenue needs are not being met by the rate adjustment procedures adopted herein, the sought rate increases in addition to those justified on a cost basis should not be granted in an offset proceeding. We believe that any adjustments of profit factors contained in the minimum rates should be made in consideration of new full-scale cost and rate studies

which reflect current operating methods, traffic components, and operating costs. Such full-scale cost and rate studies are overdue in light of the timetable contemplated by the Commission for maintenance of the minimum rate tariffs on a reasonable and equitable basis for shippers and carriers. The Commission staff is urged to complete its full-scale cost and rate studies in an expeditious manner.

The staff rate witness proposed that percentage increases in costs determined in the staff cost studies be reduced by seven percent in order to maintain the proportion of profit contained in the minimum rates at a constant level. This proposed adjustment is based on the assumption that the existing rates reflect a profit factor of seven percent. As indicated above, such assumption cannot be verified. There is nothing in this record that supports a conclusion that the profit margin included in the rates should be maintained as a constant one. Therefore, this facet of the staff proposal should not be adopted.

#### Other Matters

The Commission staff exhibits introduced in the last offset rate proceeding involving the tariffs herein were presented on the Direct Wage Offset method. The Commission found that the staff cost exhibits correctly measured the changes in direct expenses (except payroll taxes) but concluded that the Wage Offset method of measuring indirect expenses should be used. At the direction of the Commission the staff revised its exhibits following the conclusion of the hearing to reflect adjustment of payroll tax costs to show January 1, 1974 rates and bases, and to show indirect expenses computed by the Wage Offset method.

Decision No. 82219 states: "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 Commission staff in this proceeding did not compare the MRT 2 costs developed on a current basis with costs underlying Exhibit 757-35, but compared the current costs with cost data developed by CTA in the prior proceeding. By using the latter comparison a lesser percentage change in cost is measured in the current staff studies than if the comparison was made with costs underlying Exhibit 757-35.

At the direction of the presiding examiner, the staff prepared late-filed Exhibit 779-38. That exhibit did not fully comply with the examiner's directive. An additional comparison was made by the staff which will be made part of the record herein as Exhibit 779-39. That exhibit will be used to measure the percentage changes in MRT 2 costs since the last proceeding.

Since this proceeding was initiated, the Commission established minimum rates on bulk salt in MRT 2 effective April 13, 1974 (Decision No. 82426 dated February 5, 1974 in Case No. 5432, OSH 700, rehearing denied by Decision No. 82685 dated April 2, 1974). The newly established rates on bulk salt should be increased in a like manner as the truckload class rates in MRT 2, inasmuch as the carriers engaged in the transportation of bulk salt have incurred the same increases in wage, payroll, fuel, and other operating expenses as carriers performing transportation under truckload class rates.

#### Findings

1. The minimum rates in MRTs 1-B, 2, 9-B, 15, and 19 reflect wage costs and allied payroll expenses generally as of July 1, 1973.
2. Pursuant to provisions of collective bargaining agreements the wages and fringe benefits of carrier employees will be increased as of July 1, 1974.

3. Rates paid by highway carriers for workmen's compensation insurance for their employees were increased April 1, 1974; payroll taxes have increased; and weight fees applicable to highway carrier equipment were increased pursuant to changes in state law.

4. Since the rates were last adjusted carriers have incurred substantial unprecedented increases in costs of fuel.

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

6. The cost offset studies of the Commission staff (modified with respect to MRT 2 as described in this opinion) which are developed on the Wage Offset method (Decision No. 76353 (1969) 70 CPUC 277), reasonably measure the changes in carrier costs as described above which have occurred since the minimum rates in issue were last adjusted and such studies are adopted for the purposes of this proceeding. Said cost studies reflect fuel prices of 39 cents per gallon for gasoline and 36 cents per gallon for diesel (inclusive of taxes).

7. The minimum rates set forth in MRTs 1-B, 2, 9-B, 15, and 19 should be adjusted by the percentage increases in related costs as set forth in the cost data developed by the staff in Exhibits 779-8, 10, 10-A, 11, 12, and 39.

8. The minimum rates on bulk salt which became effective April 13, 1974 in MRT 2 generally reflect 1972 cost conditions. The rates are deficient and unreasonably low to the extent such rates do not reflect July 1, 1974 levels of carrier operating costs. Increases of 10 percent in rates on bulk salt will restore said rates to reasonable levels.

9. Concurrently with the establishment of increases in rates described in the foregoing findings, the interim fuel surcharge of three percent applicable to MRTs 1-B, 2, 9-B, 15, and 19 should be cancelled.

10. No increase in the minimum rates in MRTs 1-B, 2, 9-B, 15, and 19 should be made at this time for improvement of profit factors.

11. 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, 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.

12. 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.

13. 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.

14. The increases in rail charges proposed in Application No. 54556 corresponding to the increases prescribed herein in MRT 2 for minimum charges, split delivery charges, and accessorial charges have been shown to be justified.

15. 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 this decision.

#### Conclusions

1. The petitions filed by California Trucking Association in these proceedings and Application No. 54556 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.

2. The motion of National Small Shipments Traffic Conference and Drug and Toilet Preparations Traffic Conference should be denied.

3. 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 July 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 seven 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. 54556.

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 July 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 July 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. 779 and Application No. 54556 are not granted herein, said petition and application are hereby denied.

14. All motions not heretofore ruled upon are denied.

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

Dated at San Francisco, California, this 29th day of MAY, 1974.

*I concur in part and dissent in part. While the increases allowed are obviously needed to maintain a viable transportation system in Calif, I feel they are insufficient to accomplish this purpose*

*Vernon L. Sturgeon*

*Vernon L. Sturgeon*  
President

*William Lyndon J.*

*[Signature]*  
Commissioners

Commissioner J. P. Vukasin, Jr., being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A

LIST OF APPEARANCES

Petitioner in Case No. 5432, Petition 779, et al.: Richard W. Smith, Attorney at Law, and H. Hughes, for California Trucking Association.

Applicant in Application No. 54556: Louis P. Warchot, Attorney at Law, for Pacific Southcoast Freight Bureau.

Respondents: Richard D. Stokes, for Haslett Trucking; John Odoxta, for Shippers Imperial, Inc.; M. R. Peters, for REA Express, Inc.; Armand Karp, for Rogers Motor Express; James Roney, for Dart Transportation Service; Jim E. Adams, III, for De Anza Delivery; E. K. Anderson and Lee Pfister, for Willig Freight Lines; Frank J. Corsello and A. J. Konicki, for Pacific Motor Trucking Co.; Jor MacDonald, for California Motor Express; John McSweeney and Allan D. Smith, for Delta Lines; and T. R. Dwyer, for Delta California Industries.

Protestants: Howard W. Haage, for Can Manufacturers Institute, Inc.; Daniel J. Sweeney, Attorney at Law, for National Small Shipments Traffic Conference and Drug and Toilet Preparation Traffic Conference; Jess J. Butcher, for California Manufacturers Association; John Leinweber, for Diamond Shamrock Corporation; Kenneth Allen Hicks, for Kaiser Steel Corporation; Harvey E. Hamilton, for Certain-Teed Products Corporation; and Calhoun E. Jacobson, for Traffic Managers Conference of California.

Interested Parties: Milton W. Flack, Attorney at Law, for Highway Carriers Association; Lloyd E. Baumann, for The Standard Register Co.; Don B. Shields and John K. Grissom, for Highway Carriers Association; Robert S. Greitz, for Western Motor Tariff Bureau, Inc.; Horst W. Klocke, for Pacific Gas and Electric Company; Michael E. McCunn and W. Paul Tarter, for William Volker & Co.; William D. Mayer, for Cannery League of California; Ronald M. Zaller, for Continental Can Company; Howard W. Haage, for National Can Corp.; R. C. Fels, for Furniture Manufacturers Association of California; Richard L. Bredeman, for B. R. Garcia Traffic Service; H. Wolff and P. W. Pollock, for Fibreboard Corporation; Kenneth C. Delaney, for Los Angeles Area Chamber of Commerce; James A. Tomte, for Simpson Lee Paper Co.; Peter W. Eberle, for Crown Zellerbach Corporation; Asa Button, for Spreckels Sugar Division, Amstar Corporation; James Orear, for California & Hawaiian Sugar Co.; Kenneth C. O'Brien, for Container Corporation of America; J. M. Cunningham, for Bethlehem Steel Corporation; Jon L. Sacchetti, for Shell Oil Company; Robert Sheridan, for Morton Salt; and Robert R. Schwenig, for Sears Roebuck and Company.

Commission Staff: Lionel B. Wilson, Attorney at Law, Eugene Carmody, and George Morrison.

APPENDIX B

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MINIMUM RATE TARIFF 2

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(END OF APPENDIX B LIST)

SUPPLEMENT 113

(Cancels Supplement 111 and Interim Surcharge Supplement  
and Order to this tariff in Decision No. 82453)

(Supplements 73, 75, 77, 87, 98, 110, 112 and 113 Contain All Changes)

TO  
MINIMUM RATE TARIFF 2  
NAMING  
MINIMUM RATES AND RULES  
FOR THE  
TRANSPORTATION OF PROPERTY OVER THE  
PUBLIC HIGHWAYS WITHIN THE  
STATE OF CALIFORNIA

BY  
RADIAL HIGHWAY COMMON CARRIERS  
HIGHWAY CONTRACT CARRIERS  
CEMENT CONTRACT CARRIERS  
DUMP TRUCK CARRIERS  
AND  
HOUSEHOLD GOODS CARRIERS

Decision No.

**82924**

EFFECTIVE

| SECTION 1--RULES OF GENERAL APPLICATION (Continued)   | ITEM                                   |
|---|--|
| <p style="text-align: center;"><b>EMPTY PALLET RETURN</b></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 654:</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>o(1) Subject to a minimum rate of 51 cents per 100 pounds.</p> | <p style="text-align: center;">045</p> |
| <p>o Increase, Decision No. <b>82924</b></p>  |  |
| EFFECTIVE   |  |
| <p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br/>SAN FRANCISCO, CALIFORNIA.</p>   |  |

Correction

MINIMUM RATE TARIFF 2

| SECTION 1--RULES OF GENERAL APPLICATION (Continued)   | ITEM                                   |  |             |                     |   |            |   |                        |    |                        |    |                        |    |                        |  |
|---|--|--|-------------|---------------------|---|------------|---|------------------------|----|------------------------|----|------------------------|----|------------------------|--|
| <p style="text-align: center;"><b>APPLICATION OF RATES</b></p> <p>Rates in this tariff, and common carrier rates applied under the provisions of Items 200, 210, 220 and 230, subject to minimum weights of less than 10,000 pounds, 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 19 cents per 100 pounds, minimum additional charge \$1.50 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>   | <p style="text-align: right;">0120</p> |  |             |                     |   |            |   |                        |    |                        |    |                        |    |                        |  |
| <p style="text-align: center;"><b>CHARGES FOR SHIPMENTS ORIGINATING OR DESTINED TO WHARFS--<br/>METROPOLITAN LOS ANGELES AREA</b></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 8 cents per 100 pounds for each point of origin or point of destination located on a wharf shall be added to the applicable rate subject to a minimum additional charge of \$1.15 per shipment. (See Exception)</p> <p><b>EXCEPTION.--</b>Does not apply to shipments for which rates are provided in Items 530 or 775.</p>   | <p style="text-align: right;">0122</p> |  |             |                     |   |            |   |                        |    |                        |    |                        |    |                        |  |
| <p style="text-align: center;"><b>CHARGES FOR ESCORT SERVICE</b></p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring escort service:</p> <p>o(a) Charge of \$13.90 per hour, plus 10¢ 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 \$11.65 per twenty-four (24) hour period shall be assessed for subsistence for each escort driver if service requires overnight delay.</p> <p><b>NOTE.--</b>Charges for fractions of an hour shall be determined in accordance with the following table:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;"><u>MINUTES</u></th></tr> <tr> <th style="text-align: center;"><u>Over</u></th><th style="text-align: center;"><u>But Not Over</u></th></tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td><td style="text-align: center;">8-----omit</td></tr> <tr> <td style="text-align: center;">8</td><td style="text-align: center;">23-----shall be ¼ hour</td></tr> <tr> <td style="text-align: center;">23</td><td style="text-align: center;">38-----shall be ½ hour</td></tr> <tr> <td style="text-align: center;">38</td><td style="text-align: center;">53-----shall be ¾ hour</td></tr> <tr> <td style="text-align: center;">53</td><td style="text-align: center;">60-----shall be 1 hour</td></tr> </tbody> </table> | <u>MINUTES</u>                         |  | <u>Over</u> | <u>But Not Over</u> | 0 | 8-----omit | 8 | 23-----shall be ¼ hour | 23 | 38-----shall be ½ hour | 38 | 53-----shall be ¾ hour | 53 | 60-----shall be 1 hour | <p style="text-align: right;">0124</p> |
| <u>MINUTES</u>  |  |  |             |                     |   |            |   |                        |    |                        |    |                        |    |                        |  |
| <u>Over</u>   | <u>But Not Over</u>                    |  |             |                     |   |            |   |                        |    |                        |    |                        |    |                        |  |
| 0   | 8-----omit                             |  |             |                     |   |            |   |                        |    |                        |    |                        |    |                        |  |
| 8   | 23-----shall be ¼ hour                 |  |             |                     |   |            |   |                        |    |                        |    |                        |    |                        |  |
| 23  | 38-----shall be ½ hour                 |  |             |                     |   |            |   |                        |    |                        |    |                        |    |                        |  |
| 38  | 53-----shall be ¾ hour                 |  |             |                     |   |            |   |                        |    |                        |    |                        |    |                        |  |
| 53  | 60-----shall be 1 hour                 |  |             |                     |   |            |   |                        |    |                        |    |                        |    |                        |  |
| <p>o Change )<br/>         o Increase ) Decision No. <b>82924</b></p>   |  |  |             |                     |   |            |   |                        |    |                        |    |                        |    |                        |  |
| EFFECTIVE   |  |  |             |                     |   |            |   |                        |    |                        |    |                        |    |                        |  |
| <p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br/>         SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>  |  |  |             |                     |   |            |   |                        |    |                        |    |                        |    |                        |  |

| 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"> <li>1. A charge of \$15.45 shall be made for the service of securing each permit, and</li> <li>2. A charge shall be made equal to the fee, if any, assessed by the governmental agency for issuing each permit.</li> </ol>  | 0128 |
| <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"> <li>1. Items 90 and 91 (Mixed Shipments) will not apply to shipments containing one or more commodities which the Dangerous Articles Tariff prohibits being transported at the same time on a single unit of carrier's equipment.</li> <li>2. Item 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.</li> </ol> | 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  |
| <p>o Increase, Decision No. <span style="float: right;">82924</span></p>  |      |
| EFFECTIVE   |      |
| <p>Correction <span style="float: right;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br/>SAN FRANCISCO, CALIFORNIA.</span></p>   |      |

| SECTION 1--RULES OF GENERAL APPLICATION (Continued)   | ITEM |
|---|------|
| <p style="text-align: center;"><b>FAILURE TO ACCOMPLISH DELIVERY</b><br/>(Applies only in connection with Items 129, 176, 177 and 179)</p> <p>Except as otherwise provided in the Dangerous Articles Tariff, if the carrier, through no fault of its own, is unable to effect delivery of any shipment within 48 hours (excluding Saturdays, Sundays and holidays) after the first 7:00 A.M. following initial attempt of delivery, the shipment will be placed in storage and notice will be sent or given to consignor or consignee. Thereafter the shipment will be stored at carrier's terminal subject to the rates and charges set forth below or, at carrier's option, may be placed in a public warehouse at public storage rates.</p> <p>For each of the first five days, 5½ cents per 100 pounds.<br/>For the sixth and each succeeding day, 7½ cents per 100 pounds.</p> <p>Minimum storage charge per shipment on freight held beyond 48 hours, 5 days or less 73 cents; 6 days or more 112 cents.<br/>In computing time, any fractional part of 24 hours will be counted as one day.<br/>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 \$3.65 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.<br/>Subsequent delivery from point of storage will be charged for as a new shipment.</p>   | §141 |
| <p style="text-align: center;"><b>DELAYS TO EQUIPMENT</b></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"> <li>(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.</li> <li>(b) Shipments transported under the provisions of Items 200, 210, 220 and 230.</li> <li>(c) Component parts of multiple service shipments.</li> </ul> <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"> <li>(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.</li> <li>(B) Does not apply on shipments of Plywood described in List B or commodities described in List C of Item 685, which are subject to the provisions of Item 710 (see Item 144).</li> </ul> | 142  |
| <p>§ Change        )<br/>o Increase     ) Decision No. <b>82924</b></p>   |      |
| EFFECTIVE   |      |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA.   |      |

Correction

| 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 semitrailer, exclusive of motor tractor.</p> <p>2. Free Time</p> <p>(a) A period of four (4) hours will be allowed on each unit of equipment between constructive placement and time equipment has actually completed loading or unloading.</p> <p>(b) The provisions of this item shall not apply in connection with the actual placement of units of equipment under agreement with the consignor or consignee for loading by the consignor or unloading by the consignee, when such agreement is recorded on the shipping document.</p> <p>03. Demurrage on Equipment Held After Free Time Has Elapsed</p> <p>A charge of 34 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> | <p>0143</p>                                      |  |                         |  |           |     |                         |  |                         |  |           |     |             |
| <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 border="0" style="margin-left: auto; margin-right: auto;"> <tr> <th colspan="2"><u>Charges in Cents</u></th></tr> <tr> <td style="text-align: center;">For First<br/>30 Minutes</td><td style="text-align: center;">For Each<br/>Additional 15<br/>Minutes or Fraction</td></tr> <tr> <td style="text-align: center;">No Charge</td><td style="text-align: center;">330</td></tr> </table> <p>(b) Shipments subject to minimum weights of 40,000 or 48,000 pounds.</p> <table border="0" style="margin-left: auto; margin-right: auto;"> <tr> <th colspan="2"><u>Charges in Cents</u></th></tr> <tr> <td style="text-align: center;">For First<br/>60 Minutes</td><td style="text-align: center;">For Each<br/>Additional 15<br/>Minutes or Fraction</td></tr> <tr> <td style="text-align: center;">No Charge</td><td style="text-align: center;">370</td></tr> </table>   | <u>Charges in Cents</u>                          |  | For First<br>30 Minutes | For Each<br>Additional 15<br>Minutes or Fraction | No Charge | 330 | <u>Charges in Cents</u> |  | For First<br>60 Minutes | For Each<br>Additional 15<br>Minutes or Fraction | No Charge | 370 | <p>0144</p> |
| <u>Charges in Cents</u>   |  |  |                         |  |           |     |                         |  |                         |  |           |     |             |
| For First<br>30 Minutes   | For Each<br>Additional 15<br>Minutes or Fraction |  |                         |  |           |     |                         |  |                         |  |           |     |             |
| No Charge   | 330  |  |                         |  |           |     |                         |  |                         |  |           |     |             |
| <u>Charges in Cents</u>   |  |  |                         |  |           |     |                         |  |                         |  |           |     |             |
| For First<br>60 Minutes   | For Each<br>Additional 15<br>Minutes or Fraction |  |                         |  |           |     |                         |  |                         |  |           |     |             |
| No Charge   | 370  |  |                         |  |           |     |                         |  |                         |  |           |     |             |
| <p>82924</p> <p>✓ Increase, Decision No.</p>  |  |  |                         |  |           |     |                         |  |                         |  |           |     |             |
| EFFECTIVE   |  |  |                         |  |           |     |                         |  |                         |  |           |     |             |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA.   |  |  |                         |  |           |     |                         |  |                         |  |           |     |             |

Correction

| SECTION 1--RULES OF GENERAL APPLICATION (Continued)  |   |   | ITEM |   |   |  |   |      |      |     |   |    |    |  |  |
|--|---|---|------|---|---|--|---|------|------|-----|---|----|----|--|--|
| <p align="center"><b>CHARGES FOR ACCESSORIAL SERVICES OR DELAYS</b></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> <thead> <tr> <th></th><th><u>For First<br/>30 Minutes<br/>or Fraction</u></th><th><u>For Each<br/>Additional<br/>15 Minutes<br/>or Fraction</u></th><th></th></tr> </thead> <tbody> <tr> <td>(a) For driver, helper or other carrier employee,<br/>per man-----</td><td>0685</td><td>0345</td><td>145</td></tr> <tr> <td>(b) For unit of equipment (each motor truck trailer<br/>or semi-trailer, exclusive of motor tractors)-----</td><td>65</td><td>33</td><td></td></tr> </tbody> </table> |   |   |      | <u>For First<br/>30 Minutes<br/>or Fraction</u> | <u>For Each<br/>Additional<br/>15 Minutes<br/>or Fraction</u> |  | (a) For driver, helper or other carrier employee,<br>per man----- | 0685 | 0345 | 145 | (b) For unit of equipment (each motor truck trailer<br>or semi-trailer, exclusive of motor tractors)----- | 65 | 33 |  |  |
|  | <u>For First<br/>30 Minutes<br/>or Fraction</u> | <u>For Each<br/>Additional<br/>15 Minutes<br/>or Fraction</u>                                       |      |   |   |  |   |      |      |     |   |    |    |  |  |
| (a) For driver, helper or other carrier employee,<br>per man-----  | 0685  | 0345  | 145  |   |   |  |   |      |      |     |   |    |    |  |  |
| (b) For unit of equipment (each motor truck trailer<br>or semi-trailer, exclusive of motor tractors)-----  | 65  | 33  |      |   |   |  |   |      |      |     |   |    |    |  |  |
| <p align="center"><b>ADVERTISING ON EQUIPMENT</b></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  |   |   |  |   |      |      |     |   |    |    |  |  |
| ø Change        )<br>o Increase     )    Decision No. <b>82924</b>   |   |   |      |   |   |  |   |      |      |     |   |    |    |  |  |
| <b>EFFECTIVE</b>   |   |   |      |   |   |  |   |      |      |     |   |    |    |  |  |
| Correction   |   | ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA. |      |   |   |  |   |      |      |     |   |    |    |  |  |

## 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 pre-requisite 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                  | 420                        |
| 25          | 50                  | 510                        |
| 50          | 75                  | 585                        |
| 75          | 100                 | 650                        |
| 100         | 150                 | 790                        |
| 150         | 200                 | 915                        |
| 200         | 250                 | 1045                       |
| 250         | 300                 | 1180                       |
| 300         | 400                 | 1415                       |
| 400         | 500                 | 1640                       |

- (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.

82924

EFFECTIVE

Correction

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

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

ITEM

## MINIMUM CHARGE

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

The minimum charge per shipment shall be as follows:

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

| <u>Weight of Shipment</u><br><u>(In Pounds)</u> |                     | <u>Minimum Charge</u> |
|---|---------------------|-----------------------|
| <u>Over</u>                                     | <u>But Not Over</u> | <u>(In Cents)</u>     |
| 0   | 25                  | 495                   |
| 25  | 50                  | 600                   |
| 50  | 75                  | 685                   |
| 75  | 100                 | 765                   |
| 100   | 150                 | 925                   |
| 150   | 200                 | 1075                  |
| 200   | 250                 | 1230                  |
| 250   | 300                 | 1340                  |
| 300   | 400                 | 1600                  |
| 400   | 500                 | 1820                  |
| 500   | -                   | 2010                  |

- (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:

| <u>Weight of Shipment</u><br><u>(In Pounds)</u> |                     | <u>Minimum Charge</u><br><u>(In Cents)</u> |            |
|---|---------------------|--|------------|
| <u>Over</u>                                     | <u>But Not Over</u> | <u>(1)</u>                                 | <u>(2)</u> |
| 0   | 100                 | 845  | 965        |
| 100   | 150                 | 1130                                       | 1375       |
| 150   | 200                 | 1310                                       | 1615       |
| 200   | 250                 | 1540                                       | 1880       |
| 250   | 300                 | 1715                                       | 2140       |
| 300   | 400                 | 2035                                       | 2550       |
| 400   | 500                 | 2295                                       | 2980       |
| 500   | -                   | 2545                                       | 3380       |

- Applies only on shipments moving distances exceeding 150 constructive miles, but not exceeding 500 constructive miles.
- 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 \$1.30 per shipment for each such origin and destination.

◊ Increase, Decision No.

82924

EFFECTIVE

Correction

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

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

ITEM

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

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

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

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

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

Maximum Number of  
Split Pickup  
Components Allowed  
Will Be

| <u>Over</u> | <u>But<br/>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               |

0160

NOTE.--One split pickup component will be allowed for each additional 1,000 pounds or fraction thereof, subject to a maximum of 20 pickup components per shipment.

EXCEPTION.--The total number of split pickup components may exceed the allowed number shown, provided, however, that for each pickup component in excess of said allowed number, a charge of \$4.75 will be made in addition to all other applicable rates and charges. In no event shall there be more than 40 pickup components per shipment.

(Continued in Item 161)

(E) Expires with December 31, 1974.

o Increase, Decision No.

**82924**

EFFECTIVE

Correction

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

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

ITEM

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

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

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

| Weight of Component Part<br>(Pounds) |              | Split Pickup<br>Charge<br>for Each<br>Component<br>Part in Cents |
|--------------------------------------|--------------|--|
| Over                                 | But Not Over |  |
| 0                                    | 100 -----    | 355  |
| 100                                  | 250 -----    | 415  |
| 250                                  | 500 -----    | 435  |
| 500                                  | 1,000 -----  | 465  |
| 1,000                                | 2,000 -----  | 610  |
| 2,000                                | 4,000 -----  | 795  |
| 4,000                                | 10,000 ----- | 900  |
| 10,000                               | -----        | 1010   |

0163

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

| Weight of Component Part<br>(Pounds) |              | Split Pickup<br>Charge<br>for Each<br>Component<br>Part in Cents |
|--------------------------------------|--------------|--|
| Over                                 | But Not Over |  |
| 0                                    | 100 -----    | 390  |
| 100                                  | 250 -----    | 470  |
| 250                                  | 500 -----    | 510  |
| 500                                  | 1,000 -----  | 715  |
| 1,000                                | 2,000 -----  | 1035   |
| 2,000                                | 4,000 -----  | 1270   |
| 4,000                                | 10,000 ----- | 1480   |
| 10,000                               | -----        | 1720   |

o Increase, Decision No.

82924

EFFECTIVE

Correction

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

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

ITEM

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

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

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

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

When the Actual Or Billed  
Weight Of The Shipment  
(Whichever Is Greater) Is:

Maximum Number of  
Split Delivery  
Components Allowed  
Will Be:

| <u>Over</u> | <u>But<br/>Not Over</u> |
|-------------|-------------------------|
| 4,999       | 6,000                   |
| 6,000       | 8,000                   |
| 8,000       | 10,000                  |
| 10,000      |                         |

(See Exception)

0170

6

8

10

See Note

NOTE.--One split delivery component will be allowed for each additional 1,000 pounds or fraction thereof, subject to a maximum of 20 delivery components per shipment.

EXCEPTION.--The total number of split delivery components may exceed the allowed number shown, provided, however, that for each delivery component in excess of said allowed number, a charge of \$4.75 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.

(Continued in Item 171)

(E) Expires with December 31, 1974.

o Increase, Decision No.

82924

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<br>(Pounds) |              | Split Delivery<br>Charge<br>for Each<br>Component<br>Part in Cents |
|--------------------------------------|--------------|--|
| Over                                 | But Not Over |  |
| 0                                    | 100          | 355  |
| 100                                  | 250          | 415  |
| 250                                  | 500          | 435  |
| 500                                  | 1,000        | 465  |
| 1,000                                | 2,000        | 610  |
| 2,000                                | 4,000        | 795  |
| 4,000                                | 10,000       | 900  |
| 10,000                               |              | 1010   |

0172

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

| Weight of Component Part<br>(Pounds) |              | Split Delivery<br>Charge<br>for Each<br>Component<br>Part in Cents |
|--------------------------------------|--------------|--|
| Over                                 | But Not Over |  |
| 0                                    | 100          | 390  |
| 100                                  | 250          | 470  |
| 250                                  | 500          | 510  |
| 500                                  | 1,000        | 715  |
| 1,000                                | 2,000        | 1035   |
| 2,000                                | 4,000        | 1270   |
| 4,000                                | 10,000       | 1480   |
| 10,000                               |              | 1720   |

o Increase, Decision No.

82924

EFFECTIVE

Correction

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

| SECTION 1--RULES OF GENERAL APPLICATION (Continued)  |                         | ITEM            |                |  |  |             |                     |  |   |   |      |   |    |                 |    |    |                 |
|--|-------------------------|-----------------|----------------|--|--|-------------|---------------------|--|---|---|------|---|----|-----------------|----|----|-----------------|
| STRINGING SERVICES<br>(Items 174 and 175)  |                         |                 |                |  |  |             |                     |  |   |   |      |   |    |                 |    |    |                 |
| When stringing is performed in connection with the transportation of the commodities listed below, the class or commodity rate shall be computed from point of origin to that point which produces the greatest constructive mileage. In addition to the class or commodity rates, a charge as set forth below shall be assessed for the stringing services. Subject to Notes 1, 2, 3, 4, 5 and 6.   |                         |                 |                |  |  |             |                     |  |   |   |      |   |    |                 |    |    |                 |
| Commodity Descriptions   | Rates in Cents per Hour |                 |                |  |  |             |                     |  |   |   |      |   |    |                 |    |    |                 |
| Commodity List 1,<br>Pipe and pipe fittings or connections-----  | 1925                    |                 |                |  |  |             |                     |  |   |   |      |   |    |                 |    |    |                 |
| Commodity List 2,<br>Conduit (including clay or terra cotta conduit,<br>single or multiple cell); culvert; fencing; poles;<br>posts; tubing; and fittings or connections for any<br>of the above-----  | 1820                    |                 |                |  |  |             |                     |  |   |   |      |   |    |                 |    |    |                 |
| NOTE 1.--The minimum charge shall be for ¼ hour. After the total time has been determined it shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the following table:   |                         |                 |                |  |  |             |                     |  |   |   |      |   |    |                 |    |    |                 |
| <table><tr><th colspan="2"><u>Minutes</u></th><th></th></tr><tr><th><u>Over</u></th><th><u>But Not Over</u></th><th></th></tr><tr><td>0</td><td>8</td><td>Omit</td></tr><tr><td>8</td><td>38</td><td>Shall be ¼ hour</td></tr><tr><td>38</td><td>60</td><td>Shall be 1 hour</td></tr></table>  |                         |                 | <u>Minutes</u> |  |  | <u>Over</u> | <u>But Not Over</u> |  | 0 | 8 | Omit | 8 | 38 | Shall be ¼ hour | 38 | 60 | Shall be 1 hour |
| <u>Minutes</u>   |                         |                 |                |  |  |             |                     |  |   |   |      |   |    |                 |    |    |                 |
| <u>Over</u>  | <u>But Not Over</u>     |                 |                |  |  |             |                     |  |   |   |      |   |    |                 |    |    |                 |
| 0  | 8                       | Omit            |                |  |  |             |                     |  |   |   |      |   |    |                 |    |    |                 |
| 8  | 38                      | Shall be ¼ hour |                |  |  |             |                     |  |   |   |      |   |    |                 |    |    |                 |
| 38   | 60                      | Shall be 1 hour |                |  |  |             |                     |  |   |   |      |   |    |                 |    |    |                 |
| NOTE 2.--For purposes of determining the stringing charge, when the carrier's equipment arrives at or prior to the arrival time specified on the bill of lading, 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.  |                         |                 |                |  |  |             |                     |  |   |   |      |   |    |                 |    |    |                 |
| In addition to the class or commodity rate, the hourly rate provided in this item shall be assessed for the time consumed in performing the stringing, less 5 minutes a ton for poles, and 8 minutes a ton for all other commodities. The free time shall be based on the weight on which transportation charges are computed. Allowance shall be made only for delays occasioned due to failure of carrier's equipment transporting the lading and time taken out for meals by the driver and/or helper.  |                         |                 |                |  |  |             |                     |  |   |   |      |   |    |                 |    |    |                 |
| NOTE 3.--Rate includes the exclusive services of vehicle and driver and does not include any power equipment to load or unload, other than a winch affixed to the tractor transporting the shipment from origin to destination. When carrier furnishes help in addition to the driver, such service shall be charged for at a rate of not less than \$13.80 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 \$13.80 per hour. |                         |                 |                |  |  |             |                     |  |   |   |      |   |    |                 |    |    |                 |
| (Continued in Item 175)  |                         |                 |                |  |  |             |                     |  |   |   |      |   |    |                 |    |    |                 |
| ◊ Increase, Decision No.   |                         | 0174            |                |  |  |             |                     |  |   |   |      |   |    |                 |    |    |                 |
| 82924  |                         |                 |                |  |  |             |                     |  |   |   |      |   |    |                 |    |    |                 |
| EFFECTIVE  |                         |                 |                |  |  |             |                     |  |   |   |      |   |    |                 |    |    |                 |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA.  |                         |                 |                |  |  |             |                     |  |   |   |      |   |    |                 |    |    |                 |
| Correction   |                         |                 |                |  |  |             |                     |  |   |   |      |   |    |                 |    |    |                 |

| SECTION 1--RULES OF GENERAL APPLICATION (Continued)   |     |    |     |    |    |    |    |    |    |    |     | ITEM  |     |    |     |    |    |    |    |    |    |    |     |       |    |    |    |    |    |    |    |    |    |    |    |    |    |      |
|---|-----|----|-----|----|----|----|----|----|----|----|-----|-------|-----|----|-----|----|----|----|----|----|----|----|-----|-------|----|----|----|----|----|----|----|----|----|----|----|----|----|------|
| <p>POOL SHIPMENTS--CENTRAL COASTAL TERRITORY (Continued)<br/>(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.</p> <p>(1) Class rates in cents per 100 pounds.</p> <table border="1"> <tr> <td>100</td><td>92½</td><td>85</td><td>77½</td><td>70</td><td>65</td><td>60</td><td>55</td><td>50</td><td>45</td><td>40</td><td>37½</td><td>35(2)</td></tr> <tr> <td>74</td><td>71</td><td>67</td><td>64</td><td>59</td><td>57</td><td>55</td><td>52</td><td>51</td><td>48</td><td>46</td><td>45</td><td>44</td></tr> </table> <p>(1) Minimum charge 270 cents per component part.</p> <p>(2) Applies on articles rated class 35 or lower.</p> <div style="text-align: right;"> <p>Commodity Rates in Cents<br/>per 100 Pounds<br/>Minimum Charge 270 cents<br/>per component part</p> </div> <p>Games or Toys, as described under the heading<br/>"Games or Toys Group,"<br/>AND<br/>Bicycles, K.D., as described in Items 188590<br/>and 188610 series,<br/>AND<br/>Vehicles, other than self-propelled, K.D., as<br/>described in Items 188690, 188780, 189000,<br/>189180, 189440, 189780, 189820 and 189960<br/>series, in the Governing Classification----- 98</p> <p>2. Pool Shipments of Furniture or Furniture Parts as described under the headings<br/>"Furniture Group" and "Furniture Parts Group" in the Governing Classification shall be<br/>charged as follows:</p> <p>(a) Unloading and/or segregating including all accessorial services except<br/>those governed by paragraphs 3(g) and 3(h) of Item 179 \$2.21 per 100 pounds,<br/>minimum charge \$4.20 per component part.</p> <p>(Continued in Item 179)</p> |     |    |     |    |    |    |    |    |    |    |     | 100   | 92½ | 85 | 77½ | 70 | 65 | 60 | 55 | 50 | 45 | 40 | 37½ | 35(2) | 74 | 71 | 67 | 64 | 59 | 57 | 55 | 52 | 51 | 48 | 46 | 45 | 44 | 0177 |
| 100   | 92½ | 85 | 77½ | 70 | 65 | 60 | 55 | 50 | 45 | 40 | 37½ | 35(2) |     |    |     |    |    |    |    |    |    |    |     |       |    |    |    |    |    |    |    |    |    |    |    |    |    |      |
| 74  | 71  | 67 | 64  | 59 | 57 | 55 | 52 | 51 | 48 | 46 | 45  | 44    |     |    |     |    |    |    |    |    |    |    |     |       |    |    |    |    |    |    |    |    |    |    |    |    |    |      |
| <p>o Increase, Decision No. 82924</p>   |     |    |     |    |    |    |    |    |    |    |     |       |     |    |     |    |    |    |    |    |    |    |     |       |    |    |    |    |    |    |    |    |    |    |    |    |    |      |
| EFFECTIVE   |     |    |     |    |    |    |    |    |    |    |     |       |     |    |     |    |    |    |    |    |    |    |     |       |    |    |    |    |    |    |    |    |    |    |    |    |    |      |
| <p>Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br/>SAN FRANCISCO, CALIFORNIA.</p>  |     |    |     |    |    |    |    |    |    |    |     |       |     |    |     |    |    |    |    |    |    |    |     |       |    |    |    |    |    |    |    |    |    |    |    |    |    |      |

| SECTION 1--RULES OF GENERAL APPLICATION (Continued)   | ITEM  |
|---|---|
| <p style="text-align: center;">POOL SHIPMENTS--CENTRAL COASTAL TERRITORY (Concluded)<br/>(Items 176, 177 and 179)</p> <p>3. Accessorial Services:</p> <p>(a) A clerical service charge of \$1.35 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 110 cents per component part.</p> <p>(c) Marking, tagging, stenciling or labeling, 3½ cents per package or piece, minimum charge \$1.70 per component part.</p> <p>(d) Advancing, prorating and collecting inbound freight charges of other carriers, 1 percent of amount advanced minimum charge \$1.70 per component part.</p> <p>(e) Advancing or prepayment of outbound freight charges to other carriers, \$1.35 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> <ol style="list-style-type: none"> <li>(1) For each component part on which delivery is taken at carrier's terminal; 45 cents per 100 pounds, minimum charge \$2.10.</li> <li>(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 45 cents per 100 pounds, minimum charge \$1.85.</li> </ol> | <p>0179</p>   |
| <p>o Increase, Decision No.</p> <p style="text-align: center; font-size: 1.5em;">82924</p>  |   |
| EFFECTIVE   |   |
| <p>Correction</p>   | <p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br/>SAN FRANCISCO, CALIFORNIA.</p> |

## MINIMUM RATE TARIFF 2

## 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-- The provisions of this paragraph apply only for the service of transporting a shipment which is a component part of a pool shipment, when the destination of the component is within the Metropolitan Los Angeles Area.

In Cents Per 100 Pounds

| MILES |              | MINIMUM WEIGHT IN POUNDS |       |        |        |
|-------|--------------|--------------------------|-------|--------|--------|
| Over  | But Not Over | 1,000<br>(Note 1)        | 5,000 | 10,000 | 20,000 |
| 0     | 15           | 94                       | 70    | 48     | 35     |
| 15    | 30           | 101                      | 77    | 54     | 38     |
| 30    |              | 117                      | 89    | 62     | 44     |

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.

0  
179-2

- (b) SEGREGATION AND/OR UNLOADING RATES--The provisions of this paragraph apply to services of unloading and segregating pool shipments within the Metropolitan Los Angeles Area.

In Cents Per 100 Pounds

| MINIMUM WEIGHT IN POUNDS |       |        |        |
|--------------------------|-------|--------|--------|
| Any Quantity             | 5,000 | 10,000 | 20,000 |
| 108                      | 63    | 51     | 34     |

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

- (c) An additional charge of 66 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 \$25.15 shall be assessed.

♦ Increase, Decision No.

82924

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<br>collected is             | Charge for collecting<br>and remitting<br>will be |
|---|---|
| Not Over \$ 100-----                        | \$ 2.80   |
| Over 100 not over \$ 110-----               | 2.90  |
| Over 110 not over 120-----                  | 3.10  |
| Over 120 not over 140-----                  | 3.30  |
| Over 140 not over 160-----                  | 3.45  |
| Over 160 not over 180-----                  | 3.65  |
| Over 180 not over 200-----                  | 3.85  |
| Over 200 not over 250-----                  | 4.15  |
| Over 250 not over 300-----                  | 4.70  |
| Over 300 not over 350-----                  | 4.84  |
| Over 350 not over 400-----                  | 5.15  |
| Over 400 not over 450-----                  | 5.63  |
| Over 450 not over 500-----                  | 6.12  |
| Over 500 not over 550-----                  | 6.60  |
| Over 550 not over 600-----                  | 7.08  |
| Over 600 not over 650-----                  | 7.57  |
| Over 650 not over 700-----                  | 8.05  |
| Over 700 not over 750-----                  | 8.54  |
| Over 750 not over 800-----                  | 9.02  |
| Over 800 not over 850-----                  | 9.50  |
| Over 850 not over 900-----                  | 9.99  |
| Over 900 not over 950-----                  | 10.47   |
| Over 950 not over 1,000-----                | 10.96   |
| Over \$1,000 at rate of \$10.96 per \$1,000 |   |

0182

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

♦ Increase, Decision No.

82924

EFFECTIVE

Correction

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

| SECTION 1--RULES OF GENERAL APPLICATION (Continued)  | ITEM |
|--|------|
| <p style="text-align: center;">ACCESSORIAL SERVICES NOT INCLUDED IN COMMON<br/>CARRIER RATES<br/>(Items 240 and 241)</p> <p>In the event under provisions of Items 200 to 230, inclusive, a rate of a common carrier is used in constructing a rate for highway transportation, and such rate does not include accessorial services performed by the highway carrier the following charges for such accessorial services shall be added (except as otherwise provided in Item 241 and in connection with individual rates):</p> <ol style="list-style-type: none"> <li>1. No additional charge shall be assessed when the shipment is loaded into and/or unloaded from the carrier's equipment and the bill of lading issued pursuant to Item 255 indicates that the shipment was loaded and/or unloaded under one of the following circumstances:               <ol style="list-style-type: none"> <li>(a) By gravity:                   <ol style="list-style-type: none"> <li>(1) From or into dump or hopper trucks or trailers other than pneumatic equipment.</li> <li>(2) On truckload shipments of pulpboard in rolls weighing not less than 750 pounds each.</li> <li>(3) On shipments of lumber unloaded by the use of rollers.</li> </ol> </li> <li>(b) By the consignor and/or consignee with power equipment, as described in Item 11, furnished and used without expense to carrier, and when no services are performed at carrier expense, or by carrier personnel.</li> <li>(c) By the consignor and/or consignee when the carrier's equipment is a trailer or semitrailer left for loading and/or unloading without the presence of carrier's employees.</li> </ol> </li> <li>2. A charge of 6 cents per 100 pounds shall be assessed on the weight on which transportation charges are determined when the bill of lading is so annotated to indicate that the shipment was loaded or unloaded from the carrier's equipment under one of the following circumstances:               <ol style="list-style-type: none"> <li>(a) By the consignor or consignee by use of power equipment, as described in Item 11, furnished by the consignor or consignee without expense to the carrier. Physical assistance of a single carrier employee is restricted to work within or on carrier's equipment and does not include services subject to Paragraph 3(a) or any assistance in the actual loading or unloading operation.</li> <li>(b) By use of carrier's pneumatic equipment with or without assistance of carrier employee.</li> <li>(c) By use of a roller conveyor when said conveyor is built into and is an integral part of carrier's equipment, and shipment is placed onto or removed from said conveyor by consignor or consignee without expense to the carrier.</li> <li>(d) When the shipment is transported on pallets in van-type equipment and the shipment is placed onto or removed from the van by use of power equipment furnished by the consignor and/or the consignee, and the loaded pallets are positioned in the van by carrier's employee by use of a hand jack or pallet jack.</li> </ol> </li> </ol> <p style="text-align: center;">(Continued in Item 241)</p> | 0240 |
| <p>◊ Increase, Decision No. <b>82924</b></p>   |      |
| EFFECTIVE  |      |
| <p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br/>SAN FRANCISCO, CALIFORNIA.</p>  |      |

Correction

| SECTION 1--RULES OF GENERAL APPLICATION (Continued)   | ITEM  |
|---|---|
| <p style="text-align: center;">ACCESSORIAL SERVICES NOT INCLUDED IN COMMON<br/>CARRIER RATES (Concluded)<br/>(Items 240 and 241)</p> <p>3. A charge of 8½ cents per 100 pounds shall be assessed on the weight on which transportation charges are determined when the shipment is loaded into or unloaded from the carrier's equipment (other than pneumatic equipment) with the physical assistance of a single carrier employee as follows, and under all other circumstances not noted in Paragraphs 1 and 2:</p> <p>(a) When shipment is loaded into or unloaded from carrier's equipment by power equipment furnished by the consignor or consignee without expense to the carrier and carrier's employee is required:</p> <p>(1) To stack or unstack merchandise in the carrier's equipment, or</p> <p>(2) To remove merchandise from or place merchandise on pallets.</p> <p>(b) When the bill of lading is not annotated as provided in Paragraphs 1 and 2.</p> <p>4. If a shipment is partially unloaded at an intermediate point under one circumstance and the unloading is completed at final destination under another circumstance, the higher unloading charge applies on the total weight on which transportation charges are computed.</p> <p>5. Split pickup or split delivery shall not be accorded unless included in the common carrier rate (see Items 220 and 230 for exceptions).</p> <p>6. When rates provided in this tariff are applied in combination with common carrier rates under the provisions of:</p> <p>(a) Paragraph (a) of Item 210, only the accessorial charge for unloading shall be assessed.</p> <p>(b) Paragraph (b) of Item 210, only the accessorial charge for loading shall be assessed.</p> <p>(c) Paragraph (c) of Item 210, no charge for either loading or unloading shall be assessed.</p> <p>7. A charge shall be assessed for all other accessorial services furnished (including services performed under the provisions of Items 120, 140 or 142) for which charges are provided in this tariff. Such charges shall be in addition to all charges set forth in Items 240 and 241.</p> <p>EXCEPTION.--The provisions of Items 240 and 241 are not applicable to shipments where the minimum weight is less than 10,000 pounds and where the provisions of Item 120 will apply.</p> | <p>0241</p>   |
| <p>♦ Increase, Decision No.</p> <p style="text-align: center; font-size: 1.5em;">82924</p>  |   |
| EFFECTIVE   |   |
| Correction  | ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA. |

| SECTION 1--RULES OF GENERAL APPLICATION (Continued)   | ITEM            |               |                  |  |                          |                 |       |      |     |
|---|-----------------|---------------|------------------|--|--------------------------|-----------------|-------|------|-----|
| <p style="text-align: center;">ISSUANCE OF DOCUMENTS (Concluded)<br/>(Items 255 and 256)</p> <p>4. For the transportation of (1) permit shipments, (2) shipments which require circuitous routing, (3) shipments requiring escort service, or (4) dangerous articles, the following information, wherever applicable, shall be shown on all bills of lading, freight bills or accessorial service documents issued by the carrier in connection therewith and shall be in addition to the information otherwise required to be shown thereon:</p> <p>(a) Permit identification of all permit shipments. (See Item 11)</p> <p>(b) Any circuitous routing required, and the authority therefor.</p> <p>(c) Any escort service furnished and the authority therefor. (See Item 10)</p> <p>(d) Description of dangerous articles must be in terms prescribed in the Dangerous Articles Tariff, including reference to labeling requirements. A further description, not inconsistent therewith, may be included.</p> <p>5. A copy of each bill of lading, freight bill, accessorial service document, weigh-master's certificate, written instructions, written agreement, written request or any other written document which supports the rates and charges assessed and which the carrier is required to issue, receive or obtain by this tariff for 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 colspan="2" style="text-align: center;">(Cents per Hour)</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;">01245</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> | 01245 | 155. | 260 |
| <u>Col. 1</u>   | <u>Col. 2</u>   |               |                  |  |                          |                 |       |      |     |
| (Cents per Hour)  |                 |               |                  |  |                          |                 |       |      |     |
| <u>Forklift Operator</u>  | <u>Forklift</u> |               |                  |  |                          |                 |       |      |     |
| 01245   | 155.            |               |                  |  |                          |                 |       |      |     |
| <div style="display: flex; justify-content: space-between; align-items: center;"> <div>             ø Change )<br/>             ø Increase )           </div> <div>             Decision No. <span style="font-size: 1.5em; font-weight: bold;">82924</span> </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,<br/>SAN FRANCISCO, CALIFORNIA.</div> </div>   |                 |               |                  |  |                          |                 |       |      |     |

| SECTION 1--RULES OF GENERAL APPLICATION (Continued)   | ITEM |
|---|------|
| <p>RAIL CARLOADING AND UNLOADING CHARGES--METROPOLITAN LOS ANGELES AREA</p> <p>(Applies only to shipments having both point of origin and point of destination in the Metropolitan Los Angeles Area. See Exception.)</p> <p>(a) For the service of loading or unloading rail cars at carrier's established depot or team track, the following rate shall be assessed in addition to the transportation charges:</p> <p style="padding-left: 40px;">19½ cents per 100 pounds</p> <p>(b) For the service of separating the contents of rail cars into two or more units of the same kind or group, the following rate shall be assessed in addition to the rate provided in paragraph (a):</p> <p style="padding-left: 40px;">9½ cents per 100 pounds</p> <p>(c) When a forklift 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> | 0262 |
| <p>o Increase, Decision No.</p> <p style="text-align: center; font-size: 1.2em;">82924</p>  |      |
| EFFECTIVE   |      |
| <div style="display: flex; justify-content: space-between;"><div>Correction</div><div>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br/>SAN FRANCISCO, CALIFORNIA.</div></div>  |      |

| SECTION 1--RULES OF GENERAL APPLICATION (Continued)   | ITEM                                   |
|---|--|
| <p>EXCEPTIONS TO GOVERNING CLASSIFICATION AND<br/>EXCEPTION RATINGS TARIFF (Continued)</p> <p>(Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)</p>   | <p>Class<br/>Rating</p>                |
| <p>CARRIERS (USED PACKAGES), SECONDHAND, EMPTY, subject to Notes 1 and 2, viz.:</p> <p>Barrels, Drums or Kegs, sheet iron or steel (40830);<br/>Bottles, Carboys or Demijohns, NOI, glass, one gallon or less (87700);<br/>Bottles, plastic, one gallon or less, in barrels, boxes or crates, with or without covers (156600);<br/>Boxes, fibreboard, KD flat or folded flat, in packages (29275, 29280);<br/>Carboys, glass, in boxes, with or without neck protection (87840);<br/>Carriers, NOI (40850, Sub 2);<br/>Crates, bottle carrying (40883, 40885, 40890, 40900, 40910, 40920, 40930);<br/>Cylinders, for shipping air, gases or liquids under pressure (41150, 41160);<br/>Drums, shipping, fibreboard, nested (21840, Sub 2);<br/>Pallets, metal or wooden, shipping (150370, 150390) including inside spacers or supports for palletized loads;<br/>Reels (41330, Sub 5).</p> <p>Less Truckload</p> <p>(1) Subject to minimum rate of 51 cents per hundred pounds or actual Class 70 rate whichever is lower. On continuous through movements on which charges are obtained by use of combinations of separately established rates, the minimum rate stated above shall apply, not in connection with the separately established factors, but to the total of the combined rate applicable to the through continuous movement.</p> <p>NOTE 1.--Applies only on Carriers (used packages), secondhand, empty, returning, or when shipped for return paying load. Applies only when return movement is over same line, or lines, as outbound movement, subject to Item 80 of Exception Rating Tariff 1, except as provided in Note 2; and subject also to estimated weights, if any, which are published in the Governing Classification.</p> <p>NOTE 2.--If the charge accruing under the rating in the Governing Classification is lower than the charge accruing under the exception rating contained herein, the lower charge resulting from the Governing Classification rating will apply.</p> | <p>0330.6</p> <p>(1)<br/>50% of 70</p> |
| <p>◊ Increase, Decision No. <b>82924</b></p>  |  |
| EFFECTIVE   |  |
| <p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br/>SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>   |  |

| SECTION 2--CLASS RATES<br>In Cents Per 100 Pounds  |                 |                                   |     |     |     |     |     |     |     |     |      | ITEM |
|--|-----------------|-----------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|------|------|
| MILES  |                 | Any Quantity<br>(Subject to Note) |     |     |     |     |     |     |     |     |      |      |
| Over   | But Not<br>Over | 100                               | 92½ | 85  | 77½ | 70  | 65  | 60  | 55  | 50  | 50.1 |      |
| 0  | 3               | 434                               | 412 | 390 | 368 | 347 | 334 | 321 | 304 | 294 | 273  |      |
| 3  | 5               | 439                               | 417 | 395 | 373 | 351 | 338 | 324 | 307 | 298 | 276  |      |
| 5  | 10              | 444                               | 422 | 400 | 378 | 356 | 342 | 328 | 311 | 302 | 280  |      |
| 10   | 15              | 451                               | 428 | 406 | 383 | 360 | 347 | 334 | 316 | 306 | 284  |      |
| 15   | 20              | 455                               | 432 | 410 | 386 | 364 | 350 | 336 | 318 | 310 | 286  |      |
| 20   | 25              | 459                               | 436 | 413 | 390 | 367 | 354 | 340 | 321 | 312 | 289  |      |
| 25   | 30              | 462                               | 438 | 416 | 392 | 369 | 356 | 342 | 323 | 314 | 290  |      |
| 30   | 35              | 466                               | 442 | 419 | 396 | 372 | 358 | 344 | 326 | 316 | 294  |      |
| 35   | 40              | 468                               | 445 | 422 | 398 | 374 | 360 | 346 | 328 | 318 | 295  |      |
| 40   | 45              | 474                               | 450 | 426 | 402 | 379 | 364 | 350 | 332 | 322 | 298  |      |
| 45   | 50              | 476                               | 452 | 429 | 405 | 381 | 366 | 352 | 334 | 324 | 300  |      |
| 50   | 60              | 482                               | 458 | 434 | 410 | 386 | 371 | 356 | 337 | 328 | 304  |      |
| 60   | 70              | 487                               | 462 | 438 | 414 | 390 | 375 | 360 | 341 | 331 | 307  |      |
| 70   | 80              | 494                               | 469 | 444 | 420 | 395 | 380 | 366 | 346 | 336 | 311  |      |
| 80   | 90              | 499                               | 474 | 449 | 424 | 399 | 384 | 370 | 350 | 340 | 314  |      |
| 90   | 100             | 504                               | 479 | 454 | 428 | 404 | 388 | 373 | 353 | 343 | 318  |      |
| 100  | 110             | 510                               | 484 | 459 | 434 | 408 | 392 | 377 | 357 | 346 | 321  |      |
| 110  | 120             | 514                               | 488 | 462 | 436 | 411 | 396 | 380 | 360 | 350 | 324  |      |
| 120  | 130             | 520                               | 494 | 468 | 442 | 416 | 400 | 385 | 364 | 354 | 328  |      |
| 130  | 140             | 523                               | 497 | 471 | 444 | 418 | 403 | 387 | 366 | 356 | 330  |      |
| 140  | 150             | 528                               | 502 | 476 | 449 | 423 | 407 | 391 | 370 | 360 | 333  |      |
| 150  | 160             | 534                               | 507 | 480 | 454 | 427 | 411 | 395 | 374 | 363 | 336  |      |
| 160  | 170             | 540                               | 512 | 486 | 458 | 432 | 415 | 399 | 378 | 366 | 340  |      |
| 170  | 180             | 544                               | 518 | 490 | 463 | 436 | 420 | 403 | 381 | 370 | 343  |      |
| 180  | 190             | 548                               | 521 | 494 | 466 | 439 | 422 | 406 | 384 | 373 | 346  |      |
| 190  | 200             | 554                               | 526 | 498 | 471 | 443 | 426 | 410 | 388 | 376 | 349  |      |
| 200  | 220             | 562                               | 534 | 506 | 478 | 450 | 432 | 416 | 394 | 382 | 354  |      |
| 220  | 240             | 568                               | 540 | 512 | 484 | 455 | 438 | 421 | 398 | 386 | 358  |      |
| 240  | 260             | 576                               | 546 | 518 | 489 | 460 | 443 | 426 | 402 | 391 | 362  |      |
| 260  | 280             | 582                               | 553 | 524 | 495 | 466 | 448 | 430 | 408 | 396 | 366  |      |
| 280  | 300             | 590                               | 560 | 531 | 502 | 472 | 454 | 436 | 413 | 401 | 372  |      |
| 300  | 325             | 598                               | 568 | 538 | 508 | 478 | 460 | 442 | 418 | 406 | 377  |      |
| 325  | 350             | 606                               | 576 | 546 | 515 | 485 | 466 | 448 | 424 | 412 | 382  |      |
| 350  | 375             | 616                               | 585 | 554 | 523 | 492 | 474 | 456 | 431 | 418 | 388  |      |
| 375  | 400             | 624                               | 592 | 561 | 530 | 499 | 480 | 462 | 436 | 424 | 393  |      |
| NOTE.--Not applicable to shipments having both point of origin and point of destination in the Metropolitan Los Angeles Area. (See Items 530 and 550.) |                 |                                   |     |     |     |     |     |     |     |     |      |      |
| ◊ Increase, Decision No.   |                 | S2924                             |     |     |     |     |     |     |     |     |      |      |
| EFFECTIVE  |                 |                                   |     |     |     |     |     |     |     |     |      |      |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA.  |                 |                                   |     |     |     |     |     |     |     |     |      |      |
| Correction   |                 |                                   |     |     |     |     |     |     |     |     |      |      |

| SECTION 2--CLASS RATES (Continued)<br>In Cents Per 100 Pounds   |                 |                                   |      |      |      |      |      |      |      |     |      | ITEM |  |
|---|-----------------|-----------------------------------|------|------|------|------|------|------|------|-----|------|------|--|
| MILES   |                 | Any Quantity<br>(Subject to Note) |      |      |      |      |      |      |      |     |      |      |  |
| Over  | But Not<br>Over | 100                               | 92½  | 85   | 77½  | 70   | 65   | 60   | 55   | 50  | 50.1 |      |  |
| 400   | 425             | 634                               | 602  | 571  | 539  | 508  | 488  | 470  | 444  | 432 | 400  | 0501 |  |
| 425   | 450             | 644                               | 612  | 580  | 547  | 515  | 496  | 476  | 450  | 438 | 406  |      |  |
| 450   | 475             | 652                               | 619  | 586  | 554  | 522  | 502  | 482  | 456  | 443 | 410  |      |  |
| 475   | 500             | 662                               | 630  | 596  | 563  | 530  | 510  | 490  | 464  | 450 | 417  |      |  |
| 500   | 525             | 672                               | 638  | 604  | 571  | 538  | 517  | 497  | 470  | 456 | 423  |      |  |
| 525   | 550             | 681                               | 647  | 613  | 579  | 545  | 524  | 504  | 476  | 463 | 429  |      |  |
| 550   | 575             | 690                               | 656  | 622  | 587  | 552  | 532  | 511  | 484  | 470 | 435  |      |  |
| 575   | 600             | 702                               | 666  | 631  | 596  | 561  | 540  | 519  | 491  | 477 | 442  |      |  |
| 600   | 625             | 710                               | 675  | 640  | 604  | 568  | 547  | 526  | 498  | 483 | 448  |      |  |
| 625   | 650             | 720                               | 684  | 648  | 612  | 576  | 554  | 532  | 504  | 490 | 454  |      |  |
| 650   | 675             | 730                               | 694  | 658  | 621  | 584  | 562  | 540  | 512  | 497 | 460  |      |  |
| 675   | 700             | 740                               | 703  | 666  | 629  | 592  | 570  | 548  | 518  | 503 | 466  |      |  |
| 700   | 725             | 751                               | 713  | 676  | 638  | 600  | 578  | 556  | 526  | 510 | 473  |      |  |
| 725   | 750             | 759                               | 721  | 683  | 645  | 607  | 584  | 562  | 531  | 516 | 478  |      |  |
| 750   | 775             | 770                               | 731  | 692  | 654  | 616  | 592  | 570  | 538  | 523 | 484  |      |  |
| 775   | 800             | 779                               | 740  | 701  | 662  | 623  | 600  | 576  | 545  | 530 | 490  |      |  |
| 800   | 850             | 790                               | 750  | 710  | 671  | 632  | 608  | 584  | 552  | 537 | 498  |      |  |
| 850   | 900             | 800                               | 760  | 720  | 680  | 640  | 616  | 592  | 560  | 544 | 504  |      |  |
| 900   | 950             | 811                               | 770  | 730  | 690  | 649  | 624  | 600  | 568  | 552 | 511  |      |  |
| 950   | 1000            | 823                               | 782  | 740  | 700  | 658  | 634  | 609  | 576  | 560 | 518  |      |  |
| 1000  | 1050            | 834                               | 792  | 750  | 708  | 667  | 642  | 617  | 584  | 567 | 525  |      |  |
| 1050  | 1100            | 846                               | 804  | 761  | 719  | 676  | 651  | 626  | 592  | 575 | 533  |      |  |
| 1100  | 1150            | 859                               | 816  | 774  | 730  | 688  | 662  | 636  | 602  | 584 | 541  |      |  |
| 1150  | 1200            | 872                               | 829  | 786  | 742  | 698  | 672  | 646  | 611  | 594 | 550  |      |  |
| For distances<br>over 1200 miles<br>add for each 50<br>miles or frac-<br>tion thereof in<br>excess of 1200<br>miles:                                  |                 | 0 13                              | 0 13 | 0 12 | 0 11 | 0 10 | 0 10 | 0 10 | 0 10 | 0 9 | 0 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.) |                 |                                   |      |      |      |      |      |      |      |     |      |      |  |
| 0 Increase, except as noted ) Decision No. 82924<br>0 No change )   |                 |                                   |      |      |      |      |      |      |      |     |      |      |  |
| EFFECTIVE   |                 |                                   |      |      |      |      |      |      |      |     |      |      |  |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA.   |                 |                                   |      |      |      |      |      |      |      |     |      |      |  |
| Correction  |                 |                                   |      |      |      |      |      |      |      |     |      |      |  |

| SECTION 2--CLASS RATES (Continued)<br>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            | 146                         | 138 | 131 | 124 | 116 | 112 | 108 | 102 | 99  | 92   | 0502 |
| 3   | 5            | 150                         | 142 | 135 | 128 | 120 | 116 | 111 | 105 | 102 | 94   |      |
| 5   | 10           | 154                         | 146 | 138 | 130 | 123 | 118 | 114 | 108 | 104 | 97   |      |
| 10  | 15           | 158                         | 150 | 142 | 134 | 126 | 122 | 117 | 110 | 108 | 100  |      |
| 15  | 20           | 162                         | 154 | 146 | 138 | 130 | 124 | 120 | 113 | 110 | 102  |      |
| 20  | 25           | 163                         | 155 | 147 | 139 | 131 | 126 | 121 | 114 | 111 | 103  |      |
| 25  | 30           | 168                         | 160 | 152 | 144 | 135 | 130 | 124 | 118 | 114 | 106  |      |
| 30  | 35           | 172                         | 162 | 154 | 146 | 137 | 132 | 126 | 120 | 116 | 108  |      |
| 35  | 40           | 174                         | 165 | 156 | 148 | 139 | 134 | 128 | 122 | 118 | 110  |      |
| 40  | 45           | 178                         | 169 | 160 | 151 | 142 | 137 | 132 | 124 | 121 | 112  |      |
| 45  | 50           | 184                         | 174 | 165 | 156 | 146 | 141 | 136 | 128 | 124 | 116  |      |
| 50  | 60           | 188                         | 179 | 170 | 160 | 151 | 145 | 140 | 132 | 128 | 119  |      |
| 60  | 70           | 192                         | 182 | 172 | 162 | 153 | 148 | 142 | 134 | 130 | 120  |      |
| 70  | 80           | 196                         | 187 | 177 | 167 | 158 | 152 | 146 | 138 | 134 | 124  |      |
| 80  | 90           | 201                         | 190 | 180 | 170 | 160 | 154 | 148 | 140 | 136 | 126  |      |
| 90  | 100          | 208                         | 197 | 186 | 176 | 166 | 160 | 154 | 145 | 141 | 130  |      |
| 100   | 110          | 212                         | 201 | 190 | 180 | 169 | 163 | 156 | 148 | 144 | 133  |      |
| 110   | 120          | 214                         | 204 | 192 | 182 | 172 | 165 | 158 | 150 | 146 | 135  |      |
| 120   | 130          | 218                         | 207 | 196 | 186 | 174 | 168 | 162 | 152 | 148 | 138  |      |
| 130   | 140          | 222                         | 211 | 200 | 189 | 178 | 171 | 164 | 156 | 151 | 140  |      |
| 140   | 150          | 225                         | 214 | 202 | 191 | 180 | 173 | 166 | 158 | 153 | 142  |      |
| 150   | 160          | 230                         | 218 | 207 | 196 | 184 | 177 | 170 | 161 | 156 | 145  |      |
| 160   | 170          | 233                         | 222 | 210 | 198 | 186 | 180 | 172 | 163 | 158 | 146  |      |
| 170   | 180          | 237                         | 225 | 213 | 202 | 190 | 182 | 176 | 166 | 161 | 149  |      |
| 180   | 190          | 240                         | 228 | 216 | 204 | 192 | 184 | 177 | 168 | 163 | 151  |      |
| 190   | 200          | 244                         | 232 | 219 | 207 | 195 | 188 | 180 | 170 | 166 | 154  |      |
| 200   | 220          | 249                         | 236 | 224 | 212 | 199 | 192 | 184 | 174 | 169 | 157  |      |
| 220   | 240          | 256                         | 243 | 230 | 218 | 204 | 197 | 189 | 179 | 174 | 161  |      |
| 240   | 260          | 260                         | 246 | 234 | 220 | 208 | 200 | 192 | 182 | 176 | 164  |      |
| 260   | 280          | 265                         | 252 | 238 | 226 | 212 | 204 | 196 | 186 | 180 | 167  |      |
| 280   | 300          | 270                         | 257 | 244 | 230 | 216 | 208 | 200 | 189 | 184 | 170  |      |
| 300   | 325          | 278                         | 264 | 250 | 236 | 222 | 214 | 206 | 195 | 190 | 176  |      |
| 325   | 350          | 285                         | 271 | 256 | 242 | 228 | 220 | 211 | 200 | 194 | 180  |      |
| 350   | 375          | 290                         | 276 | 262 | 247 | 232 | 224 | 215 | 204 | 198 | 183  |      |
| 375   | 400          | 297                         | 282 | 268 | 252 | 238 | 229 | 220 | 208 | 202 | 187  |      |
| ♦ Increase, Decision No. 82924  |              |                             |     |     |     |     |     |     |     |     |      |      |
| EFFECTIVE   |              |                             |     |     |     |     |     |     |     |     |      |      |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA. |              |                             |     |     |     |     |     |     |     |     |      |      |
| Correction  |              |                             |     |     |     |     |     |     |     |     |      |      |

## MINIMUM RATE TARIFF 2.

| SECTION 2--CLASS RATES (Continued)<br>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          | 306                         | 292 | 276 | 260 | 245 | 236 | 227 | 214 | 208 | 193  |
| 425   | 450          | 314                         | 298 | 282 | 266 | 250 | 241 | 232 | 219 | 213 | 198  |
| 450   | 475          | 320                         | 304 | 288 | 272 | 256 | 246 | 236 | 224 | 218 | 202  |
| 475   | 500          | 330                         | 313 | 296 | 280 | 264 | 254 | 244 | 230 | 224 | 208  |
| 500   | 525          | 338                         | 320 | 304 | 287 | 270 | 260 | 250 | 236 | 230 | 212  |
| 525   | 550          | 347                         | 330 | 312 | 295 | 278 | 267 | 256 | 242 | 236 | 218  |
| 550   | 575          | 354                         | 336 | 318 | 300 | 283 | 272 | 262 | 248 | 240 | 222  |
| 575   | 600          | 362                         | 344 | 326 | 308 | 289 | 278 | 268 | 253 | 246 | 228  |
| 600   | 625          | 371                         | 352 | 334 | 316 | 296 | 286 | 274 | 260 | 252 | 234  |
| 625   | 650          | 379                         | 360 | 341 | 322 | 303 | 292 | 280 | 265 | 258 | 238  |
| 650   | 675          | 386                         | 366 | 347 | 328 | 308 | 297 | 286 | 270 | 262 | 243  |
| 675   | 700          | 394                         | 374 | 354 | 334 | 315 | 303 | 292 | 276 | 268 | 248  |
| 700   | 725          | 402                         | 382 | 362 | 342 | 322 | 310 | 297 | 281 | 273 | 253  |
| 725   | 750          | 410                         | 390 | 369 | 348 | 328 | 316 | 303 | 287 | 278 | 258  |
| 750   | 775          | 415                         | 394 | 374 | 353 | 332 | 320 | 307 | 290 | 282 | 262  |
| 775   | 800          | 427                         | 406 | 384 | 363 | 342 | 329 | 316 | 299 | 290 | 269  |
| 800   | 850          | 432                         | 411 | 390 | 368 | 346 | 333 | 320 | 302 | 294 | 272  |
| 850   | 900          | 444                         | 421 | 399 | 377 | 354 | 342 | 328 | 310 | 302 | 279  |
| 900   | 950          | 452                         | 430 | 408 | 384 | 362 | 348 | 335 | 317 | 308 | 285  |
| 950   | 1000         | 460                         | 436 | 414 | 390 | 368 | 354 | 340 | 322 | 312 | 290  |
| 1000  | 1050         | 469                         | 446 | 422 | 398 | 375 | 361 | 347 | 328 | 318 | 295  |
| 1050  | 1100         | 478                         | 454 | 430 | 406 | 382 | 368 | 354 | 334 | 325 | 301  |
| 1100  | 1150         | 486                         | 462 | 438 | 413 | 389 | 374 | 360 | 340 | 330 | 306  |
| 1150  | 1200         | 496                         | 471 | 446 | 421 | 396 | 382 | 366 | 347 | 337 | 312  |
| 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 )<br>◊ No change ) Decision No. 82924                                   |              |                             |     |     |     |     |     |     |     |     |      |
| EFFECTIVE   |              |                             |     |     |     |     |     |     |     |     |      |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA. |              |                             |     |     |     |     |     |     |     |     |      |
| Correction  |              |                             |     |     |     |     |     |     |     |     |      |

| SECTION 2--CLASS RATES (Continued)<br>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            | 104   | 99  | 94  | 88  | 84  | 80  | 77  | 73  | 71  | 66   |
| 3   | 5            | 106   | 100 | 95  | 90  | 85  | 82  | 78  | 74  | 72  | 67   |
| 5   | 10           | 110   | 104 | 98  | 93  | 88  | 84  | 81  | 76  | 74  | 69   |
| 10  | 15           | 112   | 107 | 101 | 96  | 90  | 86  | 83  | 78  | 76  | 70   |
| 15  | 20           | 115   | 110 | 104 | 98  | 92  | 88  | 85  | 80  | 78  | 72   |
| 20  | 25           | 118   | 112 | 106 | 100 | 94  | 90  | 87  | 82  | 80  | 74   |
| 25  | 30           | 120   | 114 | 108 | 102 | 96  | 92  | 89  | 84  | 82  | 76   |
| 30  | 35           | 123   | 117 | 111 | 104 | 98  | 95  | 91  | 86  | 84  | 77   |
| 35  | 40           | 124   | 118 | 112 | 106 | 100 | 96  | 92  | 87  | 85  | 78   |
| 40  | 45           | 127   | 121 | 114 | 108 | 102 | 98  | 94  | 89  | 86  | 80   |
| 45  | 50           | 130   | 124 | 117 | 110 | 104 | 100 | 96  | 91  | 88  | 82   |
| 50  | 60           | 135   | 128 | 122 | 115 | 108 | 104 | 100 | 94  | 92  | 85   |
| 60  | 70           | 138   | 131 | 124 | 117 | 110 | 106 | 102 | 96  | 94  | 87   |
| 70  | 80           | 142   | 135 | 128 | 120 | 114 | 109 | 105 | 100 | 96  | 90   |
| 80  | 90           | 144   | 138 | 130 | 123 | 116 | 112 | 107 | 101 | 98  | 91   |
| 90  | 100          | 148   | 141 | 134 | 126 | 119 | 114 | 110 | 104 | 101 | 94   |
| 100   | 110          | 152   | 145 | 138 | 130 | 122 | 118 | 113 | 107 | 104 | 96   |
| 110   | 120          | 158   | 150 | 142 | 134 | 126 | 122 | 117 | 110 | 108 | 100  |
| 120   | 130          | 160   | 152 | 144 | 136 | 128 | 124 | 119 | 112 | 109 | 101  |
| 130   | 140          | 164   | 155 | 147 | 139 | 130 | 126 | 121 | 114 | 111 | 103  |
| 140   | 150          | 168   | 160 | 152 | 144 | 135 | 130 | 125 | 118 | 114 | 106  |
| 150   | 160          | 173   | 164 | 156 | 147 | 138 | 133 | 128 | 121 | 118 | 109  |
| 160   | 170          | 177   | 168 | 159 | 150 | 142 | 136 | 131 | 124 | 120 | 112  |
| 170   | 180          | 180   | 170 | 162 | 152 | 144 | 138 | 132 | 126 | 122 | 113  |
| 180   | 190          | 185   | 176 | 166 | 157 | 148 | 142 | 136 | 130 | 126 | 116  |
| 190   | 200          | 189   | 180 | 170 | 160 | 151 | 146 | 140 | 132 | 128 | 119  |
| 200   | 220          | 192   | 182 | 172 | 163 | 153 | 148 | 142 | 134 | 130 | 120  |
| 220   | 240          | 197   | 187 | 177 | 168 | 158 | 152 | 146 | 138 | 134 | 124  |
| 240   | 260          | 201   | 191 | 181 | 171 | 160 | 154 | 148 | 140 | 136 | 126  |
| 260   | 280          | 208   | 198 | 187 | 176 | 166 | 160 | 154 | 146 | 141 | 130  |
| 280   | 300          | 212   | 201 | 190 | 180 | 170 | 163 | 156 | 148 | 144 | 134  |
| 300   | 325          | 218   | 208 | 196 | 186 | 174 | 168 | 162 | 153 | 148 | 138  |
| 325   | 350          | 224   | 212 | 202 | 190 | 179 | 172 | 166 | 156 | 152 | 141  |
| 350   | 375          | 230   | 219 | 208 | 196 | 184 | 178 | 170 | 161 | 156 | 145  |
| 375   | 400          | 237   | 226 | 214 | 202 | 190 | 182 | 176 | 166 | 161 | 150  |
| 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, Decision No.</div> <div>S2924</div> </div>   |              |   |     |     |     |     |     |     |     |     |      |
| EFFECTIVE   |              |   |     |     |     |     |     |     |     |     |      |
| <div> <div>Correction</div> <div>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br/>SAN FRANCISCO, CALIFORNIA.</div> </div>                        |              |   |     |     |     |     |     |     |     |     |      |

| SECTION 2--CLASS RATES (Continued)<br>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 |
| 400   | 425          | 242   | 230  | 218  | 206 | 194 | 186 | 180 | 170 | 165 | 152  |
| 425   | 450          | 249   | 236  | 224  | 212 | 200 | 192 | 184 | 174 | 170 | 157  |
| 450   | 475          | 256   | 243  | 230  | 218 | 204 | 197 | 190 | 179 | 174 | 161  |
| 475   | 500          | 262   | 250  | 236  | 223 | 210 | 202 | 194 | 184 | 178 | 166  |
| 500   | 525          | 268   | 254  | 241  | 228 | 214 | 206 | 198 | 188 | 182 | 168  |
| 525   | 550          | 274   | 260  | 246  | 232 | 218 | 210 | 202 | 192 | 186 | 172  |
| 550   | 575          | 282   | 268  | 253  | 239 | 225 | 216 | 208 | 197 | 192 | 177  |
| 575   | 600          | 287   | 272  | 258  | 244 | 230 | 221 | 212 | 200 | 195 | 180  |
| 600   | 625          | 292   | 278  | 263  | 248 | 234 | 225 | 216 | 204 | 198 | 184  |
| 625   | 650          | 299   | 284  | 269  | 254 | 239 | 230 | 221 | 209 | 203 | 188  |
| 650   | 675          | 304   | 289  | 274  | 258 | 244 | 234 | 225 | 213 | 207 | 192  |
| 675   | 700          | 312   | 296  | 281  | 266 | 250 | 240 | 231 | 218 | 212 | 196  |
| 700   | 725          | 320   | 304  | 288  | 272 | 256 | 246 | 237 | 224 | 218 | 202  |
| 725   | 750          | 330   | 313  | 296  | 280 | 264 | 254 | 244 | 230 | 224 | 208  |
| 750   | 775          | 336   | 320  | 302  | 286 | 269 | 259 | 249 | 236 | 228 | 212  |
| 775   | 800          | 342   | 324  | 308  | 290 | 274 | 263 | 253 | 239 | 232 | 215  |
| 800   | 850          | 355   | 338  | 320  | 302 | 284 | 274 | 263 | 248 | 242 | 224  |
| 850   | 900          | 368   | 350  | 332  | 314 | 295 | 284 | 272 | 258 | 250 | 232  |
| 900   | 950          | 382   | 363  | 344  | 324 | 306 | 294 | 282 | 268 | 260 | 240  |
| 950   | 1000         | 392   | 373  | 354  | 334 | 314 | 302 | 290 | 275 | 267 | 248  |
| 1000  | 1050         | 405   | 384  | 364  | 344 | 324 | 312 | 300 | 284 | 275 | 255  |
| 1050  | 1100         | 416   | 394  | 374  | 353 | 332 | 320 | 308 | 291 | 282 | 262  |
| 1100  | 1150         | 430   | 409  | 387  | 366 | 344 | 332 | 318 | 301 | 292 | 271  |
| 1150  | 1200         | 444   | 422  | 400  | 377 | 355 | 342 | 328 | 310 | 302 | 280  |
| 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. |              |   |      |      |     |     |     |     |     |     |      |
| o Increase, except as noted ) Decision No. <b>82924</b><br>o No change )  |              |   |      |      |     |     |     |     |     |     |      |
| EFFECTIVE   |              |   |      |      |     |     |     |     |     |     |      |
| Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA.  |              |   |      |      |     |     |     |     |     |     |      |

| SECTION 2--CLASS RATES (Continued)<br>In Cents Per 100 Pounds (See Exception)   |              |   |     |     |     |     |     |     |     |     |      | ITEM |
|---|--------------|---|-----|-----|-----|-----|-----|-----|-----|-----|------|------|
| MILES   |              | Minimum Weight 20,000 Pounds except as provided in Note |     |     |     |     |     |     |     |     |      |      |
| Over  | But Not Over | 100   | 92½ | 85  | 77½ | 70  | 65  | 60  | 55  | 50  | 50.1 |      |
| 0   | 3            | 59  | 56  | 53  | 50  | 47  | 46  | 44  | 41  | 40  | 37   | 0506 |
| 3   | 5            | 62  | 58  | 56  | 52  | 49  | 48  | 46  | 43  | 42  | 38   |      |
| 5   | 10           | 64  | 61  | 58  | 54  | 52  | 50  | 48  | 45  | 44  | 40   |      |
| 10  | 15           | 67  | 64  | 60  | 57  | 54  | 52  | 50  | 47  | 46  | 42   |      |
| 15  | 20           | 71  | 68  | 64  | 60  | 56  | 54  | 52  | 49  | 48  | 44   |      |
| 20  | 25           | 72  | 69  | 65  | 62  | 58  | 56  | 54  | 50  | 49  | 45   |      |
| 25  | 30           | 74  | 70  | 66  | 63  | 59  | 57  | 55  | 52  | 50  | 46   |      |
| 30  | 35           | 75  | 71  | 68  | 64  | 60  | 58  | 56  | 53  | 51  | 47   |      |
| 35  | 40           | 78  | 74  | 70  | 66  | 62  | 60  | 58  | 54  | 52  | 49   |      |
| 40  | 45           | 82  | 78  | 74  | 70  | 66  | 63  | 60  | 57  | 56  | 52   |      |
| 45  | 50           | 83  | 79  | 75  | 71  | 67  | 64  | 62  | 58  | 57  | 53   |      |
| 50  | 60           | 88  | 84  | 80  | 75  | 70  | 68  | 66  | 62  | 60  | 56   |      |
| 60  | 70           | 94  | 89  | 84  | 80  | 75  | 72  | 69  | 66  | 64  | 59   |      |
| 70  | 80           | 95  | 90  | 86  | 81  | 76  | 73  | 70  | 67  | 65  | 60   |      |
| 80  | 90           | 99  | 94  | 89  | 84  | 80  | 76  | 74  | 70  | 68  | 62   |      |
| 90  | 100          | 104   | 100 | 94  | 89  | 84  | 80  | 78  | 73  | 71  | 66   |      |
| 100   | 110          | 108   | 102 | 96  | 91  | 86  | 82  | 80  | 75  | 73  | 68   |      |
| 110   | 120          | 110   | 104 | 99  | 94  | 88  | 84  | 82  | 77  | 74  | 69   |      |
| 120   | 130          | 116   | 110 | 104 | 98  | 92  | 88  | 86  | 80  | 78  | 72   |      |
| 130   | 140          | 118   | 112 | 106 | 100 | 94  | 91  | 88  | 82  | 80  | 74   |      |
| 140   | 150          | 122   | 116 | 110 | 104 | 98  | 94  | 90  | 86  | 83  | 77   |      |
| 150   | 160          | 126   | 120 | 114 | 107 | 101 | 97  | 93  | 88  | 86  | 80   |      |
| 160   | 170          | 129   | 122 | 116 | 110 | 103 | 99  | 95  | 90  | 88  | 81   |      |
| 170   | 180          | 133   | 126 | 120 | 113 | 106 | 102 | 98  | 93  | 90  | 84   |      |
| 180   | 190          | 136   | 128 | 122 | 115 | 108 | 104 | 100 | 95  | 92  | 86   |      |
| 190   | 200          | 140   | 132 | 126 | 118 | 112 | 108 | 103 | 98  | 95  | 88   |      |
| 200   | 220          | 146   | 139 | 132 | 124 | 117 | 112 | 108 | 102 | 100 | 92   |      |
| 220   | 240          | 152   | 144 | 136 | 129 | 121 | 116 | 112 | 106 | 103 | 96   |      |
| 240   | 260          | 158   | 150 | 142 | 134 | 126 | 122 | 117 | 110 | 108 | 110  |      |
| 260   | 280          | 164   | 156 | 148 | 139 | 131 | 126 | 121 | 114 | 111 | 103  |      |
| 280   | 300          | 169   | 160 | 152 | 144 | 135 | 130 | 125 | 118 | 115 | 106  |      |
| 300   | 325          | 177   | 168 | 160 | 150 | 142 | 136 | 131 | 124 | 120 | 112  |      |
| 325   | 350          | 185   | 176 | 166 | 158 | 148 | 142 | 137 | 130 | 126 | 116  |      |
| 350   | 375          | 190   | 181 | 172 | 162 | 152 | 146 | 141 | 134 | 130 | 120  |      |
| 375   | 400          | 200   | 190 | 180 | 170 | 160 | 154 | 148 | 140 | 136 | 126  |      |
| <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> |              |   |     |     |     |     |     |     |     |     |      |      |
| o Increase, Decision No. 8292A  |              |   |     |     |     |     |     |     |     |     |      |      |
| EFFECTIVE   |              |   |     |     |     |     |     |     |     |     |      |      |
| Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA.  |              |   |     |     |     |     |     |     |     |     |      |      |

| SECTION 2--CLASS RATES (Continued)<br>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          | 206   | 196 | 186 | 176 | 166 | 159 | 153 | 144 | 140 | 130  |
| 425   | 450          | 212   | 202 | 191 | 180 | 170 | 163 | 157 | 148 | 144 | 134  |
| 450   | 475          | 218   | 206 | 196 | 185 | 174 | 168 | 161 | 152 | 148 | 137  |
| 475   | 500          | 224   | 213 | 202 | 190 | 180 | 172 | 166 | 157 | 152 | 141  |
| 500   | 525          | 231   | 220 | 208 | 196 | 184 | 178 | 171 | 162 | 157 | 146  |
| 525   | 550          | 236   | 224 | 212 | 201 | 189 | 182 | 175 | 166 | 160 | 148  |
| 550   | 575          | 244   | 232 | 220 | 208 | 196 | 188 | 180 | 171 | 166 | 154  |
| 575   | 600          | 251   | 238 | 226 | 214 | 201 | 193 | 186 | 176 | 170 | 158  |
| 600   | 625          | 256   | 244 | 230 | 218 | 205 | 198 | 190 | 180 | 174 | 162  |
| 625   | 650          | 263   | 250 | 237 | 224 | 210 | 202 | 194 | 184 | 179 | 166  |
| 650   | 675          | 268   | 255 | 242 | 228 | 215 | 206 | 198 | 188 | 182 | 169  |
| 675   | 700          | 276   | 262 | 249 | 235 | 221 | 213 | 204 | 194 | 188 | 174  |
| 700   | 725          | 284   | 269 | 255 | 241 | 226 | 218 | 210 | 198 | 192 | 178  |
| 725   | 750          | 290   | 276 | 261 | 246 | 232 | 223 | 214 | 203 | 197 | 182  |
| 750   | 775          | 296   | 280 | 266 | 251 | 236 | 228 | 218 | 206 | 201 | 186  |
| 775   | 800          | 302   | 287 | 272 | 256 | 242 | 232 | 224 | 212 | 206 | 190  |
| 800   | 850          | 309   | 294 | 278 | 262 | 247 | 238 | 228 | 216 | 210 | 194  |
| 850   | 900          | 314   | 298 | 282 | 267 | 252 | 242 | 232 | 220 | 214 | 198  |
| 900   | 950          | 320   | 304 | 288 | 272 | 256 | 246 | 236 | 224 | 217 | 201  |
| 950   | 1000         | 329   | 312 | 296 | 280 | 263 | 253 | 244 | 230 | 224 | 207  |
| 1000  | 1050         | 336   | 319 | 302 | 286 | 268 | 258 | 248 | 235 | 228 | 212  |
| 1050  | 1100         | 341   | 324 | 307 | 290 | 273 | 262 | 252 | 238 | 232 | 215  |
| 1100  | 1150         | 346   | 329 | 312 | 294 | 277 | 266 | 256 | 242 | 236 | 218  |
| 1150  | 1200         | 353   | 336 | 318 | 300 | 282 | 272 | 262 | 247 | 240 | 222  |
| 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.   |              |   |     |     |     |     |     |     |     |     |      |
| 0 Increase, except as noted ) Decision No. 82924<br>0 No change )   |              |   |     |     |     |     |     |     |     |     |      |
| EFFECTIVE   |              |   |     |     |     |     |     |     |     |     |      |
| Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA.  |              |   |     |     |     |     |     |     |     |     |      |

| SECTION 2--CLASS RATES (Continued)<br>In Cents Per 100 Pounds (See Exception)  |                 |  |     |     |     |      |      |      |      | ITEM |
|--|-----------------|--|-----|-----|-----|------|------|------|------|------|
| MILES  |                 | Minimum Weight as provided in the Governing Classification,<br>Exception Ratings Tariff or this tariff. (See Note) |     |     |     |      |      |      |      |      |
| Over   | But Not<br>Over | 45   | 40  | 37½ | 35  | 35.1 | 35.2 | 35.3 | 35.4 |      |
| 0  | 3               | 40   | 34  | 33  | 32  | 31   | 29   | 27   | 24   | 0507 |
| 3  | 5               | 41   | 37  | 35  | 34  | 32   | 31   | 28   | 24½  |      |
| 5  | 10              | 43   | 40  | 38  | 37  | 33   | 32   | 29   | 26   |      |
| 10   | 15              | 44   | 41  | 40  | 38  | 34   | 33   | 30   | 27   |      |
| 15   | 20              | 46   | 42  | 41  | 40  | 37   | 34   | 31   | 28   |      |
| 20   | 25              | 47   | 44  | 42  | 41  | 38   | 35   | 32   | 28½  |      |
| 25   | 30              | 48   | 45  | 44  | 43  | 40   | 37   | 33   | 29   |      |
| 30   | 35              | 49   | 46  | 45  | 44  | 41   | 38   | 34   | 30   |      |
| 35   | 40              | 51   | 48  | 47  | 45  | 43   | 40   | 35   | 31   |      |
| 40   | 45              | 53   | 49  | 48  | 47  | 44   | 41   | 37   | 32   |      |
| 45   | 50              | 54   | 52  | 51  | 49  | 45   | 42   | 38   | 33   |      |
| 50   | 60              | 56   | 54  | 53  | 52  | 47   | 43   | 40   | 34   |      |
| 60   | 70              | 58   | 57  | 56  | 55  | 49   | 45   | 41   | 37   |      |
| 70   | 80              | 61   | 59  | 58  | 57  | 52   | 47   | 43   | 38   |      |
| 80   | 90              | 63   | 61  | 60  | 59  | 54   | 49   | 45   | 41   |      |
| 90   | 100             | 65   | 63  | 61  | 60  | 56   | 51   | 47   | 42   |      |
| 100  | 110             | 68   | 67  | 63  | 62  | 58   | 53   | 48   | 44   |      |
| 110  | 120             | 71   | 68  | 67  | 65  | 60   | 55   | 51   | 46   |      |
| 120  | 130             | 73   | 71  | 70  | 68  | 62   | 56   | 52   | 47   |      |
| 130  | 140             | 75   | 73  | 72  | 71  | 65   | 58   | 53   | 48   |      |
| 140  | 150             | 77   | 75  | 74  | 73  | 67   | 59   | 55   | 49   |      |
| 150  | 160             | 80   | 77  | 76  | 75  | 69   | 61   | 57   | 51   |      |
| 160  | 170             | 83   | 80  | 78  | 77  | 71   | 63   | 59   | 53   |      |
| 170  | 180             | 85   | 83  | 82  | 80  | 73   | 65   | 60   | 54   |      |
| 180  | 190             | 87   | 85  | 84  | 83  | 75   | 68   | 61   | 55   |      |
| 190  | 200             | 89   | 87  | 86  | 85  | 77   | 69   | 62   | 56   |      |
| 200  | 220             | 94   | 90  | 89  | 88  | 81   | 72   | 65   | 59   |      |
| 220  | 240             | 99   | 95  | 94  | 92  | 85   | 75   | 69   | 60   |      |
| 240  | 260             | 102  | 99  | 98  | 97  | 88   | 77   | 72   | 61   |      |
| 260  | 280             | 106  | 103 | 102 | 101 | 92   | 81   | 74   | 65   |      |
| 280  | 300             | 111  | 106 | 105 | 104 | 97   | 85   | 76   | 67   |      |
| 300  | 325             | 114  | 111 | 110 | 108 | 100  | 88   | 80   | 69   |      |
| 325  | 350             | 119  | 114 | 113 | 112 | 103  | 92   | 82   | 72   |      |
| 350  | 375             | 125  | 118 | 116 | 115 | 108  | 97   | 85   | 75   |      |
| 375  | 400             | 127  | 123 | 120 | 119 | 111  | 99   | 87   | 77   |      |
| 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.  |                 |  |     |     |     |      |      |      |      |      |
| o Increase, Decision No. <b>82924</b>  |                 |  |     |     |     |      |      |      |      |      |
| EFFECTIVE  |                 |  |     |     |     |      |      |      |      |      |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA.  |                 |  |     |     |     |      |      |      |      |      |

Correction

MINIMUM RATE TARIFF 2

| SECTION 2--CLASS RATES (Continued)<br>In Cents Per 100 Pounds (See Exception)   |                 |  |     |      |     |       |      |      |      | ITEM |
|---|-----------------|--|-----|------|-----|-------|------|------|------|------|
| MILES   |                 | Minimum Weight as provided in the Governing Classification,<br>Exception Ratings Tariff or this tariff. (See Note) |     |      |     |       |      |      |      |      |
| Over  | But Not<br>Over | 45   | 40  | 37.5 | 35  | 35.1  | 35.2 | 35.3 | 35.4 |      |
| 400   | 425             | 130  | 126 | 125  | 124 | 114   | 102  | 92   | 81   |      |
| 425   | 450             | 135  | 129 | 128  | 127 | 119   | 106  | 95   | 83   |      |
| 450   | 475             | 139  | 133 | 132  | 130 | 123   | 109  | 98   | 85   |      |
| 475   | 500             | 142  | 137 | 135  | 134 | 126   | 111  | 100  | 87   |      |
| 500   | 525             | 147  | 140 | 139  | 138 | 129   | 114  | 102  | 92   |      |
| 525   | 550             | 151  | 144 | 142  | 141 | 132   | 116  | 105  | 95   |      |
| 550   | 575             | 154  | 148 | 147  | 145 | 134   | 121  | 109  | 97   |      |
| 575   | 600             | 157  | 152 | 150  | 149 | 138   | 124  | 111  | 99   |      |
| 600   | 625             | 161  | 155 | 153  | 152 | 140   | 127  | 113  | 101  |      |
| 625   | 650             | 164  | 158 | 156  | 155 | 144   | 129  | 115  | 103  |      |
| 650   | 675             | 169  | 162 | 160  | 158 | 147   | 133  | 120  | 106  |      |
| 675   | 700             | 173  | 166 | 163  | 162 | 150   | 135  | 123  | 109  |      |
| 700   | 725             | 178  | 169 | 167  | 166 | 153   | 139  | 126  | 111  | 0508 |
| 725   | 750             | 182  | 173 | 171  | 169 | 156   | 142  | 128  | 113  |      |
| 750   | 775             | 185  | 177 | 173  | 172 | 159   | 145  | 130  | 115  |      |
| 775   | 800             | 190  | 181 | 177  | 176 | 162   | 148  | 134  | 118  |      |
| 800   | 850             | 195  | 185 | 182  | 181 | 166   | 152  | 138  | 121  |      |
| 850   | 900             | 200  | 190 | 186  | 184 | 169   | 155  | 140  | 125  |      |
| 900   | 950             | 205  | 195 | 191  | 188 | 173   | 158  | 144  | 128  |      |
| 950   | 1000            | 210  | 199 | 195  | 192 | 177   | 162  | 146  | 130  |      |
| 1000  | 1050            | 213  | 202 | 199  | 197 | 181   | 164  | 149  | 132  |      |
| 1050  | 1100            | 217  | 206 | 202  | 200 | 184   | 167  | 152  | 135  |      |
| 1100  | 1150            | 220  | 210 | 206  | 203 | 187   | 169  | 154  | 138  |      |
| 1150  | 1200            | 225  | 213 | 211  | 206 | 191   | 172  | 156  | 141  |      |
| For distances<br>over 1200 miles<br>add for each 50<br>miles or fraction<br>thereof in excess<br>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.   |                 |  |     |      |     |       |      |      |      |      |
| o Increase, except as noted )<br>o No change )  |                 | Decision No.   |     |      |     | 82924 |      |      |      |      |
| EFFECTIVE   |                 |  |     |      |     |       |      |      |      |      |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA.   |                 |  |     |      |     |       |      |      |      |      |
| Correction  |                 |  |     |      |     |       |      |      |      |      |

| SECTION 2--CLASS RATES (Continued)<br>In Cents Per 100 Pounds   |   |     |     |     |  |      |      |      |     |      | ITEM |
|---|---|-----|-----|-----|--|------|------|------|-----|------|------|
| BETWEEN   |   |     |     |     | AND                                      |      |      |      |     |      |      |
| SAN JOSE METROPOLITAN<br>ZONE GROUP   |   |     |     |     | SAN FRANCISCO METROPOLITAN<br>ZONE GROUP |      |      |      |     |      |      |
| Any Quantity-----   | Class Rates shown below are intermediate in application<br>subject to Note 1. |     |     |     |  |      |      |      |     |      |      |
|   | 100   | 92½ | 85  | 77½ | 70                                       | 65   | 60   | 55   | 50  | 50.1 |      |
|   | 476   | 452 | 429 | 405 | 381                                      | 366  | 352  | 334  | 324 | 300  |      |
|   | Minimum Weight:   |     |     |     |  |      |      |      |     |      |      |
| 5,000 Pounds-----   | 184   | 174 | 165 | 156 | 146                                      | 141  | 136  | 128  | 124 | 116  |      |
| 10,000 Pounds except as<br>provided in Note 2-----  | 130   | 124 | 117 | 110 | 104                                      | 100  | 96   | 91   | 88  | 82   |      |
| 20,000 Pounds except as<br>provided in Note 3-----  | 83  | 79  | 75  | 71  | 67                                       | 64   | 62   | 58   | 57  | 53   |      |
| As provided in Governing<br>Classification, Exception<br>Ratings Tariff or this<br>tariff (see Note 4)-----   | Class Rates shown below are intermediate in application<br>subject to Note 1. |     |     |     |  |      |      |      |     |      | 0509 |
|   | 45  | 40  | 37½ | 35  | 35.1                                     | 35.2 | 35.3 | 35.4 |     |      |      |
|   |   |     |     |     |  |      |      |      |     |      |      |
|   | 54  | 52  | 51  | 49  | 45                                       | 42   | 38   | 33   |     |      |      |
| <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. <b>S2924</b>   |   |     |     |     |  |      |      |      |     |      |      |
| EFFECTIVE   |   |     |     |     |  |      |      |      |     |      |      |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA.   |   |     |     |     |  |      |      |      |     |      |      |
| Correction  |   |     |     |     |  |      |      |      |     |      |      |

MINIMUM RATE TARIFF 2

| SECTION 2--CLASS RATES (Continued)<br>In Cents Per 100 Pounds   |   |     |     |     |                                     |      |      |      |     |      | ITEM   |
|---|---|-----|-----|-----|-------------------------------------|------|------|------|-----|------|--------|
| BETWEEN   |   |     |     |     | AND                                 |      |      |      |     |      |        |
| SAN JOSE METROPOLITAN<br>ZONE GROUP   |   |     |     |     | EAST BAY METROPOLITAN<br>ZONE GROUP |      |      |      |     |      |        |
| Class Rates shown below are intermediate in application<br>subject to Note 1.   |   |     |     |     |                                     |      |      |      |     |      |        |
|   | 100   | 92½ | 85  | 77½ | 70                                  | 65   | 60   | 55   | 50  | 50.1 |        |
| Any Quantity-----   | 474   | 450 | 426 | 402 | 379                                 | 364  | 350  | 332  | 322 | 298  |        |
| Minimum Weight:   |   |     |     |     |                                     |      |      |      |     |      |        |
| 5,000 Pounds-----   | 178   | 169 | 160 | 151 | 142                                 | 137  | 132  | 124  | 121 | 112  |        |
| 10,000 Pounds except as<br>provided in Note 2-----  | 127   | 121 | 114 | 108 | 102                                 | 98   | 94   | 89   | 86  | 80   |        |
| 20,000 Pounds except as<br>provided in Note 3-----  | 82  | 78  | 74  | 70  | 66                                  | 63   | 60   | 57   | 56  | 52   |        |
| As provided in Governing<br>Classification, Exception<br>Ratings Tariff or this<br>tariff (see Note 4)-----   | Class Rates shown below are intermediate in application<br>subject to Note 1. |     |     |     |                                     |      |      |      |     |      | 0509.5 |
|   | 45  | 40  | 37½ | 35  | 35.1                                | 35.2 | 35.3 | 35.4 |     |      |        |
|   | 53  | 49  | 48  | 47  | 44                                  | 41   | 37   | 32   |     |      |        |
| <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> |   |     |     |     |                                     |      |      |      |     |      |        |
| o Increase, Decision No. <b>S2924</b>   |   |     |     |     |                                     |      |      |      |     |      |        |
| EFFECTIVE   |   |     |     |     |                                     |      |      |      |     |      |        |
| Correction: ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA.   |   |     |     |     |                                     |      |      |      |     |      |        |

| SECTION 2--CLASS RATES (Continued)<br>In Cents Per 100 Pounds   |   |     |     |     |  |      |      |      |     |      | ITEM |
|---|---|-----|-----|-----|--|------|------|------|-----|------|------|
| BETWEEN   |   |     |     |     | AND  |      |      |      |     |      |      |
| SAN FRANCISCO TERRITORY<br>as described in Item 270-3.<br><br>SACRAMENTO, NORTH SACRAMENTO  |   |     |     |     | LOS ANGELES TERRITORY as<br>described in Item 270-3. |      |      |      |     |      |      |
|   | Class Rates shown below are intermediate in application<br>subject to Note 1. |     |     |     |  |      |      |      |     |      |      |
|   | 100   | 92½ | 85  | 77½ | 70   | 65   | 60   | 55   | 50  | 50.1 |      |
| Any Quantity-----   | 634   | 602 | 571 | 539 | 508  | 488  | 470  | 444  | 432 | 400  |      |
| Minimum Weight:   |   |     |     |     |  |      |      |      |     |      |      |
| 5,000 Pounds-----   | 306   | 292 | 276 | 260 | 245  | 236  | 227  | 214  | 208 | 193  |      |
| 10,000 Pounds except as<br>provided in Note 2-----  | 242   | 230 | 218 | 206 | 194  | 186  | 180  | 170  | 165 | 152  |      |
| 20,000 Pounds except as<br>provided in Note 3-----  | 206   | 196 | 186 | 176 | 166  | 159  | 153  | 144  | 140 | 130  |      |
|   | Class Rates shown below are intermediate in application<br>subject to Note 1. |     |     |     |  |      |      |      |     |      | 0510 |
|   | 45  | 40  | 37½ | 35  | 35.1   | 35.2 | 35.3 | 35.4 |     |      |      |
| As provided in Governing<br>Classification, Exception<br>Ratings Tariff or this<br>tariff (see Note 4)-----   | 130   | 126 | 125 | 124 | 114  | 102  | 92   | 81   |     |      |      |
| <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> |   |     |     |     |  |      |      |      |     |      |      |
| o Increase, Decision No. <b>S2924</b>   |   |     |     |     |  |      |      |      |     |      |      |
| EFFECTIVE   |   |     |     |     |  |      |      |      |     |      |      |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION BY THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA.   |   |     |     |     |  |      |      |      |     |      |      |
| Correction  |   |     |     |     |  |      |      |      |     |      |      |

MINIMUM RATE TARIFF 2

| SECTION 2--CLASS RATES (Continued)<br>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 |      |
| 78  | 74  | 70  | 66  | 62   | 60   | 58   | 54   | 52 | 49   |      |
| Minimum Weight as provided in Governing Classification,<br>Exception Ratings Tariff or this tariff.<br>(See Note 2)   |     |     |     |      |      |      |      |    |      |      |
| 45  | 40  | 37½ | 35  | 35.1 | 35.2 | 35.3 | 35.4 |    |      |      |
| 51  | 48  | 47  | 45  | 43   | 40   | 35   | 31   |    |      |      |
| 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. 82924  |     |     |     |      |      |      |      |    |      |      |
| EFFECTIVE   |     |     |     |      |      |      |      |    |      |      |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>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

| <u>Over</u> | <u>But<br/>Not Over</u>     | <u>Col. A<br/>(1)</u> | <u>Col. B<br/>(2)</u> |
|-------------|-----------------------------|-----------------------|-----------------------|
| 0           | 25                          | 495                   | 350                   |
| 25          | 50                          | 600                   | 395                   |
| 50          | 75                          | 685                   | 445                   |
| 75          | 100                         | 765                   | 480                   |
| 100         | 150                         | 920                   | 570                   |
| 150         | 200                         | 1075                  | 680                   |
| 200         | 250                         | 1230                  | 780                   |
| 250         | 300                         | 1340                  | 890                   |
| 300         | 400                         | 1600                  | 1000                  |
| 400         | 500                         | 1775                  | 1000                  |
| 500         | 600                         | 1945                  | 1000                  |
| 600         | 700                         | 2115                  | 1000                  |
| 700         | 800                         | 2285                  | 1000                  |
| 800         | 900                         | 2455                  | 1000                  |
| 900         | But less than 1,000 pounds. | 2630                  | 1000                  |

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.

0530

o Increase, Decision No.

82924

EFFECTIVE

Correction

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

| SECTION 2—CLASS RATES (Continued)<br>In Cents Per 100 Pounds  |              |     |     |     |     |     |     |     |     |     |      | ITEM |
|---|--------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|
| CLASS RATES—METROPOLITAN LOS ANGELES AREA<br>(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            | 209 | 198 | 188 | 178 | 167 | 160 | 154 | 146 | 142 | 132  |      |
| 5   | 10           | 220 | 208 | 198 | 186 | 176 | 169 | 162 | 154 | 149 | 138  |      |
| 10  | 15           | 226 | 215 | 204 | 192 | 181 | 174 | 168 | 158 | 154 | 142  |      |
| 15  | 20           | 232 | 220 | 208 | 197 | 185 | 178 | 172 | 162 | 158 | 146  |      |
| 20  | 25           | 233 | 222 | 210 | 198 | 186 | 180 | 173 | 163 | 160 | 147  |      |
| 25  | 30           | 241 | 229 | 217 | 205 | 192 | 186 | 178 | 168 | 164 | 152  |      |
| 30  | 35           | 245 | 232 | 220 | 208 | 196 | 188 | 181 | 172 | 166 | 154  |      |
| 35  | 40           | 249 | 236 | 224 | 212 | 199 | 192 | 184 | 174 | 169 | 157  |      |
| 40  | 45           | 254 | 242 | 229 | 216 | 204 | 196 | 188 | 178 | 173 | 160  |      |
| 45  | 50           | 262 | 250 | 236 | 223 | 210 | 202 | 194 | 184 | 178 | 165  |      |
| 50  | 60           | 269 | 256 | 242 | 228 | 215 | 207 | 199 | 188 | 183 | 170  |      |
| 60  | 70           | 273 | 260 | 246 | 232 | 218 | 210 | 202 | 191 | 186 | 172  |      |
| 70  | --           | (1) | (1) | (1) | (1) | (2) | (2) | (2) | (2) | (3) | (3)  | 0550 |
| (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.             |              |     |     |     |     |     |     |     |     |     |      |      |
| o Increase, except as noted ) Decision No. 82924  |              |     |     |     |     |     |     |     |     |     |      |      |
| o No change )   |              |     |     |     |     |     |     |     |     |     |      |      |
| EFFECTIVE   |              |     |     |     |     |     |     |     |     |     |      |      |
| Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA.  |              |     |     |     |     |     |     |     |     |     |      |      |

| SECTION 3--COMMODITY RATES (Continued)<br>In Cents Per 100 Pounds   |                 |  |  |        |                        | ITEM |
|---|-----------------|--|--|--------|------------------------|------|
| COMMODITIES   |                 |  |  |        |                        | 0620 |
| 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<br>described in Item 270-3<br><br>SACRAMENTO<br><br>NORTH SACRAMENTO<br><br>STOCKTON                                   |                 |  | SAN JOAQUIN VALLEY TERRITORY<br><br>and<br><br>SACRAMENTO VALLEY TERRITORY as<br>described in Item 270-2 |        |                        |      |
| MILES (See Item 100)  |                 |  | RATES (See Note)   |        |                        |      |
|   |                 |  | Minimum Weight (in pounds)   |        |                        |      |
| Over  | But Not<br>Over |  | 30,000   | 36,000 | 42,000      (1) 45,000 |      |
| 0   | 5               |  | 32   | 31     | 28      24½            |      |
| 5   | 10              |  | 33   | 32     | 29      26             |      |
| 10  | 15              |  | 34   | 33     | 30      27             |      |
| 15  | 20              |  | 37   | 34     | 31      28             |      |
| 20  | 25              |  | 38   | 35     | 32      28½            |      |
| 25  | 30              |  | 40   | 37     | 33      29             |      |
| 30  | 35              |  | 41   | 38     | 34      30             |      |
| 35  | 40              |  | 43   | 40     | 35      31             |      |
| 40  | 45              |  | 44   | 41     | 37      32             |      |
| 45  | 50              |  | 45   | 42     | 38      33             |      |
| 50  | 60              |  | 47   | 43     | 40      34             |      |
| 60  | 70              |  | 49   | 45     | 41      37             |      |
| 70  | 80              |  | 52   | 47     | 43      38             |      |
| 80  | 90              |  | 54   | 49     | 45      41             |      |
| 90  | 100             |  | 56   | 51     | 47      42             |      |
| 100   | 110             |  | 58   | 53     | 48      44             |      |
| 110   | 120             |  | 60   | 55     | 51      46             |      |
| 120   | 130             |  | 62   | 56     | 52      47             |      |
| 130   | 140             |  | 65   | 58     | 53      48             |      |
| 140   | 150             |  | 67   | 59     | 55      49             |      |
| 150   |                 |  | Class rates apply for distances<br>over 150 miles  |        |                        |      |
| NOTE.--Rates in this item are subject to the provisions of Item 900 only via<br>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<br>which are subject to charges for temperature control service. |                 |  |  |        |                        |      |
| o Increase, Decision No.      S2924   |                 |  |  |        |                        |      |
| EFFECTIVE   |                 |  |  |        |                        |      |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA.   |                 |  |  |        |                        |      |
| Correction  |                 |  |  |        |                        |      |

MINIMUM RATE TARIFF 2

| SECTION 3--COMMODITY RATES (Continued)<br>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<br><br>SACRAMENTO<br><br>NORTH SACRAMENTO<br><br>STOCKTON | LOS ANGELES BASIN TERRITORY as described in Item 270 | 0630  |
| RATES (See Note)  |  |   |
| Minimum Weight<br>42,000 Pounds   | Minimum Weight<br>45,000 Pounds                      |   |
| (1) 102   | (2) 92   |   |
| NOTE.--The rates named in this item are subject to the provisions of Items 900 and 900-1.                     |  |   |
| (1) Applies only to shipments which are transported under Temperature Control Service.                        |  |   |
| (2) Not applicable to shipments which are subject to Temperature Control Service.                             |  |   |
| ♦ Increase, Decision No. 82924  |  |   |
| EFFECTIVE   |  |   |
| Correction  |  | ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA. |

| SECTION 3--COMMODITY RATES (Continued)  |                 |  |  |  | ITEM |
|---|-----------------|--|--|--|------|
| CHIPS, Wood, in bulk  |                 |  |  |  |      |
| (Subject to Notes 1, 2, 3 and 4 in Item 636).   |                 |  |  |  |      |
| (Items 635 and 636)   |                 |  |  |  |      |
| Rates apply according to the defined geographical area in which the point of destination is located. When the point of destination of a shipment is located within: |                 |  |  |  |      |
| (a) The county of Mendocino, apply Column A rates.  |                 |  |  |  |      |
| (b) The counties of Del Norte, Humboldt or Shasta, apply Column B rates.  |                 |  |  |  |      |
| (c) Any county not included in (a) and (b) above, apply Column C.   |                 |  |  |  |      |
|   |                 | Column A   | Column B   | Column C                                 |      |
|   |                 | RATES<br>(In Cents<br>Per Unit of<br>200 Cubic Feet) (1) | RATES<br>(In<br>Cents Per<br>2000-Pound Ton) (1) | RATES<br>(In<br>Dollars<br>Per Shipment) |      |
| <u>MILES</u>  |                 |  |  |  |      |
| Over  | But<br>Not Over |  |  |  |      |
| 0   | 5               | 97   | 43   | 13                                       | 0635 |
| 5   | 10              | 125  | 65   | 17                                       |      |
| 10  | 15              | 160  | 86   | 22                                       |      |
| 15  | 20              | 225  | 110  | 28                                       |      |
| 20  | 25              | 240  | 125  | 31                                       |      |
| 25  | 30              | 270  | 140  | 34                                       |      |
| 30  | 35              | 295  | 150  | 39                                       |      |
| 35  | 40              | 330  | 160  | 44                                       |      |
| 40  | 45              | 355  | 170  | 46                                       |      |
| 45  | 50              | 385  | 185  | 48                                       |      |
| 50  | 55              | 420  | 195  | 52                                       |      |
| 55  | 60              | 450  | 210  | 56                                       |      |
| 60  | 65              | 485  | 230  | 60                                       |      |
| 65  | 70              | 510  | 240  | 64                                       |      |
| 70  | 75              | 545  | 260  | 68                                       |      |
| 75  | 80              | 580  | 275  | 71                                       |      |
| 80  | 85              | 620  | 290  | 76                                       |      |
| 85  | 90              | 660  | 305  | 81                                       |      |
| 90  | 95              | 700  | 325  | 84                                       |      |
| 95  | 100             | 740  | 335  | 88                                       |      |
| 100   | 110             | 785  | 365  | 94                                       |      |
| 110   | 120             | 820  | 385  | 100                                      |      |
| 120   | 130             | 860  | 410  | 105                                      |      |
| 130   | 140             | 920  | 430  | 113                                      |      |
| 140   | 150             | 975  | 455  | 119                                      |      |
| (1) Subject to a minimum charge of \$10.45 per shipment.  |                 |  |  |  |      |
| (Continued in Item 636)   |                 |  |  |  |      |
| ♦ Increase, Decision No. S2924  |                 |  |  |  |      |
| EFFECTIVE   |                 |  |  |  |      |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA.   |                 |  |  |  |      |
| Correction  |                 |  |  |  |      |

| SECTION 3--COMMODITY RATES (Continued)  |   |  |  |  | ITEM |
|---|---|--|--|--|------|
| CHIPS, Wood, in bulk (Concluded)  |   |  |  |  |      |
| (Subject to Notes 1, 2, 3 and 4)  |   |  |  |  |      |
| (Items 635 and 636)   |   |  |  |  |      |
| Rates apply according to the defined geographical area in which the point of destination is located. When the point of destination of a shipment is located within:   |   |  |  |  |      |
| (a) The county of Mendocino, apply Column A rates.  |   |  |  |  |      |
| (b) The counties of Del Norte, Humboldt or Shasta, apply Column B rates.  |   |  |  |  |      |
| (c) Any county not included in (a) and (b) above, apply Column C rates.   |   |  |  |  |      |
|   |   | Column A   | Column B   | Column C                                 |      |
|   |   | RATES<br>(In Cents<br>Per Unit of<br>200 Cubic Feet) (1) | RATES<br>(In<br>Cents Per<br>2000-Pound Ton) (1) | RATES<br>(In<br>Dollars<br>Per Shipment) |      |
| Over  | But<br>Not Over   |  |  |  |      |
| 150   | 160   | 1035   | 490  | 127                                      |      |
| 160   | 170   | 1095   | 515  | 133                                      |      |
| 170   | 180   | 1150   | 545  | 141                                      |      |
| 180   | 190   | 1205   | 570  | 147                                      |      |
| 190   | 200   | 1270   | 595  | 154                                      |      |
| 200   | 210   | 1320   | 620  | 161                                      |      |
| 210   | 220   | 1375   | 640  | 168                                      |      |
| 220   | 230   | 1440   | 660  | 175                                      |      |
| 230   | 240   | 1495   | 695  | 181                                      |      |
| 240   | 250   | 1550   | 715  | 188                                      |      |
| 250   | For each 25<br>miles or frac-<br>tion thereof,<br>add to the rate<br>for 250 miles: | o 120  | o 58   | o 16                                     | 0636 |
| (1) Subject to a minimum charge of \$10.45 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 ) Decision No. 82924  |   |  |  |  |      |
| o No change )   |   |  |  |  |      |
| EFFECTIVE   |   |  |  |  |      |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA.   |   |  |  |  |      |
| Correction  |   |  |  |  |      |

MINIMUM RATE TARIFF 2

| SECTION 3--COMMODITY RATES (Continued)<br>In Cents Per 100 Pounds  |              |                                     |                                    | ITEM    |
|--|--------------|-------------------------------------|------------------------------------|---------|
| CONTAINERS, PACKAGING (Concluded)  |              |                                     |                                    |         |
| MILES  |              | RATES                               |                                    |         |
|  |              | MINIMUM WEIGHT IN POUNDS (See Note) |                                    |         |
| Over   | But Not Over | 20,000                              | 30,000                             |         |
| 0  | 3            | 34                                  | 31                                 |         |
| 3  | 5            | 37                                  | 32                                 |         |
| 5  | 10           | 40                                  | 33                                 |         |
| 10   | 15           | 41                                  | 34                                 |         |
| 15   | 20           | 42                                  | 37                                 |         |
| 20   | 25           | 44                                  | 38                                 |         |
| 25   | 30           | 45                                  | 40                                 |         |
| 30   | 35           | 46                                  | 41                                 |         |
| 35   | 40           | 48                                  | 43                                 |         |
| 40   | 45           | 52                                  | 44                                 |         |
| 45   | 50           | 53                                  | 45                                 | 0640    |
| 50   | 60           | 56                                  | 47                                 | (Con-   |
| 60   | 70           | 58                                  | 49                                 | cluded) |
| 70   | 80           | 60                                  | 52                                 |         |
| 80   | 90           | 62                                  | 54                                 |         |
| 90   | 100          | 67                                  | 56                                 |         |
| 100  | 110          | 69                                  | 58                                 |         |
| 110  | 120          | 72                                  | 60                                 |         |
| 120  | 130          | 75                                  | 62                                 |         |
| 130  | 140          | 78                                  | 65                                 |         |
| 140  | 150          | 82                                  | 67                                 |         |
|  |              | Over 150 miles<br>apply Class 50    | Over 150 miles<br>apply Class 35.1 |         |
| NOTE.--Freight charges will be computed on net weight of commodities transported,<br>exclusive of pallets.     |              |                                     |                                    |         |
| ♦ Increase, Decision No. <b>82924</b>  |              |                                     |                                    |         |
| EFFECTIVE  |              |                                     |                                    |         |
| Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA. |              |                                     |                                    |         |

| SECTION 3--COMMODITY RATES (Continued)<br>In Cents Per 100 Pounds   |     |                          |        |        |        |               | ITEM  |
|---|-----|--------------------------|--------|--------|--------|---------------|-------|
| GRAIN, RICE, GRAIN PRODUCTS, ANIMAL OR POULTRY FEED, SEEDS, AND RELATED ARTICLES as described in Lists 1 through 5 in Items 652 through 653. (See Item 653½ for Application of Rates in this item.) |     |                          |        |        |        |               |       |
| MILES<br>Over      But Not Over   |     | RATES (See Note)         |        |        |        |               |       |
|   |     | MINIMUM WEIGHT IN POUNDS |        |        |        |               |       |
|   |     | 10,000                   | 20,000 | 30,000 | 40,000 | (2)<br>48,000 |       |
| 0   | 3   | 21                       | 17     | 14     | 13½    | 13            |       |
| 3   | 5   | 22½                      | 20     | 15     | 14½    | 14            |       |
| 5   | 10  | 24                       | 21     | 16½    | 16     | 15½           |       |
| 10  | 15  | 25                       | 22½    | 20½    | 17½    | 17            |       |
| 15  | 20  | 29                       | 24     | 21½    | 20½    | 20            |       |
| 20  | 25  | 33                       | 25½    | 23     | 21½    | 21            |       |
| 25  | 30  | 34                       | 27     | 24½    | 23     | 22½           |       |
| 30  | 35  | 39                       | 29     | 26     | 24½    | 24            |       |
| 35  | 40  | 40                       | 31     | 28     | 26     | 25½           |       |
| 40  | 45  | 43                       | 32     | 30     | 28     | 27            |       |
| 45  | 50  | 46                       | 34     | 32     | 30     | 28            |       |
| 50  | 60  | 50                       | 37     | 33     | 32     | 31            | 0654½ |
| 60  | 70  | 54                       | 40     | 35     | 33     | 32            |       |
| 70  | 80  | 56                       | 42     | 37     | 35     | 33            |       |
| 80  | 90  | 61                       | 44     | 40     | 37     | 35            |       |
| 90  | 100 | 65                       | 46     | 42     | 40     | 38            |       |
| 100   | 110 | 69                       | 49     | 44     | 43     | 42            |       |
| 110   | 120 | 72                       | 51     | 46     | 44     | 43            |       |
| 120   | 130 | 75                       | 52     | 48     | 45     | 44            |       |
| 130   | 140 | 80                       | 55     | 51     | 49     | 48            |       |
| 140   | 150 | 86                       | 58     | 52     | 51     | 49            |       |
| 150   | 160 | 89                       | 62     | 54     | 52     | 51            |       |
| 160   | 170 | 91                       | 63     | 56     | 54     | 52            |       |
| 170   | 180 | 93                       | 67     | 58     | 55     | 54            |       |
| 180   | 190 | 99                       | 70     | 59     | 58     | 55            |       |
| (Continued on Page 51-AA)   |     |                          |        |        |        |               |       |
| ♦ Increase, Decision No. <b>S2924</b>   |     |                          |        |        |        |               |       |
| EFFECTIVE   |     |                          |        |        |        |               |       |
| Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA.  |     |                          |        |        |        |               |       |

| SECTION 3--COMMODITY RATES (Continued)<br>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.)              |      |   |        |        |            |               |       |
| MILES<br>But<br>Not<br>Over  |      | RATES (See Note)  |        |        |            |               |       |
|  |      | MINIMUM WEIGHT IN POUNDS  |        |        |            |               |       |
|  |      | 10,000  | 20,000 | 30,000 | 40,000     | (2)<br>48,000 |       |
| Over   | Over |   |        |        |            |               |       |
| 190  | 200  | 104   | 72     | 65     | 59         | 58            | 66544 |
| 200  | 220  | 111   | 76     | 71     | 63         | 62            |       |
| 220  | 240  | 117   | 80     | 73     | 67         | 65            |       |
| 240  | 260  | 123   | 86     | 76     | 71         | 70            |       |
| 260  | 280  | 127   | 89     | 82     | 73         | 72            |       |
| 280  | 300  | 135   | 95     | 86     | 76         | 73            |       |
| 300  | 325  | 141   | 99     | 88     | 82         | 74            |       |
| 325  | 350  | 145   | 102    | 94     | 85         | 76            |       |
| 350  | 375  | 150   | 108    | 98     | 87         | 82            |       |
| 375  | 400  | 158   | 111    | 101    | 89         | 85            |       |
| 400  | 425  | 160   | 115    | 103    | 92         | 87            |       |
| 425  | 450  | 165   | 121    | 106    | 97         | 89            |       |
| 450  | 475  | 171   | 126    | 110    | 101        | 92            |       |
| 475  | 500  | 176   | 129    | 115    | 103        | 97            |       |
| 500  | -    | (1)   | (1)    | (1)    | (1)        | (1)           |       |
| NOTE.--Except as to Rice, Exception 1 of Item 100 will not apply in connection with rates in this item.  |      |   |        |        |            |               |       |
| (1) Add to rate for 500 miles, 03 cents per 100 pounds for each 25 miles or fraction thereof.  |      |   |        |        |            |               |       |
| (2) Rates in this column are subject to the provisions of Item 6534.   |      |   |        |        |            |               |       |
| (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       |               | 660   |
| ICE (101600), in 300 pounds blocks<br><br>Minimum Weight 40,000 pounds, subject to Note 2  |      | Points in Los Angeles Area Metropolitan Zones 201 through 262                                       |        | OXNARD | See Note 1 |               |       |
| NOTE 1.--Apply Class 35.4 rates in Item 507 subject to Note 3.   |      |   |        |        |            |               |       |
| NOTE 2.--The minimum weight applies to each unit of equipment in which the shipment is transported.  |      |   |        |        |            |               |       |
| 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). |      |   |        |        |            |               |       |
| ◊ Increase, except as noted )<br>◊ No change ) Decision No. 82924  |      |   |        |        |            |               |       |
| EFFECTIVE  |      |   |        |        |            |               |       |
| Correction   |      | ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA. |        |        |            |               |       |

| SECTION 3--COMMODITY RATES (Continued)<br>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<br>as described in and subject to the provisions of Item 685.<br>(Items 690 and 691)      |              |                |                              |               |                          |               |                          |      |
| MILES  |              | RATES          |                              |               |                          |               |                          |      |
|  |              | MINIMUM WEIGHT |                              |               |                          |               |                          |      |
|  |              | LIST A         |                              | LIST B        |                          | LIST C        |                          |      |
|  |              | 40,000 Pounds  | (1) (2) (3)<br>50,000 Pounds | 40,000 Pounds | (1) (2)<br>50,000 Pounds | 40,000 Pounds | (1) (2)<br>50,000 Pounds |      |
| Over   | But Not Over |                |                              |               |                          |               |                          |      |
| 0  | 3            | 12             | 10                           | 11½           | 9½                       | 10            | 8½                       | 0690 |
| 3  | 5            | 13½            | 11½                          | 13½           | 11½                      | 12½           | 10½                      |      |
| 5  | 10           | 16             | 13½                          | 15½           | 12½                      | 15            | 12                       |      |
| 10   | 15           | 18½            | 15                           | 17            | 14                       | 16            | 13½                      |      |
| 15   | 20           | 21             | 16½                          | 20            | 16                       | 18½           | 15½                      |      |
| 20   | 25           | 23             | 20                           | 21½           | 18½                      | 21            | 17½                      |      |
| 25   | 30           | 25½            | 21½                          | 24            | 20½                      | 23            | 20                       |      |
| 30   | 35           | 27½            | 23                           | 25½           | 21½                      | 24½           | 21                       |      |
| 35   | 40           | 29             | 24½                          | 27½           | 23                       | 27            | 22½                      |      |
| 40   | 45           | 32             | 26                           | 29½           | 25½                      | 28            | 24                       |      |
| 45   | 50           | 35             | 29                           | 32            | 27½                      | 31            | 26                       |      |
| 50   | 60           | 37             | 31                           | 35            | 29½                      | 33            | 27½                      |      |
| 60   | 70           | 40             | 32                           | 37            | 31                       | 35            | 29½                      |      |
| 70   | 80           | 42             | 33                           | 40            | 32                       | 37            | 31                       |      |
| 80   | 90           | 43             | 37                           | 41            | 33                       | 40            | 32                       |      |
| 90   | 100          | 46             | 38                           | 43            | 35                       | 42            | 33                       |      |
| 100  | 110          | 47             | 41                           | 46            | 37                       | 43            | 35                       |      |
| 110  | 120          | 49             | 42                           | 47            | 41                       | 46            | 38                       |      |
| 120  | 130          | 54             | 45                           | 49            | 42                       | 48            | 41                       |      |
| 130  | 140          | 56             | 48                           | 52            | 43                       | 49            | 42                       |      |
| 140  | 150          | 58             | 49                           | 54            | 46                       | 52            | 43                       |      |
| 150  | 160          | 62             | 51                           | 56            | 48                       | 54            | 46                       |      |
| 160  | 170          | 63             | 52                           | 59            | 51                       | 56            | 48                       |      |
| 170  | 180          | 65             | 54                           | 63            | 52                       | 58            | 49                       |      |
| 180  | 190          | 67             | 55                           | 65            | 54                       | 62            | 51                       |      |
| (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 in Item 685. Other provisions applicable.                         |              |                |                              |               |                          |               |                          |      |
| (Continued in Item 691)  |              |                |                              |               |                          |               |                          |      |
| o Increase, Decision No.   |              |                |                              | 82924         |                          |               |                          |      |
| EFFECTIVE  |              |                |                              |               |                          |               |                          |      |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA.                  |              |                |                              |               |                          |               |                          |      |
| Correction   |              |                |                              |               |                          |               |                          |      |

| SECTION 3--COMMODITY RATES (Continued)<br>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<br>as described in and subject to the provisions of Item 685.<br>(Items 690 and 691)  |              |                    |                              |               |                          |               |                          |      |
| MILES  |              | RATES              |                              |               |                          |               |                          | 0691 |
|  |              | MINIMUM WEIGHT     |                              |               |                          |               |                          |      |
|  |              | LIST A             |                              | LIST B        |                          | LIST C        |                          |      |
|  |              | 40,000 Pounds      | (1) (2) (3)<br>50,000 Pounds | 40,000 Pounds | (1) (2)<br>50,000 Pounds | 40,000 Pounds | (1) (2)<br>50,000 Pounds |      |
| Over   | But Not Over |                    |                              |               |                          |               |                          |      |
| 190  | 200          | 69                 | 56                           | 68            | 55                       | 63            | 52                       |      |
| 200  | 220          | 73                 | 60                           | 72            | 59                       | 67            | 56                       |      |
| 220  | 240          | 75                 | 63                           | 74            | 62                       | 71            | 59                       |      |
| 240  | 260          | 76                 | 65                           | 76            | 63                       | 73            | 60                       |      |
| 260  | 280          | 82                 | 70                           | 81            | 67                       | 75            | 63                       |      |
| 280  | 300          | 85                 | 72                           | 83            | 70                       | 78            | 65                       |      |
| 300  | 325          | 87                 | 74                           | 86            | 72                       | 82            | 70                       |      |
| 325  | 350          | 89                 | 75                           | 88            | 74                       | 85            | 72                       |      |
| 350  | 375          | 94                 | 78                           | 94            | 76                       | 87            | 73                       |      |
| 375  | 400          | 100                | 82                           | 95            | 80                       | 89            | 75                       |      |
| 400  | 425          | 103                | 84                           | 100           | 81                       | 90            | 76                       |      |
| 425  | 450          | 106                | 87                           | 102           | 84                       | 94            | 80                       |      |
| 450  | 475          | 109                | 89                           | 103           | 85                       | 100           | 81                       |      |
| 475  | 500          | 114                | 92                           | 105           | 87                       | 101           | 82                       |      |
| 500  | 525          | 118                | 97                           | 108           | 89                       | 103           | 85                       |      |
| 525  | 550          | 119                | 101                          | 110           | 90                       | 105           | 87                       |      |
| 550  | 575          | 121                | 102                          | 114           | 94                       | 108           | 89                       |      |
| 575  | 600          | 124                | 104                          | 118           | 100                      | 110           | 92                       |      |
| 600  | 650          | 129                | 108                          | 121           | 104                      | 118           | 100                      |      |
| 650  | 700          | 139                | 116                          | 131           | 109                      | 124           | 104                      |      |
| 700  | 750          | 147                | 121                          | 138           | 116                      | 131           | 108                      |      |
| 750  | 800          | 154                | 128                          | 147           | 121                      | 138           | 116                      |      |
| 800  | -            | (4)                | (4)                          | (4)           | (4)                      | (4)           | (4)                      |      |
| (1) The minimum weight applies to each unit of equipment in which the shipment is transported.<br>(2) Subject to the provisions of Item 682 (Weighmasters Certificate).<br>(3) Does not apply on Poles or Piling as described in Item 685. Other provisions applicable.<br>(4) Add to the rate for 800 miles, 05½ cents per 100 pounds for each 50 miles or fraction thereof in excess of 800 miles. |              |                    |                              |               |                          |               |                          |      |
| ◊ Increase, except as noted )<br>◊ No change )   |              | Decision No. 82924 |                              |               |                          |               |                          |      |
| EFFECTIVE  |              |                    |                              |               |                          |               |                          |      |
| Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA.   |              |                    |                              |               |                          |               |                          |      |

| SECTION 3--COMMODITY RATES (Continued)<br>In Cents Per 100 Pounds  |                                  |           | ITEM |
|--|----------------------------------|-----------|------|
| LUMBER AND FOREST PRODUCTS, viz.:<br>Lumber, Timbers and Veneering<br>Minimum Weight 40,000 pounds (See Note 1).   |                                  |           |      |
| FROM<br>Production Zone<br>(See Note 2)  | TO<br>Delivery Zone (See Note 3) |           |      |
|  | A (Hornbrook)                    | B (Yreka) |      |
| 1 (Seiad)  | 26                               | 27        |      |
| 2 (Happy Camp)   | 32                               | 33        |      |
| 3 (Indian Creek)   | 33                               | 34        |      |
| <p>NOTE 1.--</p> <p>(a) Rates are not subject to Item 85. The minimum weight applies to each unit of equipment.</p> <p>(b) Rates are intermediate in application from points located on or within one actual highway mile on either side of State Highway 96 between Hamburg and Gottville.</p> <p>(c) In the event the charge accruing under the rates provided in Section 2 or Item 690 of this tariff is lower than the charge accruing under the rates named herein the charge accruing under Section 2 or Item 690 will apply.</p> <p>NOTE 2.--Production Zones are as follows:</p> <p>(a) Zone 1 (Seiad) includes that area within ten actual highway miles on either side of State Highway 96 extending from Hamburg to Thompson Creek.</p> <p>(b) Zone 2 (Happy Camp) includes that area within three actual highway miles on either side of State Highway 96 between Thompson Creek and the point opposite the confluence of Elk Creek and the Klamath River.</p> <p>(c) Zone 3 (Indian Creek) includes that area within ten actual highway miles on either side of State Highway 96 between Thompson Creek and the point opposite the confluence of Elk Creek and the Klamath River except that area included in Zone 2.</p> <p>NOTE 3.--Delivery Zones are as follows:</p> <p>(a) Zone A (Hornbrook) includes that area within a radius of three air-line miles of the Southern Pacific Co. Depot at Hornbrook.</p> <p>(b) Zone B (Yreka) includes that area within a radius of six air-line miles of the intersection of Main Street and Miner Street, Yreka, and including all team tracks, side tracks, and spur tracks, together with loading areas, platforms and industries directly adjacent thereto, of the Southern Pacific Co. at Montague.</p> |                                  |           | 0700 |
| <p>◊ Increase, Decision No. <b>82924</b></p>   |                                  |           |      |
| EFFECTIVE  |                                  |           |      |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA.  |                                  |           |      |
| Correction   |                                  |           |      |

MINIMUM RATE TARIFF 2

| SECTION 3--COMMODITY RATES (Continued)<br>In Cents Per 100 Pounds   |                 |                  |                  |                  |                          | ITEM |
|---|-----------------|------------------|------------------|------------------|--------------------------|------|
| LUMBER AND FOREST PRODUCTS,<br>as described in and subject to the provisions of Item 685.   |                 |                  |                  |                  |                          |      |
| TERRITORIAL APPLICATION<br>Rates named in this item apply between points of origin and destination,<br>all of which are located within 150 constructive miles of Metropolitan<br>Zone 229 computed in accordance with the method provided in the Distance<br>Table. |                 |                  |                  |                  |                          |      |
| MILES   |                 | RATES            |                  |                  |                          |      |
|   |                 | MINIMUM WEIGHT   |                  |                  |                          |      |
|   |                 | 10,000<br>Pounds | 20,000<br>Pounds | 40,000<br>Pounds | (1) (2) 48,000<br>Pounds |      |
| Over  | But Not<br>Over |                  |                  |                  |                          | 0710 |
| 0   | 3               | 23½              | 15½              | 12               | 11½                      |      |
| 3   | 5               | 27½              | 17½              | 14               | 13                       |      |
| 5   | 10              | 32               | 20½              | 15½              | 15                       |      |
| 10  | 15              | 39               | 24               | 17½              | 16½                      |      |
| 15  | 20              | 43               | 27½              | 20½              | 18½                      |      |
| 20  | 25              | 48               | 32               | 21½              | 20½                      |      |
| 25  | 30              | 53               | 35               | 23               | 21½                      |      |
| 30  | 35              | 57               | 40               | 24½              | 23                       |      |
| 35  | 40              | 62               | 43               | 26               | 24½                      |      |
| 40  | 45              | 67               | 46               | 28               | 26                       |      |
| 45  | 50              | 71               | 51               | 31               | 27½                      |      |
| 50  | 60              | (3)              | (3)              | 35               | 31                       |      |
| 60  | 70              |                  |                  | 40               | 33                       |      |
| 70  | 80              |                  |                  | 43               | 37                       |      |
| 80  | 90              |                  |                  | 47               | 41                       |      |
| 90  | 100             |                  |                  | 48               | 43                       |      |
| 100   | 110             |                  |                  | 49               | 46                       |      |
| 110   | 120             |                  |                  | 51               | 48                       |      |
| 120   | 130             |                  |                  | 54               | 49                       |      |
| 130   | 140             |                  |                  | 55               | 52                       |      |
| 140   | 150             |                  |                  | 56               | 54                       |      |
| 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.   |                 |                  |                  |                  |                          |      |
| o Increase, Decision No. 82924  |                 |                  |                  |                  |                          |      |
| EFFECTIVE   |                 |                  |                  |                  |                          |      |
| Correction  |                 |                  |                  |                  |                          |      |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION BY THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA.   |                 |                  |                  |                  |                          |      |

| SECTION 3--COMMODITY RATES (Continued)   |                            | ITEM |
|--|----------------------------|------|
| HOURLY RATES FOR OIL WATER OR GAS<br>WELL OUTFITS AND SUPPLIES<br>(Items 720, 720-1 and 720-2)<br><br>Rates in this item apply for transportation of:<br><br>A. Freight regardless of classification when transported from, to or<br>between: an oil, gas or water well site; a site for drilling an<br>exploratory oil, gas or water well; a pier, quay or wharf for<br>transshipment from or to an offshore drilling facility.<br><br>B. Property necessary or incidental to the establishment, maintenance<br>or dismantling of pipelines, refineries and cracking or casing<br>head plants.<br><br>Rates in this item apply only for distances not exceeding 35 air miles<br>from point of origin. |                            |      |
| Type of Equipment  | Rates in Cents<br>Per Hour | 4720 |
| Truck Without Trailer  |                            |      |
| 2 Axle -----   | 1855                       |      |
| 3 Axle -----   | 2120                       |      |
| Trucks, Tractors, Trailers, Semitrailers, Dollies or any<br>combination thereof moving as a single unit<br>Carrier Owned -----   | 2350                       |      |
| Excess of Trailers or Semitrailers<br>Carrier Owned -----  | o 315                      |      |
| Tractor and Driver Only -----<br>(Shipper Owned Trailing Equipment)  | 2190                       |      |
| (Continued in Item 720-1)  |                            |      |
| o Increase, except as noted )<br>o No change ) Decision No. <b>82924</b>   |                            |      |
| EFFECTIVE  |                            |      |
| Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA.   |                            |      |

| SECTION 3—COMMODITY RATES (Continued)   | ITEM                     |         |      |      |   |            |   |                          |    |                        |              |
|---|--------------------------|---------|------|------|---|------------|---|--------------------------|----|------------------------|--------------|
| <p style="text-align: center;">HOURLY RATES FOR OIL, WATER OR GAS WELL<br/>OUTFITS AND SUPPLIES (Continued)<br/>(Items 720, 720-1 and 720-2)</p> <p>1. Charges shall be computed on the following basis: (See Exception)</p> <p>The number of hours of service will be computed from the time the carrier's driver commences either operating the motor vehicle or performing other related service, whichever is earlier, and ending at the time that carrier's driver either ceases operating the motor vehicle or performing other related service, whichever is later.</p> <p>When the service performed extends over more than one day and the equipment is not returned to carrier's terminal, the period of time the driver is off duty shall not be included in the hours of service.</p> <p>EXCEPTION.--</p> <p>(a) Allowance shall be made for delays occasioned due to failure of carrier's equipment, or due to time taken out for meals.</p> <p>(b) After the total time has been determined it shall be converted into hours and fractions thereof. Minimum charge, one hour. Fractions of an hour shall be determined in accordance with the following table:</p> <table border="1" data-bbox="401 864 1357 1028"> <thead> <tr> <th data-bbox="401 864 538 887">Minutes</th><th data-bbox="538 864 640 887">But not</th></tr> <tr> <th data-bbox="401 887 538 909">Over</th><th data-bbox="538 887 640 909">Over</th></tr> </thead> <tbody> <tr> <td data-bbox="401 909 538 931">0</td><td data-bbox="538 909 640 931">8-----Omit</td></tr> <tr> <td data-bbox="401 931 538 953">8</td><td data-bbox="538 931 640 953">38-----Shall be 1/4 hour</td></tr> <tr> <td data-bbox="401 953 538 975">38</td><td data-bbox="538 953 640 975">60-----Shall be 1 hour</td></tr> </tbody> </table> <p>2. For transportation furnished under this item on Saturdays and Sundays, there shall be an additional charge of \$5.60 per hour in excess of those set forth in Item 720.</p> <p>3. For transportation furnished under this item on holidays, there shall be an additional charge, in excess of those set forth in Item 720, as follows:</p> <p>(a) On July 4th, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day, \$21.35 per hour. Minimum charge, eight hours.</p> <p>(b) On Washington's Birthday, Memorial Day, the day after Thanksgiving and December 24th, \$10.65 per hour. Minimum charge, eight hours.</p> <p style="text-align: center;">(Continued in Item 720-2)</p> | Minutes                  | But not | Over | Over | 0 | 8-----Omit | 8 | 38-----Shall be 1/4 hour | 38 | 60-----Shall be 1 hour | <p>720-1</p> |
| Minutes   | But not                  |         |      |      |   |            |   |                          |    |                        |              |
| Over  | Over                     |         |      |      |   |            |   |                          |    |                        |              |
| 0   | 8-----Omit               |         |      |      |   |            |   |                          |    |                        |              |
| 8   | 38-----Shall be 1/4 hour |         |      |      |   |            |   |                          |    |                        |              |
| 38  | 60-----Shall be 1 hour   |         |      |      |   |            |   |                          |    |                        |              |
| <p>◊ Increase, Decision No. <b>82924</b></p>  |                          |         |      |      |   |            |   |                          |    |                        |              |
| EFFECTIVE   |                          |         |      |      |   |            |   |                          |    |                        |              |
| <p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br/>SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>   |                          |         |      |      |   |            |   |                          |    |                        |              |

| SECTION 3--COMMODITY RATES (Continued)   | ITEM   |
|--|--|
| <p style="text-align: center;">HOURLY RATES FOR OIL, WATER OR GAS WELL<br/>OUTFITS AND SUPPLIES (Concluded)<br/>(Items 720, 720-1 and 720-2)</p> <p>4. 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 \$13.70 per hour per extra man furnished.</p> <p>(a) On Saturdays and Sundays, the applicable helper rate shall be \$12.45 per hour.</p> <p>(b) On July 4th, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day, the applicable helper rate shall be \$27.60 per hour. Minimum charge, eight hours.</p> <p>(c) On Washington's Birthday, Memorial Day, the day after Thanksgiving and December 24th, the applicable helper rate shall be \$17.40 per hour. Minimum charge, eight hours.</p> <p>(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.</p> <p>(e) Allowances shall be made for delays due to failure of carrier's equipment or time taken out for meals.</p> <p>(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.</p> <p>(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.</p> <p>(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> <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;">0<br/>720-2</p> |
| <p>◊ Increase, Decision No. <b>82924</b></p>   |  |
| EFFECTIVE  |  |
| <p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br/>SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>  |  |

| SECTION 3--COMMODITY RATES (Continued)<br>In Cents per 100 Pounds  |              |                          |            |            | ITEM   |
|--|--------------|--------------------------|------------|------------|--------|
| SALT (Sodium Chloride) in bulk (not in packages)   |              |                          |            |            |        |
| FROM: Points in Central Los Angeles Metropolitan Zone Group (MZ 228, 229, 230, 234, 235, 236, 242 and 243), or Los Angeles-Long Beach Harbor Metropolitan Zone Group (MZ 247, 248, 249, 250, 251 and 252). |              |                          |            |            |        |
| TO: Points within 110 miles of point of origin.  |              |                          |            |            |        |
| MILES  |              | MINIMUM WEIGHT IN POUNDS |            |            |        |
| Over   | But Not Over | 25,000 (1)               | 45,000 (1) | 45,000 (2) |        |
| 0  | 3            | 12                       | 7½         | 16½        |        |
| 3  | 5            | 13                       | 8½         | 17         |        |
| 5  | 10           | 14½                      | 9½         | 17½        |        |
| 10   | 15           | 16½                      | 10½        | 18½        |        |
| 15   | 20           | 18                       | 12         | 20         |        |
| 20   | 25           | 20½                      | 13½        | 21         |        |
| 25   | 30           | 22½                      | 15½        | 22         |        |
| 30   | 35           | 25½                      | 17½        | 23         |        |
| 35   | 40           | 27½                      | 19         | 24½        |        |
| 40   | 45           | 30                       | 21         | 26½        |        |
| 45   | 50           | 33                       | 22½        | 27½        |        |
| 50   | 60           | 36                       | 25½        | 29½        | 0728.5 |
| 60   | 70           | 42                       | 29         | 32         |        |
| 70   | 80           | 46                       | 33         | 35         |        |
| 80   | 90           | 52                       | 36         | 38         |        |
| 90   | 100          | 57                       | 40         | 40½        |        |
| 100  | 110          | 62                       | 43         | 43         |        |
| 110  | ---          | (3)                      | (3)        | (3)        |        |
| (1) Rates apply except when unloading conditions require that transportation be performed in pneumatic truck equipment (equipment which discharges its load by air pressure).                              |              |                          |            |            |        |
| (2) Rates apply only when unloading conditions require that transportation be performed in pneumatic truck equipment (equipment which discharges its load by air pressure).                                |              |                          |            |            |        |
| (3) For distances over 110 miles class rates apply.  |              |                          |            |            |        |
| ◊ Increase, Decision No. 82924   |              |                          |            |            |        |
| 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.:<br><br>Shavings, wood (1)<br>Sawdust, wood (1)<br>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)<br>Shavings, wood<br>Sawdust, wood<br>Bark, ground or shredded<br><br>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                                       | 86  |      |
| 5  | 10                                      | 110                                       |      |
| 10   | 15                                      | 130                                       |      |
| 15   | 20                                      | 155                                       |      |
| 20   | 30                                      | 180                                       |      |
| 30   | 40                                      | 215                                       |      |
| 40   | 50                                      | 235                                       |      |
| 50   | 60                                      | 255                                       |      |
| 60   | 70                                      | 275                                       |      |
| 70   | 80                                      | 290                                       |      |
| 80   | 90                                      | 305                                       |      |
| 90   | 100                                     | 330                                       |      |
| 100  | 110                                     | 340                                       |      |
| 110  | 120                                     | 355                                       |      |
| 120  | 130                                     | 385                                       |      |
| 130  | 140                                     | 400                                       |      |
| 140  | 150                                     | 415                                       |      |
| 150  | 160                                     | 440                                       |      |
| 160  | 170                                     | 455                                       |      |
| 170  | 180                                     | 475                                       |      |
| 180  | 190                                     | 490                                       |      |
| 190  | 200                                     | 505                                       |      |
| 200  | 210                                     | 520                                       |      |
| 210  | 220                                     | 550                                       |      |
| 220  | 230                                     | 565                                       |      |
| 230  | 240                                     | 585                                       |      |
| 240  | 250                                     | 600                                       |      |
| 250  | Over 250 Miles,<br>Class Rates<br>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 \$10.65 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.   |   |   |      |
| 82924  |   |   |      |
| o Increase, Decision No.   |   |   |      |
| EFFECTIVE  |   |   |      |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA.  |   |   |      |
| Correction   |   |   |      |

| SECTION 3--COMMODITY RATES (Continued)<br>In Cents Per 100 Pounds |   |  |        | ITEM |
|---|---|--|--------|------|
| COMMODITY   | BETWEEN   | AND  | RATE   |      |
| Sugar, in packages<br><br>Minimum Weight<br>42,000 Pounds         | SPRECKELS<br><br>SAN FRANCISCO<br>METROPOLITAN<br>ZONE GROUP<br><br>CROCKETT                        | LOS ANGELES BASIN<br>TERRITORY as described<br>in Item 270 | (1) 92 | 0740 |
| (1) Subject to Items 900 and 900-1.                               |   |  |        |      |
| ◊ Increase, Decision No. <b>82924</b>                             |   |  |        |      |
| EFFECTIVE   |   |  |        |      |
| Correction  | ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA. |  |        |      |

| SECTION 3--COMMODITY RATES (Continued)<br>In Cents Per 100 Pounds   |              |                |     |               |     |               |     |               |     | ITEM |
|---|--------------|----------------|-----|---------------|-----|---------------|-----|---------------|-----|------|
| SUGAR, granulated, in bulk (See Item 755 for application of rates.)<br>(Items 745 and 746)  |              |                |     |               |     |               |     |               |     |      |
| MILES   |              | RATES          |     |               |     |               |     |               |     |      |
|   |              | MINIMUM WEIGHT |     |               |     |               |     |               |     |      |
|   |              | 25,000 Pounds  |     | 35,000 Pounds |     | 43,000 Pounds |     | 50,000 Pounds |     |      |
| Over  | But Not Over | (1)            | (2) | (1)           | (2) | (1)           | (2) | (1)           | (2) |      |
| 0   | 3            | 17½            | 17  | 16            | 15  | 15            | 13  | 14½           | 12½ |      |
| 3   | 5            | 20½            | 17½ | 18½           | 17  | 16½           | 15  | 16            | 14½ |      |
| 5   | 10           | 23             | 22½ | 21            | 20  | 17½           | 16½ | 17            | 16  |      |
| 10  | 15           | 26             | 24½ | 22½           | 20½ | 20½           | 17½ | 20            | 17  |      |
| 15  | 20           | 30             | 29  | 24½           | 23  | 22½           | 20½ | 21            | 20  |      |
| 20  | 25           | 32             | 30  | 29            | 27  | 24            | 22½ | 23            | 21  |      |
| 25  | 30           | 37             | 34  | 32            | 29  | 26            | 24  | 24½           | 23  |      |
| 30  | 35           | 40             | 35  | 33            | 32  | 29            | 25½ | 27            | 24½ |      |
| 35  | 40           | 43             | 41  | 35            | 35  | 32            | 27  | 32            | 26  |      |
| 40  | 45           | 46             | 43  | 38            | 37  | 33            | 29  | 33            | 28  |      |
| 45  | 50           | 52             | 49  | 43            | 41  | 35            | 32  | 34            | 30  | 745  |
| 50  | 60           | 56             | 52  | 49            | 45  | 38            | 34  | 37            | 33  |      |
| 60  | 70           | 60             | 55  | 52            | 48  | 42            | 37  | 41            | 35  |      |
| 70  | 80           | 65             | 56  | 55            | 49  | 45            | 41  | 43            | 38  |      |
| 80  | 90           | 71             | 65  | 59            | 52  | 49            | 42  | 48            | 41  |      |
| 90  | 100          | 73             | 69  | 63            | 56  | 51            | 45  | 49            | 43  |      |
| 100   | 110          | 76             | 71  | 67            | 60  | 55            | 48  | 52            | 45  |      |
| 110   | 120          | 80             | 73  | 70            | 65  | 56            | 51  | 55            | 48  |      |
| 120   | 130          | 84             | 76  | 72            | 67  | 59            | 54  | 56            | 49  |      |
| 130   | 140          | 87             | 80  | 73            | 69  | 65            | 56  | 58            | 51  |      |
| (1) Rates apply to shipments not subject to Column (2) rates.<br>(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).<br>(Continued in Item 746) |              |                |     |               |     |               |     |               |     |      |
| ♦ Increase, Decision No. <b>S2924</b>   |              |                |     |               |     |               |     |               |     |      |
| EFFECTIVE   |              |                |     |               |     |               |     |               |     |      |
| Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA.  |              |                |     |               |     |               |     |               |     |      |

| SECTION 3--COMMODITY RATES (Continued)<br>In Cents Per 100 Pounds   |      |                  |     |                  |     |                  |     |                  |     | ITEM |
|---|------|------------------|-----|------------------|-----|------------------|-----|------------------|-----|------|
| SUGAR, granulated, in bulk (See Item 755 for application of rates.)<br>(Items 745 and 746)  |      |                  |     |                  |     |                  |     |                  |     |      |
| MILES<br><br>But<br>Not<br>Over   |      | RATES            |     |                  |     |                  |     |                  |     |      |
|   |      | MINIMUM WEIGHT   |     |                  |     |                  |     |                  |     |      |
|   |      | 25,000<br>Pounds |     | 35,000<br>Pounds |     | 43,000<br>Pounds |     | 50,000<br>Pounds |     |      |
| Over  | Over | (1)              | (2) | (1)              | (2) | (1)              | (2) | (1)              | (2) |      |
| 140   | 150  | 94               | 81  | 76               | 71  | 67               | 58  | 59               | 52  |      |
| 150   | 160  | 97               | 86  | 80               | 73  | 70               | 63  | 65               | 55  |      |
| 160   | 170  | 101              | 92  | 84               | 75  | 72               | 65  | 69               | 58  |      |
| 170   | 180  | 105              | 97  | 86               | 76  | 75               | 67  | 71               | 59  |      |
| 180   | 190  | 108              | 98  | 89               | 81  | 78               | 69  | 73               | 62  |      |
| 190   | 200  | 110              | 104 | 92               | 85  | 81               | 70  | 75               | 65  |      |
| 200   | 220  | 119              | 108 | 104              | 92  | 86               | 74  | 78               | 70  |      |
| 220   | 240  | 123              | 111 | 108              | 98  | 92               | 78  | 85               | 73  |      |
| 240   | 260  | 130              | 116 | 111              | 101 | 98               | 85  | 89               | 76  |      |
| 260   | 280  | 135              | 120 | 119              | 106 | 104              | 89  | 95               | 82  | 0746 |
| 280   | 300  | 145              | 130 | 123              | 109 | 108              | 95  | 101              | 87  |      |
| 300   | 325  | 151              | 135 | 132              | 116 | 114              | 104 | 106              | 94  |      |
| 325   | 350  | 156              | 138 | 138              | 121 | 121              | 108 | 111              | 100 |      |
| 350   | 375  | 159              | 145 | 146              | 123 | 130              | 111 | 119              | 105 |      |
| 375   | 400  | 166              | 149 | 151              | 133 | 135              | 119 | 123              | 109 |      |
| 400   | 425  | 167              | 151 | 153              | 135 | 140              | 121 | 129              | 114 |      |
| 425   | 450  | 173              | 155 | 156              | 144 | 147              | 129 | 132              | 118 |      |
| 450   | 475  | 175              | 161 | 164              | 149 | 151              | 134 | 135              | 120 |      |
| 475   | 500  | 183              | 167 | 169              | 154 | 155              | 140 | 140              | 124 |      |
| 500   | -    | (3)              | (3) | (3)              | (3) | (4)              | (4) | (4)              | (4) |      |
| <p>(1) Rates apply to shipments not subject to Column (2) rates.</p> <p>(2) Rates apply when trailer equipment furnished by the shipper is used for the transportation of sugar, granulated, in bulk, and such equipment is furnished at no expense to the carrier (other than public liability, property damage, comprehensive and cargo insurance).</p> <p>(3) Add to the rate for 500 miles, 04 cents per 100 pounds for each 25 miles or fraction thereof in excess of 500 miles.</p> <p>(4) Add to the rate for 500 miles, 03 cents per 100 pounds for each 25 miles or fraction thereof in excess of 500 miles.</p> |      |                  |     |                  |     |                  |     |                  |     |      |
| <p>o Increase, except as noted )<br/>o No Change ) Decision No. 82924</p>   |      |                  |     |                  |     |                  |     |                  |     |      |
| EFFECTIVE   |      |                  |     |                  |     |                  |     |                  |     |      |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA.   |      |                  |     |                  |     |                  |     |                  |     |      |
| Correction  |      |                  |     |                  |     |                  |     |                  |     |      |

| SECTION 3--COMMODITY RATES (Continued)<br>In Cents Per 100 Pounds  |                               |  |   | ITEM |
|--|-------------------------------|--|---|------|
| <p>RULES AND REGULATIONS GOVERNING THE APPLICATION<br/>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 105 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> |                               |  |   | 0755 |
| 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. 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>   | <p>MODESTO</p> <p>TURLOCK</p> | <p>LOS ANGELES AREA METROPOLITAN ZONES 235 AND 251</p> <p>SAN DIEGO METROPOLITAN ZONE 301</p> <p>OAKLAND METROPOLITAN ZONE 111</p> <p>EUREKA</p> | Apply Class 35.4 rates in Items 507 and 508 | 759  |
| <p>o Increase, Decision No. 82924</p>  |                               |  |   |      |
| EFFECTIVE  |                               |  |   |      |
| <p>Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>   |                               |  |   |      |

| SECTION 3.5--COMMODITY RATES (Continued)  |                 |                                      | ITEM |        |
|---|-----------------|--------------------------------------|------|--------|
| IRON and STEEL ARTICLES as described in Item 760.<br>(See Notes 1 and 2)<br><br>Rate in Cents per 100 Pounds  |                 |                                      | 0764 |        |
| <u>MILES</u><br>Over  | But Not<br>Over | COMMODITY RATE                       |      |        |
| 0   | 5               | Minimum Weight 40,000 Pounds----- 16 |      |        |
| NOTE 1.--The provisions of this item will not apply in connection with permit shipments.<br><br>NOTE 2.--The provisions of this item will not apply on shipments having a prior or subsequent rail movement, nor on shipments having a prior or subsequent movement under provisions of Items 210 through 230 herein. |                 |                                      |      |        |
| IRON and STEEL ARTICLES as described in Item 760.<br><br>JUNK, viz.:<br>Waste Paper and Rags in machine pressed bales.<br><br>Rates in Cents per 100 Pounds   |                 |                                      | 0765 |        |
| <u>MILES</u><br>Over  | But Not<br>Over | MINIMUM WEIGHT (In Pounds)           |      |        |
|   |                 | 10,000                               |      | 20,000 |
| 0   | 5               | 32                                   |      | 24     |
| 5   | 10              | 38                                   |      | 27     |
| 10  | --              | 57                                   | 32   |        |
| ◊ Increase, Decision No. <b>S2924</b>   |                 |                                      |      |        |
| EFFECTIVE   |                 |                                      |      |        |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA.   |                 |                                      |      |        |
| Correction  |                 |                                      |      |        |

| SECTION 3.5--COMMODITY RATES (Continued)   |              |                            |        |        | ITEM |
|--|--------------|----------------------------|--------|--------|------|
| ROOFING, BUILDING OR PAVING MATERIAL<br>as described in Items 761 and 762.<br><br>Rates in Cents Per 100 Pounds  |              |                            |        |        | 0767 |
| <u>MILES</u>   |              | MINIMUM WEIGHT (In Pounds) |        |        |      |
| Over   | But Not Over | 10,000                     | 20,000 |        |      |
| 0  | 5            | 38                         | 29     |        |      |
| 5  | 10           | 44                         | 31     |        |      |
| 10   | --           | 64                         | 35     |        |      |
| PAPER AND PAPER ARTICLES, viz.:<br>Boxes, paperboard or pulpboard, flat or folded flat, with or without<br>fillers, partitions and pads sufficient to complete the boxes in<br>the shipment;<br><br>Paperboard or Pulpboard, binders', bristol, card, tar or trunk board.<br><br>Rates in Cents per 100 Pounds |              |                            |        |        | 0770 |
| <u>MILES</u>   |              | MINIMUM WEIGHT (In Pounds) |        |        |      |
| Over   | But Not Over | 10,000                     | 20,000 | 30,000 |      |
| 0  | 10           | 38                         | 32     | 31     |      |
| 10   | --           | 50                         | 37     | 34     |      |
| ♦ Increase, Decision No. <b>S2924</b>  |              |                            |        |        |      |
| EFFECTIVE  |              |                            |        |        |      |
| ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,<br>SAN FRANCISCO, CALIFORNIA.  |              |                            |        |        |      |
| Correction   |              |                            |        |        |      |

| SECTION 3.5--COMMODITY RATES (Concluded)   |   |   |                                     | ITEM |
|--|---|---|-------------------------------------|------|
| (Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)  |   |   |                                     |      |
| Containers, Sheet Steel  |   | FROM Metropolitan Zone 248 to Metropolitan Zone 251, apply the applicable rate for 0-5 miles. |                                     | 772  |
| Cans, NOI, including jacketed cans (1)<br>(52760, 52770, 52772, 52780, 52790 and 52800)  |   |   |                                     |      |
| (1) Subject to truckload ratings only.   |   |   |                                     |      |
| COMMODITY  | BETWEEN   | AND   | Rates in Cents per 2,000 Pounds     |      |
| Fish, fresh, frozen NOI (69770) in bulk containers or Fish Loins, Frozen in packages or pallets (69770)<br><br>Minimum Weight 40,000 Pounds  | Public Utility Cold Storage Warehouse within MZ-251 | Canneries at Terminal Island within MZ-251  | 415<br><br>See Notes 1, 2, 3, and 4 | 6775 |
| NOTE 1.--When transportation is performed on a Saturday, Sunday or holiday, a charge of 61 cents per 2,000 pounds shall be added to the rates set forth below.<br><br>NOTE 2.--Not subject to the provisions of Item 120 (Application of Rates).<br><br>NOTE 3.--Temperature Control Service may not be performed in connection with shipments moving under rates in this item.<br><br>NOTE 4.--The weight of the bulk containers shall not be included in the gross weight of the shipment. |   |   |                                     |      |
| o Increase, Decision No. 82924   |   |   |                                     |      |
| EFFECTIVE  |   |   |                                     |      |
| Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.  |   |   |                                     |      |