

**ORIGINAL**

Decision No. 84539

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.

Case No. 5432  
Petition for Modification  
No. 833  
(Filed December 20, 1974;  
amended February 4, 1975  
and March 26, 1975)

Case No. 5439  
Petition for Modification  
No. 239

Case No. 5441  
Petition for Modification  
No. 327

Case No. 7783  
Petition for Modification  
No. 111  
(Filed December 20, 1974;  
amended February 4, 1975  
and March 26, 1975)

(Appearances are shown in Appendix A.)

O P I N I O N

In the captioned proceedings California Trucking Association (CTA) seeks general increases averaging 11 percent in the rates and charges set forth in Minimum Rate Tariffs 1-B, 2, 9-B, and 19, and 7 percent in rates and charges (except mileage rates) in MRT 15. Such tariffs contain rates for the transportation of general commodities statewide and in the San Francisco, East Bay, and San Diego Drayage Areas.

These matters were heard on a consolidated record before Examiner Mallory in San Francisco on February 24, March 26, 27, April 14, 15, and 16, 1975. The matters were submitted on the latter date. Evidence was adduced by CTA, the National Small Shipments Traffic Conference and Drug and Toilet Preparations Traffic Conference (Conferences), California Manufacturers Association (CMA), Traffic Managers Conference of California (Traffic Managers), and the Commission's Transportation Division staff (staff).

Background

In the period between full-scale cost and rate studies involving these minimum rate tariffs, the Commission has adopted offset rate procedures as more fully described in Re Minimum Rate Tariff No. 2 (1969) 70 CPUC 277. The procedures set forth in that decision were amended to provide for offsets related to changes in fuel prices experienced by motor carriers.

Decision No. 82924 dated May 29, 1974 in Case No. 5432 (Petition 779) authorized offset increases in the rates and charges in the tariffs in issue to reflect the July 1, 1974 wage and fuel costs of motor carriers operating within California. Decision No. 83092 dated July 2, 1974 in Case No. 5432 (Petition 780) authorized a fuel cost offset surcharge of 1 percent. Decision No. 83985 dated January 14, 1975 in Case No. 5432 (Petition 821) authorized a 5 percent surcharge increase to offset the inflationary increases in operating costs not heretofore considered under the offset procedures adopted by the Commission. Those cost elements are (a) running costs (maintenance and tire costs), (b) fixed equipment costs (depreciation), and (c) indirect expenses. Decision No. 83985 stated that the procedures adopted therein to measure the cost changes were an expediency designed only to remedy an emergency situation and were not meant to be suitable for future cost offset proceedings.

Petitioner seeks to cancel the combined surcharge increase of 6 percent applicable to MRTs 2, 1-B, 9-B, and 19 and to increase the specific rates and charges in these tariffs by amounts averaging 17 percent.

Cost Data - Current Proceeding

CTA presented evidence herein designed to bring forward to July 1, 1975 the data relied upon in Decision No. 83985 as the basis for the emergency increase in maintenance and tire costs, equipment depreciation costs, and indirect expenses. CTA also presented separate exhibits designed to measure by conventional offset methods the changes in labor, fringe benefits, and fuel costs that will be in effect on July 1, 1975. At the direction of the presiding examiner, additional studies were presented by CTA to incorporate all changes in carrier operating costs in a single compilation. The Commission staff was also directed to present its exhibits in the same format.

CTA and the Commission staff introduced revised cost studies measuring the percentage changes in highway carrier operating costs that will be in effect on July 1, 1975, as compared with the cost data which underlies the rate increases adopted in Decision No. 82924, supra, on the bases directed by the examiner. Insofar as MRT 2 is concerned, there are two principal differences in the cost data presented by CTA and the staff. CTA's cost studies reflect collecting costs based on the current charges of Transport Clearings, Inc., and also contain an upward adjustment of 2 percentage points in the ratio of indirect to direct expenses. The staff, on the other hand, adjusted collecting costs by 6 percent, the amount of increase in direct labor costs from July 1, 1974 to July 1, 1975, and computed indirect expenses at the same ratio to direct expenses that was used in the basic studies underlying MRT 2.

CTA did not develop updated cost data with respect to MRTs 1-B, 9-B, and 19 inasmuch as the basic studies for those tariffs were developed by the staff. Offset adjustments to said studies have been introduced only by the staff in past proceedings. The offset studies presented for the current proceeding developed indirect expense in a different manner from MRT 2. The staff witness stated that basic cost studies for the drayage tariffs did not provide for collecting costs in direct expenses; to the extent that any provision was made for collecting costs, it was in indirect expenses.

At the time of submission of these proceedings, no decision had been rendered with respect to CTA's request for adjustments in the rates in MRT 15 (Case No. 7783, Petition 108). In that proceeding, CTA had presented recommended levels of rates in Exhibit 108-3 based on new full-scale cost studies covering operations under yearly and monthly vehicle unit rates. The Commission staff presented recommendations in Exhibit 108-16 concerning levels of weekly and hourly vehicle unit rates, based on the revised cost data in CTA's exhibit. CTA and the staff developed their cost and rate proposals herein on the assumption that the CTA and staff recommendations in Exhibits 108-3 and 108-16 would be adopted.<sup>1/</sup> The differences in revised rates for equipment and revised accessorial labor charges proposed herein by CTA and the staff are minor. The differences appear to result primarily from the application of different profit factors. In Petition 108, a uniform profit factor of 7 percent was proposed by CTA as opposed to varying profit factors heretofore used. The only substantive difference between CTA and the staff is in connection with mileage rate additives; CTA proposed no change from the Petition 108 level, while the staff proposed reductions developed by indexing maintenance and running costs used in proceedings prior to Petition 108.

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<sup>1/</sup> Decision No. 84363 issued April 22, 1975 in Case No. 7783 (Petition 108) established rates in the manner assumed by CTA and the staff.

Other Cost Evidence

Conferences presented studies designed to measure the overall increase in expenses of California highway carriers engaged in transportation of general commodities which have occurred since Decision No. 83985. Conferences' studies use indexing methods similar to those described in Decision No. 83985, supra. Conferences' data indicate that general commodity carriers have experienced increases amounting to 4.8 percent above the costs measured in Decision No. 83985, supra. Conferences recommended that MRT 2 rates be increased by 10.8 percent and the present 6 percent surcharge be canceled.

Shipper Testimony

Witnesses appearing on behalf of Traffic Managers testified that the industrial firms in which they are employed transport substantial quantities of goods at rates set forth in MRTs 2 and 15. The witnesses stated because of the large rate increases sought herein they had analyzed alternative methods of shipping their goods in California which would produce lower transportation costs. These analyses showed that a viable alternative to the use of for-hire carriers would be transportation in shipper-owned equipment. Such private carriage operations would be instituted if rate increases accorded for-hire carriers are deemed excessive. The witnesses could not state the precise amount of rate increase that would trigger the change from for-hire to proprietary transportation operations. The witnesses testified that if private carriage operations are commenced, their regular movements of freight in heavy volume would be handled in proprietary equipment, and the less desirable sporadic movements and overflow transportation requirements would be offered to for-hire motor carriers; thus, the most profitable traffic to for-hire carriers would be lost, while the less profitable and less desirable traffic would remain. The witnesses appearing for Traffic Managers urged that rates be retained at the lowest reasonable level, and that carriers absorb some of the increases resulting from inflation.

CMA presented testimony in a similar vein. The witness appearing for CMA stated that its members are the larger manufacturers and processors of industrial goods located in California; that its members ship primarily in truckload quantities; that individual members are continuously analyzing their transportation costs; and that several members have indicated that they are seriously exploring the use of alternative methods of handling their traffic, including proprietary operations. In addition to rate levels, considerations to the use of shipper-owned equipment depend on whether the shipper employs union labor in its plants, company policy concerning investment in trucking equipment, and the availability of suitable backhauls. The witness expressed the opinion that further substantial rate increases would cause about 10 percent of the existing traffic available from CMA members to be diverted from for-hire to proprietary transportation. The witness recommended that the rate increases authorized herein not exceed those reflected in the exhibits of Conferences, or about 4.8 percent overall.

Rebuttal Testimony of CTA

CTA presented rebuttal testimony with respect to the cost evidence presented by the Commission staff, to the statistical methods used in the presentation of Conferences, and to the other shipper testimony.

CTA pointed out that with respect to the staff's MRT 2 exhibits, the comparisons of cost data were between the exhibits presented by CTA in Petition 779, rather than with the cost data adopted in that proceeding as a basis for the increased rates authorized therein. CTA endeavored to show that, if proper cost comparisons were made, the staff exhibit would show higher percentage increases between the Petition 779 proceeding and this proceeding.

With respect to MRT 15 cost data, CTA endeavored to show that the staff did not rely upon the more current maintenance and repair costs introduced in Petition 108, but made its adjustments by indexing upward maintenance and repair costs from a study introduced several years ago. The CTA witness stated that if the more current cost data were used as a base, no significant changes in mileage costs from Petition 108 would appear. The witness recommended that mileage rates remain at the level adopted in Petition 108, rather than be reduced as proposed by the staff.

In its Exhibit 833-31, CTA reworked the tables introduced by Conferences in Exhibit 833-21 to reflect data which assertedly are more pertinent to California operations of motor carriers than the nationwide data used by Conferences; to weight the elements in the Wholesale Price Index relating to repair and maintenance costs using the internal weighting factors for that index; and to eliminate the factor for "Pallets", which are not customarily supplied by California carriers under minimum rate tariff rules. Incorporating those adjustments in Conferences' presentation would raise the average increase in rates required to offset motor carrier operating cost increases to 5.983 percent from the 4.8 percent estimated by Conferences.

CTA's witness testified that no increases in these proceedings are sought to offset losses in traffic resulting from the downturn trend in the economy, and that petitioner seeks only to raise rates sufficiently to offset increases in carrier operating costs. The witness stated that petitioner recognizes that changes in the manner in which goods are shipped, including proprietary trucking operations, can, in some instances, materially reduce transportation costs. CTA expects shippers to explore all feasible methods to reduce transportation costs and that following any major rate proceeding some traffic will be lost to private carriage and that other shippers will consolidate shipments or increase sales units to take advantage of lower rates for volume shipments.

Discussion - Collecting Costs

In CTA's basic cost study which underlies MRT 2 rates (Exhibit 233-32), collecting costs per bill were based on the average of the then current cost per bill for Transport Clearings, Inc. of Los Angeles and San Francisco. The charge for collecting included in that study was 18 cents per bill. The amount per bill adopted in Petition 779 (late-filed Exhibit 779-39) was about 75.5 cents. The charge per bill in CTA's current study based on the average Transport Clearings' cost to member carriers is \$1.11.

Transport Clearings is a nonprofit organization which performs the service of collecting freight charges for its member carriers. The freight bills of member carriers are assigned to Transport Clearings for collection. As soon as the bills are received, the carrier is credited with the amount of freight charges shown thereon. Collections on such bills are credited to Transport Clearings. In addition to clerical and mailing costs, Transport Clearings incurs operating expenses for management, office space, and the cost of borrowed funds. It is necessary to borrow money to cover the amount of freight charges on bills in process of collection and for uncollectible freight charges. Bank borrowings are a substantial part of Transport Clearings' total costs. The cost of short-term borrowings has increased substantially in the past two years.

Transport Clearings' average charge for the 1973-1974 fiscal year of \$1.11 per bill represented a large increase over prior periods. Cross-examination of CTA's witness disclosed that the charge was accepted without analysis and that the details of Transport Clearings' operating costs were not scrutinized by CTA's witness. It appears from the record that costs of borrowed money and bad debt write-offs and a decline in number of bills handled may have contributed to the recent increase in the cost per bill.



The Commission staff, in past proceedings, has increased collecting costs by the percentage increase in direct labor costs in the period in issue. For Petition 779, the increase derived from the use of that method coincided with the increase in CTA's study based on the rise in Transport Clearings' costs. In this proceeding the staff again increased the collecting cost element by 6 percent, the approximate amount that direct labor costs were found to have increased, resulting in a new level of collecting costs of about 81 cents.

We note that the largest change in Transport Clearings' charge per bill occurred in the period when inflationary forces and high interest rates reached their peak. Short-term interest rates have slacked off substantially; as indicated in Exhibit 833-23 (Witness Fauth) the prime rate has been reduced from 12 percent, its highest level in July 1974, to a range of 7.50 to 8.25 percent in March 1975. Slackening of business activity had two effects on Transport Clearings' operations; fixed operating costs were spread over a smaller number of units (freight bills), thus raising the cost per unit; and receivers delayed payment of freight charges, thus increasing the length of time that funds must be borrowed. CTA stated that it was not its intention to raise rates to cover a reduction in traffic volume, yet part of the current increase in Transport Clearings' cost per bill appears to stem from declining traffic volume. Some of the elements which apparently caused Transport Clearings' costs to rise so sharply in 1974 are mitigated by the reduction in interest rates and in the improvement in the economy; therefore, it would prove inflationary to build the higher Transport Clearings' costs into the rate structure. ✓

The method proposed by the staff to increase collecting costs is reasonable for the purposes of this proceeding.

### Indirect Expenses

In its rebuttal testimony, CTA attempted to show in its Exhibit 833-32 that the percentage increases in costs developed in the staff cost study for MRT 2 indicate that an omission was made.

The staff, in its Exhibits 833-24 and 833-33 in the state-wide development of costs for MRT 2, did not include a provision for increasing the nonlabor portion of indirects by an amount of 2.01 percent as was done in Exhibits 833-16 and 833-17. Therefore, to properly reflect the cost increases incurred, the percent increases shown in Exhibit 833-33 should be increased by 2.01 percent and a similar calculation made for shipment costs.<sup>2/</sup> Rates developed by the staff and set forth in Exhibit 833-26 should be adjusted accordingly.

### Diversion of Traffic Because of Increased Rates

The Commission is concerned that substantial rate increases will drive away traffic from the for-hire motor carriers hauling general commodities. Shipper witnesses testified that the principal alternative to paying higher rates charged by for-hire carriers is to engage in proprietary truck operations. The record does not show, however, the precise rate levels that would cause such diversion and, therefore, we cannot find that rates at a specific level will retain traffic to for-hire carriers and rates higher than that level would cause diversion. The only means available to us to treat this problem is to keep rate levels as low as possible, yet provide sufficient increases in revenues to cover the major increased expenses incurred by carriers operating under the minimum rates. The rates and charges adopted as a result of this order are developed in such manner, in reliance on all the facts available to us on this record.

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<sup>2/</sup> The staff cost data revised in the manner indicated above is set forth in Appendix C hereto.

Findings

1. The rates and charges in MRTs 2, 1-B, 9-B, and 19 were last adjusted on a permanent basis pursuant to Decision No. 82924 dated May 29, 1974 in Case No. 5432 (Petition 779) and related proceedings. The level of rates established by that decision reflects carrier wage rates effective July 1, 1974 pursuant to labor contracts with Teamster Union employees.

2. Subsequently, an interim fuel offset surcharge increase of 1 percent was authorized on the rates and charges in said tariffs, as provided in Decision No. 83092 dated July 2, 1974 in Case No. 5432 (Petition 780) and related proceedings. A further surcharge increase of 5 percent was granted by Decision No. 83985 dated January 14, 1975 in Case No. 5432 (Petition 821) and related matters.

3. In the petitions herein CTA seeks further increases in the rates and charges in MRTs 2, 1-B, 9-B, and 19 averaging 11 percent above the surcharge increases described in the preceding paragraph.

4. The vehicle unit rates and charges set forth in MRT 15 were last adjusted in Decision No. 84363 dated April 22, 1975 in Case No. 7783. CTA seeks increases in rates and charges averaging 7 percent except that no increases are sought in mileage rates.

5. Pursuant to provisions of collective bargaining agreements, wages and fringe benefits of carrier employees will be increased effective July 1, 1975.

6. Highway carriers have also experienced increases in costs of equipment, running expenses, and in nonlabor cost elements considered in indirect expenses since the full-scale cost studies which serve as the datum plane for MRTs 2, 1-B, 9-B, and 19 were initially introduced.

7. To the extent that the existing provisions of MRTs 2, 1-B, 9-B, and 19 do not reflect the changes in costs referred to above, such minimum rates are deficient and are below the level of just, reasonable, and nondiscriminatory minimum rates.

8. Offset cost studies prepared by CTA and the Commission staff were introduced which are designed to measure the increases in operating costs described in two preceding findings.

9. The detailed studies introduced by the staff in Exhibits 833-17, as amended in Exhibits 833-27 and 833-28, reasonably measure the changes in carriers' operating costs that have occurred in connection with services performed under provisions of MRTs 1-B and 19 since the rates and charges in those tariffs were last adjusted on a permanent basis. The costs are developed on the Wage (Cost) Offset method described in Re Minimum Rate Tariff No. 2 (1969) 70 CPUC 277. Fuel costs are based on 44.5 cents per gallon (including taxes) for gasoline and 43.5 cents per gallon (including taxes) for diesel.

10. The annual increase in revenues sought by CTA with respect to MRTs 1-B and 19 (including exempt traffic) is estimated to total about \$1,800,000. The corresponding increases in annual revenues authorized herein is approximately \$515,000.

11. MRTs 1-B and 19 should be revised as provided in staff Exhibits 833-26, as amended by Exhibit 833-29, which are predicated on the changes in carrier costs measured in Exhibits 833-17, 833-27, and 833-28. With the establishment of increased rates the present surcharge increase of 6 percent should be cancelled.

12. The detailed study introduced by CTA in Exhibit 833-14 reasonably measures the changes in carriers' wage and fringe benefit costs effective July 1, 1975 with respect to operations under vehicle unit rates set forth in MRT 15. Inasmuch as Decision No. 84363 issued April 22, 1975 in Case No. 7783 (Petition 108) brings up to date all other carrier operating costs, no changes in costs other than in wage and fringe benefit costs should be considered herein.

13. To the extent that the existing provisions of MRT 15 do not reflect the changes in wage and fringe benefit costs referred to above, such minimum rates are deficient and below the level of just, reasonable, and nondiscriminatory minimum rates.

14. The yearly and monthly rates in MRT 15 should be revised as proposed in CTA's Exhibit 833-15, as amended by its Exhibit 833-30 (which exhibits are predicated on the changes in carrier operating costs measured in Exhibit 833-14), except that certain apparent errors should be corrected. Hourly rates should be adopted as proposed in staff Exhibit 833-26. The annual revenue increase with respect to MRT 15 sought herein is estimated to be \$4,040,000, and that granted is \$3,175,000.

15. CTA and the Commission staff presented revised cost data designed to measure the changes in carrier costs with respect to operations under provisions of MRT 2. The fundamental differences in those studies are in connection with the development of underlying cost data for collecting costs, and with respect to indirect expenses. It is reasonable to develop increased collecting costs in the manner used in the staff cost study. The Commission staff cost studies involving MRT 2 should be amended to include a provision for increasing the nonlabor portion of indirect expenses by 2.01 percent of total costs.

16. The datum plane cost data for this proceeding calculated as described in the preceding finding are set forth in Appendix C hereto. Cost data for July 1, 1975 set forth in Appendix C are based on:

- (a) Carrier labor cost levels of July 1, 1975 as provided in Teamster Union contracts supplemental to the National Master Freight Agreement.
- (b) Increases in F.I.C.A. taxes computed at the rate of 5.85 percent on an annual wage base of \$14,100.
- (c) A change in compensation insurance based on the current annual rate of 6.89 percent.
- (d) An increase in equipment investment costs to include the latest figures in the Data Bank maintained by the Commission's Transportation - Systems and Procedures Branch, projected through 1975.

- (e) Fuel costs of 43.5 cents per gallon for diesel and 44.5 cents per gallon for gasoline (including applicable taxes) based on January and February 1975 Data Bank reports.
- (f) Other running costs (including tires and maintenance) increased to include the most current data.
- (g) A cost of 80.91 cents per bill for collecting.
- (h) Indirect costs computed on the Wage (Cost) Offset method based on the indirect expense rates set forth in Exhibit 833-26. In addition, nonlabor-indirect costs are increased by an amount equal to 2.01 percent of total costs.

17. The percentage increases in costs measured in Appendix C reasonably represent the increased costs incurred by highway carriers operating under the provisions of MRTs 2 and 9-B since those tariffs were last adjusted on a permanent basis.

18. MRTs 2 and 9-B should be adjusted employing the methods described by the staff in explanation of Exhibit 833-26 and using the percentage increases set forth in Appendix C. Concurrently with the establishment of the foregoing increased rates, the interim surcharge increase of 6 percent applicable to MRTs 2 and 9-B should be cancelled.

19. The annual increased revenue sought by CTA with respect to MRT 2 (including transportation of exempt commodities) is approximately \$95,860,000. The related increased revenue authorized herein is estimated to be \$63,630,000 for MRT 2.

20. The annual increased revenue sought by CTA with respect to MRT 9-B (including exempt traffic) is estimated to be \$438,000. The increase authorized herein is approximately \$283,000.

21. 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.

22. 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.

23. CTA 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.

24. Common carriers are authorized to depart from the long- and short-haul provisions of Section 461.5 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 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 CTA in these proceedings should be granted to the extent provided in the order which follows, and that to the extent not granted herein said petitions should be denied.

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

New Regulatory Program

The Commission intends that the rates established pursuant to this order will expire in 150 days. The Commission intends to implement a new regulatory program within the 150-day period, which will require the filing of tariffs by all highway permit carriers.

The new regulatory program will be incorporated in supplemental orders in these proceedings which will be issued within 30 days. In the event hearing is required, it is contemplated that such hearings will be held and a final decision will be issued within a 90-day period. In the event a final decision is not issued within that period, the Commission contemplates freezing the minimum rates at the end of the 150-day period at the levels established prior to those resulting from the order herein.

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 14, 1975, 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 6.8 percent.

8. Tariff publications required or authorized to be made by common carriers as a result of this order shall be filed not earlier than the effective date of this order and may be made effective not earlier than July 14, 1975, on not less than five days' notice to the Commission and to the public; such tariff publications as are required shall be made effective on July 14, 1975; and as to tariff publications which are authorized but not required, the authority shall expire unless exercised within sixty days after the effective date of this order.

9. Common carriers, in establishing and maintaining the rates authorized by this order, are authorized to depart from the provisions of Section 461.5 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

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

11. To the extent not granted herein, Petition 833, as amended, in Case No. 5432 is denied.

The effective date of this order shall be July 7,  
1975. ✓

Dated at San Francisco, California, this 17th  
day of JUNE, 1975.

I will concur in part  
and dissent in part (written)  
William Synovus. P

I concur in part  
and dissent in part  
Vernon L. Sturgeon

Vernon L. Sturgeon  
President  
William Synovus  
Leonard Ross  
Robert F. ...  
Commissioners

APPENDIX A  
LIST OF APPEARANCES

Petitioner: Richard W. Smith, Attorney at Law, and H. Hughes, for California Trucking Association.

Protestants: Vernon Hampton, for Certain-Teed Products Corporation; Calhoun E. Jacobson, for Traffic Managers Conference of California; and Daniel J. Sweeney, Attorney at Law, for National Small Shipments Traffic Conference and Drug and Toilet Preparations Traffic Conference.

Respondents: E. K. Anderson and Lee Pfister, for Willig Freight Lines; Armand Karp, for Rogers Motor Express; David C. Williams, for Williams Transportation, Inc.; Charles J. Lawlor and C. E. Goacher, for Di Salvo Trucking Co.; E. E. Eyring, for Pacific Motor Trucking Co.; John Odoxta and William M. Holsberry, for Shippers Imperial, Inc.; A. D. Smith, J. McSweeney, and T. R. Dwver, for Delta Lines; Raymond D. Mitchell and Richard R. McIntosh, for System 99; Thomas M. Tapscott, for Huskie Freightways; T. F. Herman, for Delta California Industries; Joseph E. McDonald, Vincent W. Varozza, and Lowell E. Christie, for California Motor Express; George C. Smith, for Smith Transportation Co.; J. C. Sutherland, for Haslett Co.; E. C. Dairymple, for Santa Fe Trail Transportation Co.; Theodore Wright, Jr., for Thompson Bros., Inc.; and John Briggs, for PCP Transportation Co.

Interested Parties: Harvey E. Hamilton, for Certain-Teed Products Corporation, Pipe and Plastic Group; Don B. Shields, for Highway Carriers Association; Horst W. Klocke, for Pacific Gas and Electric Company; James Orear, for C & H Sugar Company; J. M. Cunningham, for Bethlehem Steel Corporation; Asa Button, for Amstar Corp. - Spreckels Sugar Division; Jess J. Butcher, for California Manufacturers Association; Justus T. Schreiber, for Cannery League of California; Lloyd E. Baumann, for Standard Register Co.; William D. Mayer, for Del Monte Corporation; Warren P. Mavhugh, for Mobil Oil Corporation; Tad Muraoka, for IBM Corporation; R. C. Fels, for California Furniture Manufacturers Association; Jerry Kerns, for Western Motor Tariff Bureau, Inc.; Richard C. Austin, for Kaiser Cement and Gypsum Corporation; Marshall Stein and Clifford E. Manning, for Shell Oil Company; James R. Steele, for Leslie Foods, Division of Leslie Salt Company; James Towne, for Container Corporation of America; Melvin R. Berger, for MCA Records; Robert Earl Howard, for McCormick & Co., Inc.; R. A. Dand, for Norris Industries; Thomas E. Carlton, for Morton Salt Co.; Harmon E. Overmire, for United Technology Center; Warren L. Ray, for Farr Co.; Denny D. Graf, Attorney at Law, for Products Research & Chemical Corporation; G. Daniel Jewett, for Avon Products, Inc.; Carl F. Grover, for U. S. Gypsum, Co.; and Austin G. McDonald, for Lever Brothers Company.

Commission Staff: E. Q. Carmody, George H. Morrison, and William J. Taft.

APPENDIX B

LIST OF SUPPLEMENT AND REVISED PAGES  
TO MINIMUM RATE TARIFF 2

SUPPLEMENT 118  
FOURTEENTH REVISED PAGE 1  
TWENTY-FIRST REVISED PAGE 15-B  
SIXTEENTH REVISED PAGE 18-B  
THIRTY-SIXTH REVISED PAGE 19  
NINETEENTH REVISED PAGE 19-A  
FOURTH REVISED PAGE 19-AA  
THIRTIETH REVISED PAGE 19-B  
TWENTY-NINTH REVISED PAGE 19-C  
THIRTY-NINTH REVISED PAGE 20  
THIRTY-SIXTH REVISED PAGE 20-A  
SEVENTH REVISED PAGE 20-D  
TWELFTH REVISED PAGE 20-E  
FORTY-FIRST REVISED PAGE 21  
EIGHTEENTH REVISED PAGE 21-A  
TWENTY-THIRD REVISED PAGE 21-B  
TWENTY-FIRST REVISED PAGE 21-C  
SIXTH REVISED PAGE 21-CCC  
SIXTEENTH REVISED PAGE 22  
THIRTY-FIFTH REVISED PAGE 26  
NINTH REVISED PAGE 26-A  
FIRST REVISED PAGE 27-BB  
SEVENTH REVISED PAGE 27-C  
NINTH REVISED PAGE 31-AAA  
SEVENTH REVISED PAGE 40-A  
THIRTY-NINTH REVISED PAGE 41  
TENTH REVISED PAGE 41-A  
SEVENTH REVISED PAGE 41-B  
SEVENTH REVISED PAGE 41-C  
THIRTY-SEVENTH REVISED PAGE 42  
TWELFTH REVISED PAGE 42-A  
SEVENTH REVISED PAGE 42-B  
ELEVENTH REVISED PAGE 42-C  
THIRTY-EIGHTH REVISED PAGE 43

THIRTY-NINTH REVISED PAGE 43-A  
FORTY-SIXTH REVISED PAGE 44  
TWENTY-SEVENTH REVISED PAGE 44-A  
THIRTY-FIFTH REVISED PAGE 44-B  
FOURTEENTH REVISED PAGE 44-C  
SIXTH REVISED PAGE 44-D  
TWENTY-SEVENTH REVISED PAGE 46-A  
THIRTY-FOURTH REVISED PAGE 47  
TWENTY-SECOND REVISED PAGE 48  
SEVENTH REVISED PAGE 48-A  
THIRD REVISED PAGE 48-C  
TWENTY-FIFTH REVISED PAGE 51-A  
FOURTH REVISED PAGE 51-AA  
TWENTY-FIRST REVISED PAGE 51-CC  
SEVENTH REVISED PAGE 51-CCC  
TWENTY-THIRD REVISED PAGE 51-D  
TWENTY-FIFTH REVISED PAGE 51-DD  
TWENTY-EIGHTH REVISED PAGE 51-E  
TWENTY-SIXTH REVISED PAGE 51-EE  
EIGHTEENTH REVISED PAGE 51-EEE  
FIFTH REVISED PAGE 51-HH  
SEVENTH REVISED PAGE 51-HHH  
TWENTIETH REVISED PAGE 51-J  
SEVENTH REVISED PAGE 51-K  
TWENTIETH REVISED PAGE 52  
FOURTEENTH REVISED PAGE 52-A  
SEVENTH REVISED PAGE 66-K  
SEVENTH REVISED PAGE 66-L  
SIXTH REVISED PAGE 66-M

(END OF APPENDIX B)

SUPPLEMENT 118

(Cancels Supplements 79, 96 and 116)

(Supplements 73, 75, 77, 87, 98, 112, 117 and 118 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.

**84539**

EFFECTIVE

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

## CORRECTION NUMBER CHECKING SHEET

This tariff is issued in loose-leaf form. Correction numbers appearing on all added and revised pages will be numbered consecutively in the lower left-hand corner. These correction numbers should be checked below on this checking sheet before pages are filed in tariff.

## CORRECTION NUMBERS

3041	3091	3141	3191	3241	3291
3042	3092	3142	3192	3242	3292
3043	3093	3143	3193	3243	3293
3044	3094	3144	3194	3244	3294
3045	3095	3145	3195	3245	3295
3046	3096	3146	3196	3246	3296
3047	3097	3147	3197	3247	3297
3048	3098	3148	3198	3248	3298
3049	3099	3149	3199	3249	3299
3050	3100	3150	3200	3250	3300
3051	3101	3151	3201	3251	3301
3052	3102	3152	3202	3252	3302
3053	3103	3153	3203	3253	3303
3054	3104	3154	3204	3254	3304
3055	3105	3155	3205	3255	3305
3056	3106	3156	3206	3256	3306
3057	3107	3157	3207	3257	3307
3058	3108	3158	3208	3258	3308
3059	3109	3159	3209	3259	3309
3060	3110	3160	3210	3260	3310
3061	3111	3161	3211	3261	3311
3062	3112	3162	3212	3262	3312
3063	3113	3163	3213	3263	3313
3064	3114	3164	3214	3264	3314
3065	3115	3165	3215	3265	3315
3066	3116	3166	3216	3266	3316
3067	3117	3167	3217	3267	3317
3068	3118	3168	3218	3268	3318
3069	3119	3169	3219	3269	3319
3070	3120	3170	3220	3270	3320
3071	3121	3171	3221	3271	3321
3072	3122	3172	3222	3272	3322
3073	3123	3173	3223	3273	3323
3074	3124	3174	3224	3274	3324
3075	3125	3175	3225	3275	3325
3076	3126	3176	3226	3276	3326
3077	3127	3177	3227	3277	3327
3078	3128	3178	3228	3278	3328
3079	3129	3179	3229	3279	3329
3080	3130	3180	3230	3280	3330
3081	3131	3181	3231	3281	3331
3082	3132	3182	3232	3282	3332
3083	3133	3183	3233	3283	3333
3084	3134	3184	3234	3284	3334
3085	3135	3185	3235	3285	3335
3086	3136	3186	3236	3286	3336
3087	3137	3187	3237	3287	3337
3088	3138	3188	3238	3288	3338
3089	3139	3189	3239	3289	3339
3090	3140	3190	3240	3290	3340

Decision No.

84539

EFFECTIVE

Correction

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

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;"><b>EMPTY PALLET RETURN</b></p> <p><b>SECTION 1--</b>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><b>NOTE 1--</b>Palletized shipments must be loaded by consignor and unloaded by consignee with power equipment, furnished and used without expense to the carrier.</p> <p><b>NOTE 2--</b>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><b>NOTE 3--</b>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><b>NOTE 4--</b>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><b>NOTE 1--</b>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><b>NOTE 2--</b>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><b>NOTE 3--</b>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><b>SECTION 2--</b>Subject to the provisions of Item 291 of this tariff, shipments of empty pallets as described below, when not subject to the provisions of Section 1 of this Item and when returning to the point of origin of an outbound palletized shipment or when transported for a return palletized shipment, are subject to the following exception to the Governing Classification:</p> <p>Wooden pallets as described in Item 150390, Sub 4, of the Governing Classification, without bodies, enclosures, ends, sides, stakes, standards or stacking posts:</p> <p>Less truckload-----50% of Class 55 (1)</p> <p>(1) Subject to a minimum rate of 58 cents per 100 pounds.</p>	045
<p>o Increase, Decision No. <b>84539</b></p>	
<b>EFFECTIVE</b>	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	
Correction	



MINIMUM RATE TARIFF 2

SECTION 1—RULES OF GENERAL APPLICATION (Continued)	ITEM														
<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, include loading into and unloading from the carrier's equipment. When the carrier picks up or delivers a shipment subject to a minimum weight of less than 10,000 pounds and weighing more than 100 pounds, at a point not at street level, and no vehicular elevator service or vehicular ramp is provided and made available to the carrier, an additional charge of 2½ cents per 100 pounds, minimum additional charge \$1.70 per shipment, shall be assessed for the service of handling shipment beyond the carrier's equipment.</p> <p>Rates in this tariff, subject to minimum weights of 10,000 pounds or more, include loading into and unloading from carrier's equipment at established depots. At points of origin or points of destination other than established depots, rates in this tariff (other than common carrier rates, applied under the provisions of Items 200, 210, 220 and 230), subject to minimum weights of 10,000 pounds or more, and rates provided in Items 635, 636 and 729 include the services of one man (driver or helper) for loading or unloading of the carrier's equipment, subject to the provisions of Item 140.</p>	0120														
<p style="text-align: center;"><b>CHARGES FOR SHIPMENTS ORIGINATING OR DESTINED TO WHARFS-- 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 8½ 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 \$1.25 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>	0122														
<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>(a) Charge of \$15.10 per hour, plus 1¼ 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</td></tr> <tr> <td style="text-align: center;">8</td><td style="text-align: center;">23</td></tr> <tr> <td style="text-align: center;">23</td><td style="text-align: center;">38</td></tr> <tr> <td style="text-align: center;">38</td><td style="text-align: center;">53</td></tr> <tr> <td style="text-align: center;">53</td><td style="text-align: center;">60</td></tr> </tbody> </table> <p style="text-align: right;">-----omit          -----shall be ½ hour          -----shall be ½ hour          -----shall be ½ hour          -----shall be 1 hour</p>	<u>MINUTES</u>		<u>Over</u>	<u>But Not Over</u>	0	8	8	23	23	38	38	53	53	60	0124
<u>MINUTES</u>															
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<div style="display: flex; justify-content: space-between;"> <span>           ♂ Change )            ♂ Increase )         </span> <span>Decision No. <b>84539</b></span> </div>															
<b>EFFECTIVE</b>															
<div style="display: flex; justify-content: space-between;"> <span>Correction</span> <span>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</span> </div>															

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">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 \$16.80 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. Items 110 (Application of Rates--Deductions), Items 160-163 (Split Pickup), Items 170-173 (Split Delivery), Item 182 (C.O.D. Shipments), Item 188 (Multiple Service Shipment) and Item 430 of the Governing Classification will not apply to shipments, including any component parts thereof, containing explosives (Class A, B or C) and/or any other dangerous articles which may not be left unattended in the carrier's equipment under the regulations of the Dangerous Articles Tariff.</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>♦ Increase, Decision No. <b>84539</b></p>	
EFFECTIVE	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

## MINIMUM RATE TARIFF 2

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;"><b>FAILURE TO ACCOMPLISH DELIVERY</b> (Applies only in connection with Items 129, 176, 177 and 179)</p> <p>Except as otherwise provided in the Dangerous Articles Tariff, if the carrier, through no fault of its own, is unable to effect delivery of any shipment within 48 hours (excluding Saturdays, Sundays and holidays) after the first 7:00 A.M. following initial attempt of delivery, the shipment will be placed in storage and notice will be sent or given to consignor or consignee. Thereafter the shipment will be stored at carrier's terminal subject to the rates and charges set forth below or, at carrier's option, may be placed in a public warehouse at public storage rates.</p> <p>For each of the first five days, 5¢ cents per 100 pounds. For the sixth and each succeeding day, 7¢ cents per 100 pounds.</p> <p>Minimum storage charge per shipment on freight held beyond 48 hours, 5 days or less 73 cents; 6 days or more 112 cents. In computing time, any fractional part of 24 hours will be counted as one day. In computing charges, any fractional part of 100 pounds will be computed as 100 pounds.</p> <p>Shipments unloaded from vehicle and reloaded on vehicle for subsequent delivery will be subject to a charge of \$4.10 per ton in addition to all other charges set forth herein.</p> <p>During period in which component part is held in storage carrier's liability for loss or damage will be that of a warehouseman. Subsequent delivery from point of storage will be charged for as a new shipment.</p>	<p style="text-align: center;">6141</p>
<p style="text-align: center;"><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><b>EXCEPTIONS:</b></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>	<p style="text-align: center;">142</p>
<p>Change ) Increase ) Decision No. <b>84539</b></p>	
<b>EFFECTIVE</b>	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

Correction

SECTION 1—RULES OF GENERAL APPLICATION (Continued)	ITEM												
<p style="text-align: center;">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>3. Demurrage on Equipment Held After Free Time Has Elapsed</p> <p>A charge of 3½ 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 data-bbox="875 1361 1371 1532"> <tr> <th colspan="2">Charges in Cents</th></tr> <tr> <td>For First 30 Minutes</td><td>For Each Additional 15 Minutes or Fraction</td></tr> <tr> <td>No Charge</td><td>370</td></tr> </table> <p>(b) Shipments subject to minimum weights of 40,000 or 48,000 pounds.</p> <table data-bbox="875 1574 1371 1744"> <tr> <th colspan="2">Charges in Cents</th></tr> <tr> <td>For First 60 Minutes</td><td>For Each Additional 15 Minutes or Fraction</td></tr> <tr> <td>No Charge</td><td>415</td></tr> </table>	Charges in Cents		For First 30 Minutes	For Each Additional 15 Minutes or Fraction	No Charge	370	Charges in Cents		For First 60 Minutes	For Each Additional 15 Minutes or Fraction	No Charge	415	<p>0144</p>
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<p>o Increase, Decision No. <b>84539</b></p>													
<p style="text-align: center;">EFFECTIVE</p>													
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>													

-19-B-

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

ITEM

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

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

Rates in this item will not apply to:

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

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

0149

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

Weight of Shipment(In Pounds)

<u>Over</u>	<u>But Not Over</u>	<u>(1) Charge in Cents</u>
0	25	470
25	50	570
50	75	650
75	100	725
100	150	880
150	200	1020
200	250	1165
250	300	1315
300	400	1580
400	500	1830

- (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.

**84539**

**EFFECTIVE**

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

Correction

## MINIMUM RATE TARIFF 2

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

ITEM

## 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> <u>(In Pounds)</u>		<u>Minimum Charge</u>
<u>Over</u>	<u>But Not Over</u>	<u>(In Cents)</u>
0	25	550
25	50	665
50	75	760
75	100	850
100	150	1025
150	200	1195
200	250	1365
250	300	1485
300	400	1775
400	500	2020
500	-	2230

- (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> <u>(In Pounds)</u>		<u>Minimum Charge</u> <u>(In Cents)</u>	
<u>Over</u>	<u>But Not Over</u>	<u>(1)</u>	<u>(2)</u>
0	100	945	1085
100	150	1265	1545
150	200	1465	1810
200	250	1720	2110
250	300	1915	2400
300	400	2275	2860
400	500	2565	3345
500	-	2845	3790

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

EXCEPTION.--For shipments (a) having point of origin or point of destination on steamship wharves or docks, or (b) transported beyond public highways to or from oil or gas well sites, the minimum charges shall in no event be less than those set forth in paragraph (b) 3 plus an additional \$1.45 per shipment for each such origin and destination.

o Increase, Decision No.

84539

EFFECTIVE

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

Correction

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

ITEM

SPLIT 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

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

(See Exception)

6

8

10

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 \$5.35 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, 1975.

♦ Increase, Decision No.

84539

EFFECTIVE

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

Correction



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

ITEM

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

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

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

Weight of Component Part (Pounds)		Split Pickup Charge for Each Component Part in Cents
Over	But Not Over	
0	100	400
100	250	470
250	500	490
500	1,000	525
1,000	2,000	685
2,000	4,000	895
4,000	10,000	1015
10,000		1140

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

Weight of Component Part (Pounds)		Split Pickup Charge for Each Component Part in Cents
Over	But Not Over	
0	100	440
100	250	530
250	500	575
500	1,000	805
1,000	2,000	1165
2,000	4,000	1430
4,000	10,000	1670
10,000		1940

0163

o Increase, Decision No.

84539

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:

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

(See Exception)

6

8

10

See Note

0170

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 \$5.35 will be made in addition to all other applicable rates and charges. In no event shall there be more than 40 delivery components per shipment.

(Continued in Item 171)

(E) Expires with December 31, 1975.

◊ Increase, Decision No.

84539

EFFECTIVE

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

Correction

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

ITEM

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

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

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

Weight of Component Part (Pounds)		Split Delivery Charge for Each Component Part in Cents
Over	But Not Over	
0	100	400
100	250	470
250	500	490
500	1,000	525
1,000	2,000	685
2,000	4,000	895
4,000	10,000	1015
10,000		1140

0173

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

Weight of Component Part (Pounds)		Split Delivery Charge for Each Component Part in Cents
Over	But Not Over	
0	100	440
100	250	530
250	500	575
500	1,000	805
1,000	2,000	1165
2,000	4,000	1430
4,000	10,000	1670
10,000		1940

o Increase, Decision No.

84539

EFFECTIVE

Correction

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

## MINIMUM RATE TARIFF 2

SECTION 1--RULES OF GENERAL APPLICATION (Continued)		ITEM															
<p align="center"><b>STRINGING SERVICES</b> (Items 174 and 175)</p> <p>When stringing is performed in connection with the transportation of the commodities listed below, the class or commodity rate shall be computed from point of origin to that point which produces the greatest constructive mileage. In addition to the class or commodity rates, a charge as set forth below shall be assessed for the stringing services. Subject to Notes 1, 2, 3, 4, 5 and 6.</p>																	
Commodity Descriptions	Rates in Cents per Hour																
Commodity List 1, Pipe and pipe fittings or connections-----	2090																
Commodity List 2, Conduit (including clay or terra cotta conduit, single or multiple cell); culvert; fencing; poles; posts; tubing; and fittings or connections for any of the above-----	1975																
<p>NOTE 1.--The minimum charge shall be for ½ hour. After the total time has been determined it shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the following table:</p> <table> <tr> <th align="center"><u>Minutes</u></th><th align="center"><u>But Not</u></th><th></th></tr> <tr> <th align="center"><u>Over</u></th><th align="center"><u>Over</u></th><th></th></tr> <tr> <td align="center">0</td><td align="center">8</td><td>Omit</td></tr> <tr> <td align="center">8</td><td align="center">38</td><td>Shall be ½ hour</td></tr> <tr> <td align="center">38</td><td align="center">60</td><td>Shall be 1 hour</td></tr> </table> <p>NOTE 2.--For purposes of determining the stringing charge, when the carrier's equipment arrives at or prior to the arrival time specified on the bill of lading, item shall be computed from the time stringing commences, or the arrival time specified on the bill of lading (whichever is the earliest) to the time stringing is completed. When the carrier's equipment arrives subsequent to the arrival time stated on the bill of lading, time shall be computed from the time stringing service commences to the time stringing is completed. Time shall be calculated separately for each unit of equipment.</p> <p>In addition to the class or commodity rate, the hourly rate provided in this item shall be assessed for the time consumed in performing the stringing, less 5 minutes a ton for poles, and 8 minutes a ton for all other commodities. The free time shall be based on the weight on which transportation charges are computed. Allowance shall be made only for delays occasioned due to failure of carrier's equipment transporting the lading and time taken out for meals by the driver and/or helper.</p> <p>NOTE 3.--Rate includes the exclusive services of vehicle and driver and does not include any power equipment to load or unload, other than a winch affixed to the tractor transporting the shipment from origin to destination. When carrier furnishes help in addition to the driver, such service shall be charged for at a rate of not less than \$15.00 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 \$15.00 per hour.</p> <p align="center">(Continued in Item 175)</p>		<u>Minutes</u>	<u>But Not</u>		<u>Over</u>	<u>Over</u>		0	8	Omit	8	38	Shall be ½ hour	38	60	Shall be 1 hour	0174
<u>Minutes</u>	<u>But Not</u>																
<u>Over</u>	<u>Over</u>																
0	8	Omit															
8	38	Shall be ½ hour															
38	60	Shall be 1 hour															
<p>◊ Increase, Decision No. <b>84539</b></p>																	
EFFECTIVE																	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,																	
SAN FRANCISCO, CALIFORNIA.																	
Correction																	

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

ITEM

POOL SHIPMENTS--CENTRAL COASTAL TERRITORY (Continued)  
(Items 176, 177 and 179)

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

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

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

(1) Class rates in cents per 100 pounds.

100	92½	85	77½	70	65	60	55	50	45	40	37½	35(2)
80	77	73	69	64	62	60	56	55	52	50	49	48

(1) Minimum charge 290 cents per component part.

(2) Applies on articles rated class 35 or lower.

Commodity Rates in Cents  
per 100 Pounds  
Minimum Charge 290 cents  
per component part

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

AND

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

AND

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

106

0177

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

(a) Unloading and/or segregating including all accessorial services except  
those governed by paragraphs 3(g) and 3(h) of Item 179 \$2.39 per 100 pounds,  
minimum charge \$4.55 per component part.

(Continued in Item 179)

♦ Increase, Decision No.

84539

EFFECTIVE

Correction

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

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">POOL SHIPMENTS--CENTRAL COASTAL TERRITORY (Concluded) (Items 176, 177 and 179)</p> <p>3. Accessorial Services:</p> <p>(a) A clerical service charge of \$1.45 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 4 cents per line, per package or piece, minimum charge 120 cents per component part.</p> <p>(c) Marking, tagging, stenciling or labeling, 4 cents per package or piece, minimum charge \$1.85 per component part.</p> <p>(d) Advancing, prorating and collecting inbound freight charges of other carriers, 1 percent of amount advanced minimum charge \$1.85 per component part.</p> <p>(e) Advancing or prepayment of outbound freight charges to other carriers, \$1.45 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 143 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; 49 cents per 100 pounds, minimum charge \$2.25.</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 49 cents per 100 pounds, minimum charge \$2.00.</li> </ol>	<p style="text-align: center;">ITEM</p> <p style="text-align: right;">0179</p>
<p>♦ Increase, Decision No. <b>84539</b></p>	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

Correction

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

ITEM

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 Over	But Not Over	MINIMUM WEIGHT IN POUNDS			
		1,000 (Note 1)	5,000	10,000	20,000
0	15	102	76	52	38
15	30	109	83	58	41
30		127	96	67	48

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
118	69	56	37

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

- (c) An additional charge of 72 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 \$28.75 shall be assessed.

◊ Increase, Decision No.

84539

EFFECTIVE

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

Correction

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

ITEM

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

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

When the amount collected is	Charge for collecting and remitting will be
Not Over \$ 100	\$ 3.15
Over 100 not over \$ 110	3.25
Over 110 not over 120	3.50
Over 120 not over 140	3.75
Over 140 not over 160	3.90
Over 160 not over 180	4.10
Over 180 not over 200	4.35
Over 200 not over 250	4.70
Over 250 not over 300	5.30
Over 300 not over 350	5.45
Over 350 not over 400	5.80
Over 400 not over 450	6.35
Over 450 not over 500	6.90
Over 500 not over 550	7.45
Over 550 not over 600	8.00
Over 600 not over 650	8.55
Over 650 not over 700	9.10
Over 700 not over 750	9.65
Over 750 not over 800	10.20
Over 800 not over 850	10.75
Over 850 not over 900	11.30
Over 900 not over 950	11.80
Over 950 not over 1,000	12.35

Over \$1,000 at rate of \$12.35 per \$1,000.

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

0182

o Increase, Decision No.

84539

EFFECTIVE

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

Correction



SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">ACCESSORIAL SERVICES NOT INCLUDED IN COMMON CARRIER RATES (Items 240 and 241)</p> <p>In the event under provisions of Items 200 to 230, inclusive, a rate of a common carrier is used in constructing a rate for highway transportation, and such rate does not include accessorial services performed by the highway carrier the following charges for such accessorial services shall be added (except as otherwise provided in Item 241 and in connection with individual rates):</p> <ol style="list-style-type: none"> <li>1. No additional charge shall be assessed when the shipment is loaded into and/or unloaded from the carrier's equipment and the bill of lading issued pursuant to Item 255 indicates that the shipment was loaded and/or unloaded under one of the following circumstances:               <ol style="list-style-type: none"> <li>(a) By gravity:                   <ol style="list-style-type: none"> <li>(1) From or into dump or hopper trucks or trailers other than pneumatic equipment.</li> <li>(2) On truckload shipments of pulpboard in rolls weighing not less than 750 pounds each.</li> <li>(3) On shipments of lumber unloaded by the use of rollers.</li> </ol> </li> <li>(b) By the consignor and/or consignee with power equipment, as described in Item 11, furnished and used without expense to carrier, and when no services are performed at carrier expense, or by carrier personnel.</li> <li>(c) By the consignor and/or consignee when the carrier's equipment is a trailer or semitrailer left for loading and/or unloading without the presence of carrier's employees.</li> </ol> </li> <li>2. A charge of 6½ 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>01 Increase, Decision No. <b>84539</b></p>	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	
Correction	

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">ACCESSORIAL SERVICES NOT INCLUDED IN COMMON CARRIER RATES (Concluded) (Items 240 and 241)</p> <p>3. A charge of 9¢ 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. <b>84539</b></p>	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	
Correction	

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM																		
<b>FORKLIFT SERVICE RATES</b>																			
<p>1. When carrier supplies forklift for loading and/or unloading at other than carrier's established depot or a wharf, the following rates shall be assessed in addition to all other applicable rates and charges contained in the tariff.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center; border-bottom: 1px solid black; width: 40%;">Column 1</th> <th style="text-align: center; border-bottom: 1px solid black; width: 20%;">(Cents per Hour)</th> <th style="text-align: center; border-bottom: 1px solid black; width: 40%;">Column 2</th> </tr> <tr> <th style="text-align: center; border-bottom: 1px solid black;">Forklift Operator</th> <th></th> <th style="text-align: center; border-bottom: 1px solid black;">Forklift</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">01350</td> <td></td> <td style="text-align: center;">155</td> </tr> </tbody> </table>		Column 1	(Cents per Hour)	Column 2	Forklift Operator		Forklift	01350		155									
Column 1	(Cents per Hour)	Column 2																	
Forklift Operator		Forklift																	
01350		155																	
<p>2. When carrier's truck driver operates the forklift, the rate in Column 2 of Paragraph 1 shall apply. When carrier supplies the forklift operator other than the truck driver, the rate in Column 1 shall be added to the rate in Column 2.</p>																			
<p>3. The forklift and/or forklift operator's hours of service shall be computed as follows:</p> <p>(a) The time computed from time of arrival of the forklift at place of first utilization until the departure of the forklift at place of last utilization.</p> <p>(b) Add to the time computed under subparagraph (a) the time determined by any of the following applicable components:</p> <p>(1) Time in transit from carrier's established depot or such other place where the forklift was engaged to the place of first utilization.</p> <p style="margin-left: 40px;">EXCEPTION--When carrier's equipment does not proceed directly from its established depot or place where forklift was engaged to the place of first utilization, add 15 minutes to time computed under subparagraph.</p> <p>(2) Time in transit from the place of last utilization to carrier's established depot or such other place where forklift was engaged.</p> <p style="margin-left: 40px;">EXCEPTION--When carrier's equipment does not proceed directly from the place of last utilization to either carrier's established depot or such other place where the forklift was engaged, add 15 minutes to the time computed under subparagraph (a).</p> <p style="margin-left: 40px;">NOTE--Charges for fractions of an hour shall be determined in accordance with the following table:</p> <table style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <thead> <tr> <th colspan="3" style="text-align: center; border-bottom: 1px solid black;">MINUTES</th> </tr> <tr> <th style="text-align: center; border-bottom: 1px solid black;">Over</th> <th style="text-align: center; border-bottom: 1px solid black;">But Not Over</th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">15</td> <td>Shall be 1/4 hour</td> </tr> <tr> <td style="text-align: center;">15</td> <td style="text-align: center;">30</td> <td>Shall be 1/2 hour</td> </tr> <tr> <td style="text-align: center;">30</td> <td style="text-align: center;">45</td> <td>Shall be 3/4 hour</td> </tr> <tr> <td style="text-align: center;">45</td> <td style="text-align: center;">60</td> <td>Shall be 1 hour</td> </tr> </tbody> </table>		MINUTES			Over	But Not Over		0	15	Shall be 1/4 hour	15	30	Shall be 1/2 hour	30	45	Shall be 3/4 hour	45	60	Shall be 1 hour
MINUTES																			
Over	But Not Over																		
0	15	Shall be 1/4 hour																	
15	30	Shall be 1/2 hour																	
30	45	Shall be 3/4 hour																	
45	60	Shall be 1 hour																	
<p>◊ Increase, Decision No. <span style="font-size: 1.2em; font-weight: bold; margin-left: 100px;">84539</span></p>																			
<b>EFFECTIVE</b>																			
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.																			
Correction																			

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;">21 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;">10 1/2 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>♦ Increase, Decision No. <b>84539</b></p>	
EFFECTIVE	
<div>Correction</div> <div>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</div>	

SECTION 1--RULES OF GENERAL APPLICATION (Continued)		ITEM
<p>EXCEPTIONS TO GOVERNING CLASSIFICATION AND EXCEPTION RATINGS TARIFF (Continued)</p> <p>(Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)</p>		Class Rating
<p>CARRIERS (USED PACKAGES), SECONDHAND, EMPTY, subject to Notes 1 and 2, viz.:</p> <p>Barrels, Drums or Kegs, sheet iron or steel (40830);          Bottles, Carboys or Demijohns, NOX, glass, one gallon or less (87700);          Bottles, plastic, one gallon or less, in barrels, boxes or crates, with          or without covers (156600);          Boxes, fibreboard, KD flat or folded flat, in packages (29275, 29280);          Carboys, glass, in boxes, with or without neck protection (87840);          Carriers, NOX (40830, Sub 2);          Crates, bottle carrying (40883, 40885, 40890, 40900, 40910, 40920, 40930);          Cylinders, for shipping air, gases or liquids under pressure (41150,          41160);          Drums, shipping, fibreboard, nested (21840, Sub 2);          Pallets, metal or wooden, shipping (150370, 150390) including inside          spacers or supports for palletized loads;          Reels (41330, Sub 5).</p> <p>Less Truckload</p> <p>(1) Subject to minimum rate of 58 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 Classifica-          tion rating will apply.</p>		<p>0330.6</p> <p>(1) 50% of 70</p>
<p>◊ Increase, Decision No. <b>84539</b></p>		
EFFECTIVE		
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,          SAN FRANCISCO, CALIFORNIA.</p>		
Correction		

SECTION 2—CLASS RATES In Cents Per 100 Pounds												ITEM
MILES		Any Quantity (Subject to Note)										
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1	
0	3	489	464	440	416	391	376	362	342	332	308	0500
3	5	494	470	445	420	396	381	366	346	336	312	
5	10	502	476	452	426	402	386	371	351	341	316	
10	15	508	482	456	431	406	390	376	355	345	320	
15	20	513	488	462	436	410	395	380	359	349	323	
20	25	517	492	466	440	414	398	382	362	352	326	
25	30	520	494	468	442	416	400	385	364	354	328	
30	35	524	498	472	446	420	404	388	367	356	330	
35	40	527	500	474	448	422	406	390	369	358	332	
40	45	534	508	480	454	428	411	395	374	363	336	
45	50	537	510	483	456	430	414	398	376	365	338	
50	60	544	517	490	462	435	419	402	380	370	342	
60	70	550	522	494	467	440	423	406	384	374	346	
70	80	556	529	501	473	446	428	412	390	378	350	
80	90	562	534	506	478	450	433	416	394	382	354	
90	100	570	541	512	484	456	438	422	398	387	358	
100	110	575	546	518	488	460	442	426	402	391	362	
110	120	580	550	522	492	464	446	428	406	394	365	
120	130	586	557	528	498	469	452	434	410	398	370	
130	140	589	560	530	500	472	454	436	412	400	371	
140	150	596	566	536	506	477	459	441	418	406	376	
150	160	602	572	542	512	482	464	446	421	409	379	
160	170	609	578	548	518	487	469	450	426	414	384	
170	180	614	584	553	522	492	473	454	430	418	387	
180	190	618	588	557	526	495	476	458	433	420	390	
190	200	624	593	562	530	500	480	462	437	424	394	
200	220	634	602	571	539	508	488	470	444	431	400	
220	240	642	609	577	545	513	494	474	449	436	404	
240	260	648	616	584	551	518	499	480	454	441	408	
260	280	657	624	591	558	526	506	486	460	446	414	
280	300	666	632	598	566	532	512	492	466	452	419	
300	325	674	640	606	572	539	518	498	472	458	424	
325	350	684	650	615	581	547	526	506	478	465	430	
350	375	694	659	624	590	554	534	513	486	472	437	
375	400	704	668	633	598	562	542	520	492	478	443	
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. <div>84539</div>												
EFFECTIVE												
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.												
Correction												

SECTION 2—CLASS RATES (Continued) In Cents Per 100 Pounds												ITEM	
MILES		Any Quantity (Subject to Note)											
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1		
400	425	716	680	644	608	573	552	530	501	487	451	0501	
425	450	726	690	654	617	580	559	537	508	494	457		
450	475	736	699	662	626	588	566	544	515	500	464		
475	500	747	710	672	635	598	575	553	523	508	470		
500	525	758	720	682	644	606	584	561	531	516	478		
525	550	768	730	692	653	614	592	568	538	522	484		
550	575	778	739	700	662	622	599	576	544	529	490		
575	600	791	751	712	672	632	609	585	554	538	498		
600	625	800	760	720	680	640	616	592	560	544	504		
625	650	812	772	730	690	650	625	600	568	552	512		
650	675	823	782	741	700	658	634	609	576	560	518		
675	700	834	792	751	710	668	642	618	584	568	526		
700	725	846	804	761	719	676	651	626	592	575	532		
725	750	856	813	770	727	684	659	633	599	582	539		
750	775	868	825	782	738	694	668	642	608	590	547		
775	800	878	834	790	746	702	676	650	614	597	553		
800	850	891	846	802	757	712	686	659	624	606	561		
850	900	902	857	812	767	722	694	668	632	614	568		
900	950	915	869	824	778	732	704	677	640	622	576		
950	1000	928	881	835	788	742	714	686	649	630	584		
1000	1050	940	893	846	799	752	724	696	658	640	592		
1050	1100	953	906	858	810	762	734	705	667	648	600		
1100	1150	970	922	873	824	776	746	718	679	660	611		
1150	1200	984	934	886	836	787	758	728	688	669	620		
For distances over 1200 miles add for each 50 miles or fraction thereof in excess of 1200 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 ) 0 No change ) Decision No. 84539													
EFFECTIVE													
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.													
Correction													

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds												ITEM
MILES		Minimum Weight 5,000 Pounds										
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1	
0	3	166	157	149	140	132	128	122	116	112	104	0502
3	5	171	162	154	146	137	132	126	120	116	108	
5	10	176	166	158	149	140	135	130	123	120	110	
10	15	180	171	162	153	144	138	133	126	122	113	
15	20	186	176	167	158	148	143	137	130	126	117	
20	25	187	178	168	159	150	144	138	131	127	118	
25	30	192	183	174	164	154	148	142	135	131	122	
30	35	196	186	176	166	155	150	144	137	133	123	
35	40	198	188	178	168	158	152	146	139	135	125	
40	45	202	192	182	172	162	156	150	142	138	128	
45	50	208	198	188	177	166	160	154	146	142	131	
50	60	216	204	194	183	172	166	160	151	146	136	
60	70	218	208	196	186	174	168	162	153	148	138	
70	80	226	214	203	192	180	174	167	158	154	142	
80	90	228	217	206	194	182	176	169	160	155	144	
90	100	237	225	213	202	190	182	176	166	161	149	
100	110	241	229	217	205	193	186	178	169	164	152	
110	120	246	233	221	208	196	189	182	172	167	154	
120	130	248	236	224	211	198	191	184	174	169	156	
130	140	254	242	228	216	203	196	188	178	172	160	
140	150	257	244	231	218	206	198	190	180	174	162	
150	160	262	250	236	223	210	202	194	184	178	166	
160	170	266	252	239	226	212	204	196	186	180	167	
170	180	271	258	244	230	217	209	200	190	184	171	
180	190	274	260	246	233	219	211	202	192	186	172	
190	200	278	264	250	236	222	214	206	195	189	176	
200	220	284	270	256	242	227	218	210	199	193	179	
220	240	291	276	262	248	233	224	216	204	198	184	
240	260	297	282	267	252	238	228	220	208	202	187	
260	280	302	288	272	257	242	233	224	212	206	190	
280	300	308	293	278	262	246	238	228	216	210	194	
300	325	317	301	285	270	254	244	234	222	216	200	
325	350	326	309	293	276	260	250	241	228	222	205	
350	375	331	314	298	282	265	255	245	232	225	208	
375	400	340	323	306	289	272	262	252	238	231	214	

o Increase, Decision No.

84539

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



SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds												ITEM
MILES		Minimum Weight 5,000 Pounds										
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50-1	
400	425	350	332	315	298	280	270	259	245	238	220	0503
425	450	357	339	321	304	286	275	264	250	242	225	
450	475	366	347	329	310	292	282	270	256	248	230	
475	500	377	358	339	320	302	290	279	264	256	238	
500	525	386	366	347	328	308	297	285	270	262	243	
525	550	397	377	357	338	318	306	294	278	270	250	
550	575	404	384	364	344	323	311	299	283	274	254	
575	600	412	392	372	350	330	318	306	289	280	260	
600	625	422	402	380	359	338	326	312	296	288	266	
625	650	432	411	390	368	346	333	320	303	294	272	
650	675	440	418	396	374	352	338	326	308	299	277	
675	700	450	428	405	382	360	346	333	315	306	284	
700	725	460	437	414	391	368	354	340	322	312	290	
725	750	468	445	422	398	374	360	346	328	318	295	
750	775	474	450	426	403	379	365	351	332	322	298	
775	800	488	464	440	415	390	376	362	342	332	308	
800	850	494	470	444	420	395	380	366	346	336	311	
850	900	506	480	455	430	404	389	374	354	344	318	
900	950	517	491	465	440	414	398	382	362	352	326	
950	1000	526	499	473	446	420	404	389	368	358	331	
1000	1050	536	508	482	455	428	412	396	375	364	338	
1050	1100	546	518	491	464	436	420	404	382	371	344	
1100	1150	556	528	500	472	444	428	411	389	378	350	
1150	1200	566	537	509	480	452	436	418	396	384	356	
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	
0 Increase, except as noted ) 0 No change ) Decision No.												84539
EFFECTIVE												
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.												
Correction												

SECTION 2—CLASS RATES (Continued) In Cents Per 100 Pounds											ITEM
MILES		Minimum Weight 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	118	112	106	100	94	91	87	83	80	74
3	5	120	114	108	102	96	92	89	84	82	76
5	10	124	118	112	106	99	96	92	87	84	78
10	15	127	120	114	108	102	98	94	88	86	80
15	20	130	123	116	110	104	100	96	90	88	82
20	25	132	126	119	112	106	102	98	92	90	84
25	30	136	128	122	115	108	104	100	94	92	85
30	35	138	132	124	118	110	106	102	96	94	87
35	40	141	134	127	120	113	108	104	98	96	88
40	45	144	136	130	122	115	110	106	100	98	90
45	50	146	140	132	124	118	113	108	102	100	92
50	60	152	144	137	130	122	117	112	106	104	96
60	70	155	148	140	132	124	120	114	108	106	98
70	80	161	152	144	136	128	124	119	112	109	101
80	90	164	156	147	139	131	126	121	114	111	103
90	100	168	160	151	142	134	129	124	118	114	106
100	110	172	164	155	146	138	132	128	120	117	108
110	120	178	169	160	151	142	137	132	124	121	112
120	130	180	172	162	154	144	139	134	126	122	114
130	140	184	174	165	156	146	141	136	128	124	116
140	150	190	181	172	162	152	146	141	133	130	120
150	160	194	185	175	166	156	150	144	136	132	122
160	170	200	190	180	170	160	154	148	140	136	126
170	180	203	193	183	172	162	156	150	142	138	128
180	190	209	198	188	178	167	160	154	146	142	132
190	200	213	202	192	181	170	164	158	149	145	134
200	220	216	205	194	184	172	166	160	151	146	136
220	240	223	212	200	190	178	172	165	156	152	140
240	260	226	214	203	192	180	174	167	158	154	142
260	280	234	222	211	199	188	180	174	164	159	148
280	300	240	228	216	204	192	184	178	168	163	151
300	325	246	233	221	208	196	189	182	172	167	154
325	350	252	240	228	214	202	194	187	176	172	159
350	375	260	246	234	220	208	200	192	182	176	164
375	400	268	254	242	228	214	206	198	188	182	169
NOTE.—When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff.											
♦ Increase, Decision No. <b>84539</b>											
EFFECTIVE											
Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											

MINIMUM RATE TARIFF 2

THIRTY-SEVEN REVISED PAGE.....42  
CANCELS  
THIRTY-SIXTH REVISED PAGE.....42

SECTION 2—CLASS RATES (Continued) In Cents Per 100 Pounds											ITEM
MILES		Minimum Weight 10,000 Pounds, except as provided in Note									
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1
400	425	274	260	246	232	219	210	202	192	186	172
425	450	282	268	254	240	226	218	209	198	192	178
450	475	288	274	259	244	230	222	213	202	196	182
475	500	296	282	266	252	237	228	220	208	202	186
500	525	302	287	272	256	242	232	224	212	206	190
525	550	308	292	277	262	246	237	228	216	209	194
550	575	318	302	286	270	254	244	235	222	216	200
575	600	324	308	292	276	260	250	240	227	220	204
600	625	330	314	297	280	264	254	244	231	224	208
625	650	338	320	304	286	270	260	250	236	230	212
650	675	344	327	310	292	276	265	255	241	234	217
675	700	353	335	318	300	282	272	261	247	240	222
700	725	362	344	325	307	289	278	268	253	246	228
725	750	372	354	336	316	298	287	276	261	254	234
750	775	380	360	342	322	304	292	281	266	258	239
775	800	387	368	348	328	310	298	286	270	263	244
800	850	401	381	361	340	320	308	296	280	272	252
850	900	416	396	375	354	333	320	308	292	283	262
900	950	432	410	389	367	346	332	320	302	294	272
950	1000	444	421	399	376	354	342	328	310	302	279
1000	1050	458	434	412	389	366	352	338	320	311	288
1050	1100	468	446	422	398	375	361	347	328	318	295
1100	1150	486	462	437	413	388	374	360	340	330	306
1150	1200	501	476	451	426	401	386	371	351	340	316
For distances over 1200 miles add for each 50 miles or fraction thereof in excess of 1200 miles:		0 11	0 10	0 10	0 9	0 9	0 8	0 8	0 8	0 7	0 7
NOTE.—When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff.											
<div> <div> <div>◊ Increase, except as noted )</div> <div>◊ No change )</div> </div> <div>Decision No.</div> </div> <div>84539</div>											
EFFECTIVE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											
Correction											

SECTION 2—CLASS RATES (Continued) In Cents Per 100 Pounds (See Exception)												ITEM
MILES		Minimum Weight 20,000 Pounds except as provided in Note										
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1	
0	3	66	63	60	56	53	51	49	46	45	42	0506
3	5	69	66	62	59	56	53	51	48	47	44	
5	10	74	70	66	62	58	56	54	52	50	46	
10	15	76	72	68	65	61	58	56	54	52	48	
15	20	79	75	71	67	64	61	58	56	54	50	
20	25	82	78	74	70	66	63	60	57	56	51	
25	30	84	79	75	71	67	64	62	59	57	52	
30	35	85	80	76	72	68	65	64	60	58	54	
35	40	88	83	79	74	70	68	65	62	60	55	
40	45	93	88	84	79	75	72	69	65	63	58	
45	50	94	90	85	81	76	73	70	66	64	60	
50	60	99	94	89	84	79	76	73	69	67	62	
60	70	106	100	95	90	85	82	78	74	72	66	
70	80	108	102	98	92	86	83	80	75	73	68	
80	90	113	108	102	96	90	87	84	79	77	71	
90	100	119	113	107	101	95	92	88	83	80	75	
100	110	122	116	110	104	98	94	90	85	82	76	
110	120	124	118	112	106	100	96	92	87	84	78	
120	130	130	124	117	110	104	100	96	91	88	82	
130	140	133	126	120	113	106	102	98	93	90	84	
140	150	138	132	125	118	111	106	102	97	94	88	
150	160	143	136	128	122	114	110	106	100	97	90	
160	170	146	138	131	124	116	112	108	102	99	92	
170	180	150	142	135	128	120	116	111	105	102	94	
180	190	153	145	138	130	122	118	113	107	104	96	
190	200	158	150	142	134	127	122	117	111	108	100	
200	220	166	158	149	140	132	128	122	116	112	104	
220	240	172	162	154	146	137	132	126	120	116	108	
240	260	178	170	160	152	142	138	132	125	121	112	
260	280	186	176	167	158	148	142	137	130	126	116	
280	300	191	182	172	162	153	147	142	134	130	120	
300	325	201	191	181	171	161	154	148	140	136	126	
325	350	210	199	188	178	168	162	155	146	142	132	
350	375	215	204	194	183	172	166	159	150	146	136	
375	400	226	215	204	192	181	174	168	158	154	142	
<p>EXCEPTION.—Except as provided in Items 160 and 170—Split Pickup and Split Delivery, rates shown herein will not apply to transportation for which rates are provided in Item 520—shipments between San Francisco Metropolitan Zone Group and East Bay Metropolitan Zone Group.</p> <p>NOTE.—When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff but in no event less than 20,000 pounds.</p>												
<p>♦ Increase, Decision No.</p> <p style="text-align: center;"><b>84539</b></p>												
EFFECTIVE												
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>												
Correction												

## MINIMUM RATE TARIFF 2

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds (See Exception)											ITEM
MILES		Minimum Weight 20,000 Pounds except as provided in Note									
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1
400	425	235	224	212	200	188	181	174	164	160	148
425	450	240	228	216	204	192	186	178	168	164	152
450	475	246	234	222	210	197	190	182	172	168	155
475	500	255	242	230	216	204	196	188	178	174	160
500	525	260	248	234	222	208	200	193	182	177	164
525	550	268	254	241	228	214	206	198	188	182	168
550	575	278	264	250	236	222	214	206	194	188	175
575	600	284	270	256	242	228	219	210	199	194	179
600	625	290	276	262	246	232	224	215	203	198	183
625	650	298	282	268	253	238	229	220	208	202	188
650	675	304	290	274	259	244	234	226	213	207	192
675	700	313	298	282	266	250	241	232	219	213	197
700	725	320	304	288	272	256	246	237	224	218	202
725	750	328	312	296	280	263	253	243	230	224	207
750	775	334	318	301	284	268	258	248	234	227	210
775	800	343	326	308	292	274	264	254	240	233	216
800	850	350	332	315	298	280	270	259	245	238	220
850	900	357	339	321	304	286	275	264	250	242	225
900	950	362	344	326	308	290	279	268	254	246	228
950	1000	372	354	336	316	298	287	276	260	254	234
1000	1050	380	360	342	322	304	292	281	266	258	239
1050	1100	386	368	348	328	310	298	286	270	263	244
1100	1150	392	373	353	334	314	302	290	274	267	247
1150	1200	400	380	360	340	320	308	296	280	272	252
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
<p>EXCEPTION.--Except as provided in Items 160 and 170--Split Pickup and Split Delivery, rates shown herein will not apply to transportation for which rates are provided in Item 520--shipments between San Francisco Metropolitan Zone Group and East Bay Metropolitan Zone Group.</p> <p>NOTE.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, Exception Ratings Tariff or in this tariff but in no event less than 20,000 pounds.</p>											
<p>0 Increase, except as noted ) Decision No.</p> <p>0 No change )</p> <p style="text-align: center;">84539</p>											
EFFECTIVE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											
Correction											

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds (See Exception)										ITEM
MILES		Minimum Weight as provided in the Governing Classification, Exception Ratings Tariff or this tariff. (See Note)								ITEM
Over	But Not Over	45	40	37½	35	35.1	35.2	35.3	35.4	
0	3	45	39	37	36	35	33	31	27	
3	5	46	42	40	39	36	35	32	28	
5	10	49	45	43	42	37	36	33	29½	
10	15	50	46	45	43	39	37	34	30	
15	20	52	48	46	45	42	39	35	31	
20	25	53	50	48	46	43	40	36	32	
25	30	54	51	50	49	45	42	37	33	
30	35	56	52	51	50	46	43	39	34	
35	40	58	54	53	51	49	45	40	35	
40	45	60	56	54	53	50	46	42	36	
45	50	61	59	58	56	51	48	43	37	
50	60	64	61	60	59	53	49	45	39	
60	70	66	65	64	62	56	51	46	42	
70	80	69	67	66	65	59	53	49	43	
80	90	71	69	68	67	61	56	51	46	
90	100	74	71	69	68	64	58	53	48	
100	110	77	76	71	70	66	60	54	50	
110	120	81	77	76	74	68	62	58	52	
120	130	83	81	79	77	70	64	59	53	
130	140	85	83	82	81	74	66	60	54	
140	150	87	85	84	83	76	67	62	56	
150	160	91	87	86	85	78	69	65	58	
160	170	94	91	88	87	81	71	67	60	
170	180	96	94	93	91	83	74	68	61	
180	190	99	96	95	94	85	77	69	62	
190	200	101	99	98	96	87	78	70	64	
200	220	107	102	101	100	92	82	74	67	
220	240	112	108	107	104	96	85	78	68	
240	260	116	112	111	110	100	87	82	69	
260	280	120	117	116	115	104	92	84	74	
280	300	126	120	119	118	110	96	86	76	
300	325	129	126	125	122	113	100	91	78	
325	350	135	129	128	127	117	104	93	82	
350	375	142	134	132	130	122	110	96	85	
375	400	144	139	136	135	126	112	99	87	
<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.--Subject to the provisions of Items 292, 293 and 293.1 for Volume Incentive Service and Special Volume Incentive Service.</p>										0507
o Increase, Decision No. 84539										
EFFECTIVE										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										
Correction										

MINIMUM RATE TARIFF 2

C. 5432 (Pet. 833)\*

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds (See Exception)										ITEM	
MILES		Minimum Weight as provided in the Governing Classification, Exception Ratings Tariff or this tariff. (See Note)									
Over	But Not Over	45	40	37½	35	35.1	35.2	35.3	35.4		
400	425	147	143	142	141	129	116	104	92	0508	
425	450	153	146	145	144	135	120	108	94		
450	475	158	151	150	147	139	124	111	96		
475	500	161	155	153	152	143	126	113	99		
500	525	167	159	158	156	146	129	116	104		
525	550	171	163	161	160	150	132	119	108		
550	575	175	168	167	164	152	137	124	110		
575	600	178	172	170	169	156	141	126	112		
600	625	183	176	174	172	159	144	128	115		
625	650	186	179	177	176	163	146	130	117		
650	675	192	184	181	179	167	151	136	120		
675	700	196	188	185	184	170	153	139	124		
700	725	202	192	189	188	174	158	143	126		
725	750	206	196	194	192	177	161	145	128		
750	775	210	201	196	195	180	164	147	130		
775	800	215	205	201	200	184	168	152	134		
800	850	221	210	206	205	188	172	156	137		
850	900	227	215	211	209	192	176	159	142		
900	950	232	221	217	213	196	179	163	145		
950	1000	238	226	221	218	201	184	166	147		
1000	1050	242	229	226	223	205	186	169	150		
1050	1100	246	234	229	227	209	189	172	153		
1100	1150	249	238	234	230	212	192	175	156		
1150	1200	255	242	239	234	217	195	177	160		
For distances over 1200 miles add for each 50 miles or fraction thereof in excess of 1200 miles:		0 4	0 3	0 3	0 3	0 3	0 3	0 2	0 2		
EXCEPTION.--Except as provided in Items 160 and 170--Split Pickup and Split Delivery, rates shown herein will not apply to transportation for which rates are provided in Item 520--Shipments between San Francisco Metropolitan Zone Group and East Bay Metropolitan Zone Group.											
NOTE.--Subject to the provisions of Items 292, 293 and 293.1 for Volume Incentive Service and Special Volume Incentive Service.											
0 Increase, except as noted ) 0 No change ) Decision No. 84539											
EFFECTIVE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											
Correction											

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds											ITEM
BETWEEN					AND						
SAN JOSE METROPOLITAN ZONE GROUP as described in the Distance Table					SAN FRANCISCO METROPOLITAN ZONE GROUP as described in the Distance Table						
		Class Rates shown below are intermediate in application subject to Note 1.									
	100	92½	85	77½	70	65	60	55	50	50.1	
Any Quantity-----	537	510	483	456	430	414	398	376	365	338	
Minimum Weight:											
5,000 Pounds-----	208	198	188	177	166	160	154	146	142	131	
10,000 Pounds except as provided in Note 2-----	146	140	132	124	118	113	108	102	100	92	
20,000 Pounds except as provided in Note 3-----	94	90	85	81	76	73	70	66	64	60	
		Class Rates shown below are intermediate in application subject to Note 1.									0509
	45	40	37½	35	35.1	35.2	35.3	35.4			
As provided in Governing Classification, Exception Ratings Tariff or this tariff (see Note 4)-----	61	59	58	56	51	48	43	37			
<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>84539</b>											
EFFECTIVE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											
Correction											



SECTION 2—CLASS RATES (Continued) In Cents Per 100 Pounds											ITEM
BETWEEN					AND						
SAN JOSE METROPOLITAN ZONE GROUP as described in the Distance Table.					EAST BAY METROPOLITAN ZONE GROUP as described in the Distance Table.						
	Class Rates shown below are intermediate in application subject to Note 1.										
	100	92½	85	77½	70	65	60	55	50	50.1	
Any Quantity—	534	508	480	454	428	411	395	374	363	336	
Minimum Weight:											
5,000 Pounds—	202	192	182	172	162	156	150	142	138	128	
10,000 Pounds except as provided in Note 2—	144	136	130	122	115	110	106	100	98	90	
20,000 Pounds except as provided in Note 3—	93	88	84	79	75	72	69	65	63	58	
	Class Rates shown below are intermediate in application subject to Note 1.										
	45	40	37½	35	35.1	35.2	35.3	35.4			0509.5
As provided in Governing Classification, Exception Ratings Tariff or this tariff (see Note 4)—	60	56	54	53	50	46	42	36			
<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.											
84539											
EFFECTIVE											
Correction											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds											ITEM
BETWEEN						AND					
SAN FRANCISCO TERRITORY as described in Item 270-3.  SACRAMENTO, NORTH SACRAMENTO						LOS ANGELES TERRITORY as described in Item 270-3.					
Class Rates shown below are intermediate in application subject to Note 1.											
	100	92½	85	77½	70	65	60	55	50	50-1	
Any Quantity-----	716	680	644	608	573	552	530	501	487	451	
Minimum Weight:											
5,000 Pounds-----	350	332	315	298	280	270	259	245	238	220	
10,000 Pounds except as provided in Note 2-----	274	260	246	232	219	210	202	192	186	172	
20,000 Pounds except as provided in Note 3-----	235	224	212	200	188	181	174	164	160	148	
Class Rates shown below are intermediate in application subject to Note 1.											
	45	40	37½	35	35.1	35.2	35.3	35.4			
As provided in Governing Classification, Exception Ratings Tariff or this tariff (see Note 4)-----	147	143	142	141	129	116	104	92			
<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.											
84539											
EFFECTIVE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											
Correction											

SECTION 2—CLASS RATES (Continued) In Cents Per 100 Pounds										ITEM
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	
88	83	79	74	70	68	65	62	60	55	
Minimum Weight as provided in Governing Classification, Exception Ratings Tariff or this tariff. (See Note 2)										
45	40	37½	35	35.1	35.2	35.3	35.4			
58	54	53	51	49	45	40	35			
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.										
84539										
EFFECTIVE										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										
Correction										

## SECTION 2--CLASS RATES (Continued)

ITEM

## SHIPMENT CHARGES--METROPOLITAN LOS ANGELES AREA

(Applies only to shipments having both point of origin and point of destination in the Metropolitan Los Angeles Area.)  
(See Notes 1, 2, 3 and 4)

Charges on shipments weighing less than 1,000 pounds

Weight of Shipment  
(In Pounds)

Charge in Cents

<u>Over</u>	<u>But Not Over</u>	<u>Col. A (1)</u>	<u>Col. B (2)</u>
0	25	550	385
25	50	665	435
50	75	760	485
75	100	850	525
100	150	1025	625
150	200	1190	745
200	250	1365	855
250	300	1485	975
300	400	1775	1095
400	500	1935	1095
500	600	2120	1095
600	700	2310	1095
700	800	2495	1095
800	900	2680	1095
900	But less than 1,000 pounds.	2870	1095

NOTE 1--For commodities having an applicable rating of over Class 100 the shipment charge shall be the charge stated above for the weight of the shipment multiplied by the applicable rating (expressed as a percentage of Class 100).

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.

§530

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 30 percent of the weight of the shipment consists of articles rated above Class 100 and one or more of the articles in the shipment is rated above Class 200, or when more than 30 percent of the weight of the shipment consists of articles rated above Class 100, the entire shipment shall be subject to the highest rating of any commodity in the shipment.

(1) Applicable only on shipments not subject to Col. B.

(2) Applicable only on shipments subject to Pool Shipments in Item 179-1.

Change )  
Increase ) Decision No.

84539

EFFECTIVE

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

Correction

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds											ITEM
CLASS RATES--METROPOLITAN LOS ANGELES AREA (Applies only to shipments having both point of origin and point of destination in the Metropolitan Los Angeles Area.)											
MILES		Minimum Weight 1,000 Pounds (See Note)									
Over	But Not Over	100	92½	85	77½	70	65	60	55	50	50.1
0	5	239	226	215	203	191	183	176	167	162	151
5	10	251	238	226	213	201	193	185	176	170	158
10	15	258	246	233	219	207	199	192	181	176	162
15	20	265	251	238	225	211	203	197	185	181	167
20	25	266	254	240	226	213	206	198	186	183	168
25	30	275	262	248	234	219	213	203	192	187	174
30	35	280	265	251	238	224	215	207	197	190	176
35	40	285	270	256	242	227	219	210	199	193	179
40	45	290	277	262	247	233	224	215	203	198	183
45	50	299	286	270	255	240	231	222	210	203	189
50	60	307	293	277	261	246	237	227	215	209	194
60	70	312	297	281	265	249	240	231	218	213	197
70	--	(1)	(1)	(1)	(1)	(2)	(2)	(2)	(2)	(3)	(3)
(1) Add to the rate for 70 miles 06 cents per 100 pounds for each 10 miles or fraction thereof in excess of 70 miles. (2) Add to the rate for 70 miles 05 cents per 100 pounds for each 10 miles or fraction thereof in excess of 70 miles. (3) Add to the rate for 70 miles 04 cents per 100 pounds for each 10 miles or fraction thereof in excess of 70 miles. NOTE.--In no event shall the charge on shipments moving under rates in this item be less than the charge in Item 530 for a shipment of over 900 pounds.											0550
♦ Increase, except as noted ) ♦ No change ) Decision No.											84539
EFFECTIVE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											
Correction											

SECTION 3--COMMODITY RATES (Continued) In Cents Per 100 Pounds					ITEM
COMMODITIES					
Canned Goods, as described in and subject to the provisions of Items 320 and 320-1. Feed, animal, as described in and subject to the provisions of Item 338. Foodstuffs for Human Consumption, as described in and subject to the provisions of Item 345.					
BETWEEN		AND			
SAN FRANCISCO TERRITORY as described in Item 270-3  SACRAMENTO  NORTH SACRAMENTO  STOCKTON		SAN JOAQUIN VALLEY TERRITORY  and  SACRAMENTO VALLEY TERRITORY as described in Item 270-2			
MILES (See Item 100)		RATES (See Note)			
		Minimum Weight (in pounds)			
Over	But Not Over	30,000	36,000	42,000 (1) 45,000	0620
0	5	36	35	32	28
5	10	37	36	33	29½
10	15	39	37	34	30
15	20	42	39	35	31
20	25	43	40	36	32
25	30	45	42	37	33
30	35	46	43	39	34
35	40	49	45	40	35
40	45	50	46	42	36
45	50	51	48	43	37
50	60	53	49	45	39
60	70	56	51	46	42
70	80	59	53	49	43
80	90	61	56	51	46
90	100	64	58	53	48
100	110	66	60	54	50
110	120	68	62	58	52
120	130	70	64	59	53
130	140	74	66	60	54
140	150	76	67	62	56
150		Class rates apply for distances over 150 miles			
NOTE.—Rates in this item are subject to the provisions of Item 900 only via Route 14, 15, 16 and 17 of Item 900-1.					
(1) Rates subject to a minimum weight of 45,000 pounds do not apply to shipments which are subject to charges for temperature control service.					
Increase, Decision No. 84539					
EFFECTIVE					
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.					
Correction					

SECTION 3—COMMODITY RATES (Continued) In Cents Per 100 Pounds		ITEM
COMMODITIES		0630
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	LOS ANGELES BASIN TERRITORY as described in Item 270	
SACRAMENTO		
NORTH SACRAMENTO		
STOCKTON		
RATES (See Note)		
Minimum Weight 42,000 Pounds	Minimum Weight 45,000 Pounds	
(1) 116	(2) 104	
NOTE.—The rates named in this item are subject to the provisions of Items 900 and 900-1(Routing).		
(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. 84539		
EFFECTIVE		
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.		
Correction		

SECTION 3—COMMODITY RATES (Continued)				ITEM
CHIPS, Wood, in bulk				635
(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:				
Δ(a) The counties of Del Norte, Humboldt, Mendocino or Shasta, apply Column A rates.				
Δ(b) Any county not included in (a) above, apply Column B.				
MILES		Column A	Column B	
Over	But Not Over	RATES (In Cents Per 2000-Pound Ton)(1)	RATES (In Dollars Per Shipment)	
0	5	49	15	
5	10	74	19	
10	20	98	25	
15	20	125	32	
20	25	140	35	
25	30	160	39	
30	35	170	44	
35	40	180	50	
40	45	195	52	
45	50	210	54	
50	55	220	59	
55	60	240	64	
60	65	260	68	
65	70	270	73	
70	75	295	77	
75	80	310	81	
80	85	330	86	
85	90	345	92	
90	95	370	95	
95	100	380	100	
100	110	415	107	
110	120	435	113	
120	130	465	119	
130	140	490	128	
140	150	515	135	
(1) Subject to a minimum charge of \$11.85 per shipment.				
(Continued in Item 636)				
Δ Change ) ◊ Increase ) Decision No. 84539 Δ Change, neither increase nor reduction)				
EFFECTIVE				
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.				
Correction				



SECTION 3--COMMODITY RATES (Continued)				ITEM
CHIPS, Wood, in bulk (Concluded)				
(Subject to Notes 1, 2, 3 and 4)				
(Items 635 and 636)				
Rates apply according to the defined geographical area in which the point of destination is located. When the point of destination of a shipment is located within:				
Δ(a) The counties of Del Norte, Humboldt, Mendocino or Shasta, apply Column A rates.				
Δ(b) Any county not included in (a) above, apply Column B.				
MILES		Column A	Column B	
Over	But Not Over	RATES (In Cents Per 2000-Pound Ton) (1)	RATES (In Dollars Per shipment)	
150	160	555	144	
160	170	585	151	
170	180	620	160	
180	190	645	167	
190	200	675	175	
200	210	705	183	
210	220	725	191	
220	230	750	198	
230	240	790	205	
240	250	810	213	
250	For each 25 miles or fraction thereof, add to the rate for 250 miles:	058	016	636
(1) Subject to a minimum charge of \$11.85 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.				
Δ Change		)		Decision No. 84539
◊ Increase, except as noted		)		
◊ No change		)		
Δ Change, neither increase nor reduction		)		
EFFECTIVE				
Correction		ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.		

SECTION 3—COMMODITY RATES (Continued) In Cents Per 100 Pounds				ITEM
CONTAINERS, PACKAGING (Concluded)				
MILES		RATES		
		MINIMUM WEIGHT IN POUNDS (See Note)		
Over	But Not Over	20,000	30,000	
0	3	39	35	
3	5	42	36	
5	10	45	37	
10	15	46	39	
15	20	48	42	
20	25	50	43	
25	30	51	45	
30	35	52	46	
35	40	54	49	
40	45	59	50	
45	50	60	51	
50	60	64	53	
60	70	66	56	
70	80	68	59	
80	90	70	61	
90	100	76	64	
100	110	78	66	
110	120	82	68	
120	130	85	70	
130	140	88	74	
140	150	93	76	
		Over 150 miles apply Class 50	Over 150 miles apply Class 35.1	
NOTE.—Freight charges will be computed on net weight of commodities transported, exclusive of pallets.				
♦ Increase, Decision No.				
84539				
EFFECTIVE				
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.				
Correction				

0640  
(Con-  
cluded)

SECTION 3--COMMODITY RATES (Continued) In Cents Per 100 Pounds						ITEM
GRAIN, RICE, GRAIN PRODUCTS, ANIMAL OR POULTRY FEED, SEEDS, AND RELATED ARTICLES as described in Lists 1 through 5 in Items 652 through 653. (See Item 653½ for Application of Rates in this item.)						
RATES (See Note)						
MINIMUM WEIGHT IN POUNDS						
MILES	But Not Over	10,000	20,000	30,000	40,000	(2) 48,000
Over						
0	3	23½	19½	16	15½	14½
3	5	25½	22½	17	16½	16
5	10	27	24	18½	18	17½
10	15	28	25½	23	20	19½
15	20	33	27	24½	23	22½
20	25	37	29	26	24½	24
25	30	38	31	28	26	25½
30	35	44	33	29½	28	27
35	40	45	35	32	29½	29
40	45	49	36	34	32	31
45	50	52	39	36	34	32
50	60	57	42	37	36	35
60	70	61	45	40	37	36
70	80	63	48	42	40	37
80	90	69	50	45	42	40
90	100	73	52	48	45	43
100	110	78	56	50	49	48
110	120	81	58	52	50	49
120	130	85	59	54	51	50
130	140	90	62	58	56	54
140	150	97	66	59	58	56
150	160	101	70	61	59	58
160	170	103	71	64	61	59
170	180	105	76	66	62	61
180	190	112	79	67	66	62
(Continued on Page 51-AA)						
♦ Increase, Decision No. 84539						
EFFECTIVE						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						
Correction						

SECTION 3—COMMODITY RATES (Continued) In Cents Per 100 Pounds						ITEM
GRAIN, RICE, GRAIN PRODUCTS, ANIMAL OR POULTRY FEED, SEEDS, AND RELATED ARTICLES as described in Lists 1 through 5 in Items 652 through 653. (See Item 653½ for Application of Rates in this item.)						
RATES (See Note)						
MILES But Not Over	Over	MINIMUM WEIGHT IN POUNDS				
		10,000	20,000	30,000	40,000	(2) 48,000
190	200	118	82	74	67	66
200	220	125	86	81	71	70
220	240	132	91	83	76	74
240	260	139	98	86	81	79
260	280	144	101	93	83	82
280	300	153	108	98	86	83
300	325	159	112	100	93	84
325	350	164	116	107	96	86
350	375	170	122	111	99	93
375	400	179	126	115	101	96
400	425	181	130	117	104	99
425	450	186	137	120	110	101
450	475	193	143	125	115	104
475	500	199	146	130	117	110
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 653½.						
(Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)						
COMMODITY	FROM	TO	RATE			
ICE (101600), in 300 pounds blocks  Minimum Weight 40,000 pounds, subject to Note 2	Points in Los Angeles Area Metropolitan Zones 201 through 262	OXNARD	See Note 1			
NOTE 1.—Apply Class 35.4 rates in Item 507 subject to Note 3.						660
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 } ◊ No change } Decision No.						84539
EFFECTIVE						
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						
Correction						

## MINIMUM RATE TARIFF 2

SECTION 3--COMMODITY RATES (Continued) In Cents Per 100 Pounds								ITEM
(Rates shown in this item will not apply to transportation between points for which rates are provided in Item 710.)								
LUMBER AND FOREST PRODUCTS as described in and subject to the provisions of Item 685. (Items 690 and 691) :								
MILES		RATES						
		MINIMUM WEIGHT						
		LIST A		LIST B		LIST C		
		40,000 Pounds	(1) (2) (3) 50,000 Pounds	40,000 Pounds	(1) (2) 50,000 Pounds	40,000 Pounds	(1) (2) 50,000 Pounds	
Over	But Not Over							
0	3	13½	11½	13	11	11½	10	
3	5	15½	13	15½	13	14	12	
5	10	18	15½	17½	14	17	13½	
10	15	21	17	19½	16	18	15½	
15	20	24	18½	22½	18	21	17½	
20	25	26	22½	24½	21	24	20	
25	30	29	24½	27	23	26	22½	
30	35	31	26	29	24½	28	24	
35	40	33	28	31	26	31	25½	
40	45	36	29½	33	29	32	27	
45	50	40	33	36	31	35	29½	
50	60	42	35	40	33	37	31	
60	70	45	36	42	35	40	33	
70	80	48	37	45	36	42	35	
80	90	49	42	46	37	45	36	
90	100	52	43	49	40	48	37	
100	110	53	46	52	42	49	40	
110	120	56	48	53	46	52	43	
120	130	61	51	56	48	54	46	
130	140	64	54	59	49	56	48	
140	150	66	56	61	52	59	49	
150	160	70	58	64	54	61	52	
160	170	71	59	67	58	64	54	
170	180	74	61	71	59	66	56	
180	190	76	62	74	61	70	58	
(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)								0690
o Increase, Decision No. <b>84539</b>								
EFFECTIVE								
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.								
Correction								

SECTION 3—COMMODITY RATES (Continued) In Cents Per 100 Pounds								ITEM
(Rates shown in this item will not apply to transportation between points for which rates are provided in Item 710.)								
LUMBER AND FOREST PRODUCTS as described in and subject to the provisions of Item 685. (Items 690 and 691)								
MILES		RATES						
		MINIMUM WEIGHT						
		LIST A		LIST B		LIST C		
		40,000 Pounds	(1) (2) (3) 50,000 Pounds	40,000 Pounds	(1) (2) 50,000 Pounds	40,000 Pounds	(1) (2) 50,000 Pounds	
Over	But Not Over							
190	200	78	64	77	62	71	59	0691
200	220	83	68	82	67	76	64	
220	240	85	71	84	70	81	67	
240	260	86	74	86	71	83	68	
260	280	93	79	92	76	85	71	
280	300	96	82	94	79	88	74	
300	325	99	84	98	82	93	79	
325	350	101	85	100	84	96	82	
350	375	107	88	107	86	99	83	
375	400	113	93	108	91	101	85	
400	425	117	95	113	92	102	86	
425	450	120	99	116	95	107	91	
450	475	124	101	117	96	113	92	
475	500	129	104	119	99	115	93	
500	525	134	110	122	101	117	96	
525	550	135	115	125	102	119	99	
550	575	137	116	129	107	122	101	
575	600	141	118	134	113	125	104	
600	650	146	122	137	118	134	113	
650	700	158	132	149	124	141	118	
700	750	167	137	156	132	149	122	
750	800	175	145	167	137	156	132	
800	-	(4)	(4)	(4)	(4)	(4)	(4)	
(1) The minimum weight applies to each unit of equipment in which the shipment is transported.								
(2) Subject to the provisions of Item 682 (Weighmasters Certificate).								
(3) Does not apply on Poles or Piling as described in Item 685. Other provisions applicable.								
(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 )		Decision No.		84539				
◊ No change )								
EFFECTIVE								
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.								
Correction								

SECTION 3—COMMODITY RATES (Continued) In Cents Per 100 Pounds			ITEM
LUMBER AND FOREST PRODUCTS, viz.: Lumber, Timbers and Veneering Minimum Weight 40,000 pounds (See Note 1).			
FROM Production Zone (See Note 2)	TO Delivery Zone (See Note 3)		
	A (Hornbrook)	B (Yreka)	
1 (Seiad)	294	31	
2 (Happy Camp)	36	37	
3 (Indian Creek)	37	39	
<p>NOTE 1.—</p> <p>(a) Rates are not subject to Item 85. The minimum weight applies to each unit of equipment.</p> <p>(b) Rates are intermediate in application from points located on or within one actual highway mile on either side of State Highway 96 between Hamburg and Cottville.</p> <p>(c) In the event the charge accruing under the rates provided in Section 2 or Item 690 of this tariff is lower than the charge accruing under the rates named herein the charge accruing under Section 2 or Item 690 will apply.</p> <p>NOTE 2.—Production Zones are as follows:</p> <p>(a) Zone 1 (Seiad) includes that area within ten actual highway miles on either side of State Highway 96 extending from Hamburg to Thompson Creek.</p> <p>(b) Zone 2 (Happy Camp) includes that area within three actual highway miles on either side of State Highway 96 between Thompson Creek and the point opposite the confluence of Elk Creek and the Klamath River.</p> <p>(c) Zone 3 (Indian Creek) includes that area within ten actual highway miles on either side of State Highway 96 between Thompson Creek and the point opposite the confluence of Elk Creek and the Klamath River except that area included in Zone 2.</p> <p>NOTE 3.—Delivery Zones are as follows:</p> <p>(a) Zone A (Hornbrook) includes that area within a radius of three air-line miles of the Southern Pacific Co. Depot at Hornbrook.</p> <p>(b) Zone B (Yreka) includes that area within a radius of six air-line miles of the intersection of Main Street and Miner Street, Yreka, and including all team tracks, side tracks, and spur tracks, together with loading areas, platforms and industries directly adjacent thereto, of the Southern Pacific Co. at Montague.</p>			0700
<p>♦ Increase, Decision No.</p> <p style="text-align: center;">84539</p>			
EFFECTIVE			
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>			

MINIMUM RATE TARIFF 2

SECTION 3—COMMODITY RATES (Continued) In Cents Per 100 Pounds						ITEM
<p>LUMBER AND FOREST PRODUCTS, as described in and subject to the provisions of Item 685.</p> <p>TERRITORIAL APPLICATION Rates named in this item apply between points of origin and destination, all of which are located within 150 constructive miles of Metropolitan Zone 229 computed in accordance with the method provided in the Distance Table.</p>						
<p><u>MILES</u></p> <p>Over But Not Over</p>		RATES				
		MINIMUM WEIGHT				
		10,000 Pounds	20,000 Pounds	40,000 Pounds	(1) (2) 48,000 Pounds	
0	3	26½	17½	13½	13	
3	5	31	20	16	14½	
5	10	36	23	17½	17	
10	15	44	27	20	18½	
15	20	49	31	23	21	
20	25	54	36	24½	23	
25	30	60	40	26	24½	
30	35	64	45	28	26	
35	40	70	49	29½	28	
40	45	76	52	31½	29½	
45	50	80	58	35	31	
50	60	(3)	(3)	40	35	
60	70			45	37	
70	80			49	42	
80	90			53	46	
90	100			54	49	
100	110			56	52	
110	120			58	54	
120	130			61	56	
130	140			62	59	
140	150			64	61	
150	-			(4)	(4)	
<p>(1) The minimum weight applies to each unit of equipment in which shipment is transported.</p> <p>(2) Will not apply on Poles or Piling as described in Item 685.</p> <p>(3) Over 50 miles, Class 55 rates apply.</p> <p>(4) Over 150 miles, rates in this item do not apply. Apply rates in Item 690.</p>						0710
<p>♦ Increase, Decision No. <b>84539</b></p>						
EFFECTIVE						
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>						
Correction						



SECTION 3--COMMODITY RATES (Continued)		ITEM
<p>HOURLY RATES FOR OIL WATER OR GAS WELL OUTFITS AND SUPPLIES (Items 720, 720-1 and 720-2)</p> <p>Rates in this item apply for transportation of:</p> <p>A. Freight regardless of classification when transported from, to or between: an oil, gas or water well site; a site for drilling an exploratory oil, gas or water well; a pier, quay or wharf for transshipment from or to an offshore drilling facility.</p> <p>B. Property necessary or incidental to the establishment, maintenance or dismantling of pipelines, refineries and cracking or casing head plants.</p> <p>Rates in this item apply only for distances not exceeding 35 air miles from point of origin.</p>		
Type of Equipment	Rates in Cents Per Hour	720
Truck Without Trailer		
2 Axle -----	2015	
3 Axle -----	2300	
Trucks, Tractors, Trailers, Semitrailers, Dollies or any combination thereof moving as a single unit ;		
Carrier Owned -----	2550	
Excess of Trailers or Semitrailers		
Carrier Owned -----	340	
Tractor and Driver Only -----	2380	
(Shipper Owned Trailing Equipment)		
(Continued in Item 720-1)		
<p>o Increase, Decision No. <b>84539</b></p>		
EFFECTIVE		
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.		
Correction		

SECTION 3--COMMODITY RATES (Continued)	ITEM										
<p style="text-align: center;">HOURLY RATES FOR OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES (Continued) (Items 720, 720-1 and 720-2)</p> <p>1. Charges shall be computed on the following basis: (See Exception)</p> <p>The number of hours of service will be computed from the time the carrier's driver commences either operating the motor vehicle or performing other related service, whichever is earlier, and ending at the time that carrier's driver either ceases operating the motor vehicle or performing other related service, whichever is later.</p> <p>When the service performed extends over more than one day and the equipment is not returned to carrier's terminal, the period of time the driver is off duty shall not be included in the hours of service.</p> <p>EXCEPTION.--</p> <p>(a) Allowance shall be made for delays occasioned due to failure of carrier's equipment, or due to time taken out for meals.</p> <p>(b) After the total time has been determined it shall be converted into hours and fractions thereof. Minimum charge, one hour. Fractions of an hour shall be determined in accordance with the following table:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2">Minutes</th></tr> <tr> <th>Over</th><th>But not Over</th></tr> </thead> <tbody> <tr> <td>0</td><td>8 ----- Omit</td></tr> <tr> <td>8</td><td>38 ----- Shall be 1/4 hour</td></tr> <tr> <td>38</td><td>60 ----- Shall be 1 hour</td></tr> </tbody> </table> <p>2. For transportation furnished under this item on Saturdays and Sundays, there shall be an additional charge of \$6.10 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, \$23.20 per hour. Minimum charge, eight hours.</p> <p>(b) On Washington's Birthday, Memorial Day, the day after Thanksgiving and December 24th, \$11.55 per hour. Minimum charge, eight hours.</p> <p style="text-align: center;">(Continued in Item 720-2)</p>	Minutes		Over	But not Over	0	8 ----- Omit	8	38 ----- Shall be 1/4 hour	38	60 ----- Shall be 1 hour	<p>720-1</p>
Minutes											
Over	But not Over										
0	8 ----- Omit										
8	38 ----- Shall be 1/4 hour										
38	60 ----- Shall be 1 hour										
<p>♦ Increase, Decision No. <b>84539</b></p>											
EFFECTIVE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											

Correction

MINIMUM RATE TARIFF 2

SECTION 3--COMMODITY RATES (Continued)	ITEM
<p style="text-align: center;">HOURLY RATES FOR OIL, WATER OR GAS WELL OUTFITS AND SUPPLIES (Concluded) (Items 720, 720-1 and 720-2)</p> <p>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 \$14.90 per hour per extra man furnished.</p> <ul style="list-style-type: none"><li>(a) On Saturdays and Sundays, the applicable helper rate shall be \$13.50 per hour.</li><li>(b) On July 4th, Labor Day, Thanksgiving Day, Christmas Day and New Year's Day, the applicable helper rate shall be \$29.95 per hour. Minimum charge, eight hours.</li><li>(c) On Washington's Birthday, Memorial Day, the day after Thanksgiving and December 24th, the applicable helper rate shall be \$18.90 per hour. Minimum charge, eight hours.</li><li>(d) The helper's hours of service for each day shall be computed from the time helper is engaged to perform loading, unloading, and other related service or is required to ride carrier's vehicle, whichever is earlier, and ending at the time the loading, unloading or other related service is completed, or the helper is returned to the point at which he was engaged at start of day, whichever is later.</li><li>(e) Allowances shall be made for delays due to failure of carrier's equipment or time taken out for meals.</li><li>(f) When the service performed extends over more than one day, the time the helper is off-duty shall not be included in the hours of service.</li><li>(g) After the total time has been computed, it shall be converted into hours and fractions thereof as provided under the provisions of Item 720-1.</li><li>(h) There shall be a minimum charge of one hour service at the applicable rate, except as provided under 4(b) and (c) above.</li></ul> <p>5. When rates are provided in this item on the shipment transported, the rates in this item will apply regardless of class or commodity rates in other items in this tariff.</p> <p>6. Each bill of lading issued in connection with transportation under this item shall, in addition to other requirements set forth in this tariff, identify the equipment used by its equipment number and description as provided in Item 720.</p> <p>7. Each vehicle shall have stenciled or otherwise permanently displayed on it an equipment number.</p> <p>8. Excess trailers means trailers or semitrailers furnished by carrier in excess of the number of vehicles or combination of vehicles operated as a single unit.</p> <p>9. Rates include converter gears (auxiliary dollies).</p> <p>10. "Dollies" include pole or pipe dollies, stretch dollies, lowbed dollies, bolster type dollies, but not auxiliary dollies.</p>	720-2
o Increase, Decision No. <b>84539</b>	
EFFECTIVE	
Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

SECTION 3—COMMODITY RATES (Continued) In Cents per 100 Pounds					ITEM
SALT (Sodium Chloride) in bulk (not in packages)					0728.5
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	13½	8½	18½	
3	5	14½	9½	19½	
5	10	16½	10½	20	
10	15	18½	12	21	
15	20	20½	13½	22½	
20	25	23	15½	24	
25	30	25½	17½	25	
30	35	29	20	26	
35	40	31	21½	28	
40	45	34	24	30	
45	50	37	25½	31	
50	60	41	29	33	
60	70	48	33	36	
70	80	52	37	40	
80	90	59	41	43	
90	100	65	45	46	
100	110	70	49	49	
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.					
84539					
EFFECTIVE					
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.					
Correction					

SECTION 3—COMMODITY RATES (Continued)			ITEM
SAWMILL REFUSE, viz.: Shavings, wood (1) Sawdust, wood (1) Fuel, wood (hog fuel), composed of ground or shredded waste wood or wood sawdust which may also contain one or more of the following commodities: (2) Shavings, wood Sawdust, wood Bark, ground or shredded  In bulk, in units of 200 cubic feet, subject to Notes 1 and 2.			
MILES		RATES	0729
Over	But Not Over	In Cents Per Unit or Fraction Thereof (3)	
0	5	98	
5	10	125	
10	15	145	
15	20	175	
20	30	205	
30	40	245	
40	50	265	
50	60	290	
60	70	310	
70	80	330	
80	90	345	
90	100	375	
100	110	385	
110	120	405	
120	130	435	
130	140	455	
140	150	470	
150	160	500	
160	170	515	
170	180	540	
180	190	555	
190	200	575	
200	210	590	
210	220	625	
220	230	640	
230	240	665	
240	250	680	
250	Over 250 Miles.		
	Class Rates		
	Apply		
(1) Applies to commodities which are to be utilized in the production of particleboard, flakeboard, hardboard, pulpboard or woodpulp. (2) Applies only to wood fuel, not further processed than ground or shredded, which is to be used as fuel. (3) Subject to a minimum charge of \$12.10 per shipment.  NOTE 1.—If more than one vehicle or combination of vehicles consisting of a single unit of equipment is used for the transportation of a single shipment, each such vehicle or combination of vehicles shall be subject to the minimum charge applicable.  NOTE 2.—Not subject to the provisions of Items 85, 142, 150, 160, 161, 162, 163 170, 171, 172, 173 and 188.			
◊ Increase, Decision No.			84539
			EFFECTIVE
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,			SAN FRANCISCO, CALIFORNIA.
Correction			

MINIMUM RATE TARIFF 2

C. 5432 (Pet. 833)\*

TWENTIETH REVISED PAGE.....51-J

CANCELS

NINETEENTH REVISED PAGE.....51-J

SECTION 3--COMMODITY RATES (Continued) In Cents Per 100 Pounds				ITEM
COMMODITY	BETWEEN	AND	RATE	
Sugar, in packages Minimum Weight 42,000 Pounds	SPRECKELS SAN FRANCISCO METROPOLITAN ZONE GROUP CROCKETT	LOS ANGELES BASIN TERRITORY as described in Item 270	(1) 104	0740
(1) Subject to Items 900 and 900-1 (Routing).				
♦ Increase, Decision No.				84539
EFFECTIVE				
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.				
Correction				

SECTION 3—COMMODITY RATES (Continued) In Cents Per 100 Pounds										ITEM
SUGAR, granulated, in bulk (See Item 755 for application of rates.) (Items 745 and 746)										
MILES  Over		RATES								
		MINIMUM WEIGHT								
		25,000 Pounds		35,000 Pounds		43,000 Pounds		50,000 Pounds		
But Not Over		(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	
0	3	20	19½	18	17	17	14½	16½	14	
3	5	23	20	21	19½	18½	17	18	16½	
5	10	26	25½	24	22½	20	18½	19½	18	
10	15	29½	28	25½	23	23	20	22½	19½	
15	20	34	33	28	26	25½	23	24	22½	
20	25	36	34	33	31	27	25½	26	24	
25	30	42	39	36	33	29½	27	28	26	
30	35	45	40	37	36	33	29	31	28	
35	40	49	46	40	40	36	31	35	29½	
40	45	52	49	43	42	38	33	37	32	
45	50	59	56	49	46	40	36	39	34	0745
50	60	64	59	56	51	43	39	42	37	
60	70	68	62	59	54	48	42	46	40	
70	80	74	64	62	56	51	46	49	43	
80	90	81	74	67	59	56	48	54	46	
90	100	83	78	71	64	58	51	56	49	
100	110	86	81	76	68	62	54	59	51	
110	120	91	83	79	74	64	58	62	54	
120	130	95	86	82	76	67	61	64	56	
130	140	99	91	83	78	74	64	66	58	
(1) Rates apply to shipments not subject to Column (2) rates. (2) Rates apply when trailer equipment furnished by the shipper is used for the transportation of sugar, granulated, in bulk, and such equipment is furnished at no expense to the carrier (other than public liability, property damage, comprehensive and cargo insurance). (Continued in Item 746)										
♦ Increase, Decision No. <div>84539</div>										
EFFECTIVE										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										
Correction										

SECTION 3--COMMODITY RATES (Continued) In Cents Per 100 Pounds										ITEM
SUGAR, granulated, in bulk (See Item 755 for application of rates.) (Items 745 and 746)										
MILES  Over      But Not Over		RATES								
		MINIMUM WEIGHT								
		25,000 Pounds		35,000 Pounds		43,000 Pounds		50,000 Pounds		
		(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	
140	150	107	92	86	81	76	66	67	59	
150	160	110	98	91	83	79	71	74	62	
160	170	115	104	95	85	82	74	78	66	
170	180	119	110	98	86	85	76	81	67	
180	190	122	111	101	92	88	78	83	70	
190	200	125	118	104	96	92	79	85	74	
200	220	135	122	118	104	98	84	88	79	
220	240	139	126	122	111	104	88	96	83	
240	260	147	132	126	115	111	96	101	85	
260	280	153	136	135	120	118	101	108	93	0746
280	300	164	147	139	124	122	108	115	99	
300	325	171	153	150	132	129	118	120	107	
325	350	177	156	156	137	137	122	126	113	
350	375	180	164	166	139	147	126	135	119	
375	400	188	169	171	151	153	135	139	124	
400	425	189	171	174	153	159	137	146	129	
425	450	196	176	177	163	167	146	150	134	
450	475	198	183	186	169	171	152	153	136	
475	500	208	189	192	175	176	159	159	141	
500	-	(3)	(3)	(3)	(3)	(4)	(4)	(4)	(4)	
(1) Rates apply to shipments not subject to Column (2) rates. (2) Rates apply when trailer equipment furnished by the shipper is used for the transportation of sugar, granulated, in bulk, and such equipment is furnished at no expense to the carrier (other than public liability, property damage, comprehensive and cargo insurance). (3) Add to the rate for 500 miles, 04 cents per 100 pounds for each 25 miles or fraction thereof in excess of 500 miles. (4) Add to the rate for 500 miles, 03 cents per 100 pounds for each 25 miles or fraction thereof in excess of 500 miles.										
o Increase, except as noted ) o No Change ) Decision No.										84539
EFFECTIVE										
Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										



SECTION 3—COMMODITY RATES (Continued) In Cents Per 100 Pounds				ITEM
<p>RULES AND REGULATIONS GOVERNING THE APPLICATION OF RATES IN ITEMS 745 AND 746</p> <p>NOTE 1.—The rates do not alternate with the class rates named in Section 2 of this tariff.</p> <p>NOTE 2.—The rates are not subject to Item 85—Shipments Transported in Multiple Lots; Item 142—Delays to Equipment; Items 160-163—Split Pickup; Item 188—Multiple Service Shipment; nor Paragraph 1 or 2 of Item 240—Accessorial Services Not Included in Common Carrier Rates.</p> <p>NOTE 3.—The initial weighing of shipments at point of origin may be performed by the carrier at the carrier's expense. For reweighing the shipments the carrier shall assess a charge of not less than 120 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>oIncrease, Decision No. <b>84539</b></p>				
EFFECTIVE				
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>				
Correction				

SECTION 3.5--COMMODITY RATES (Continued)				ITEM
IRON and STEEL ARTICLES as described in Item 760. (See Notes 1 and 2)				0764
Rate in Cents per 100 Pounds				
<u>MILES</u> Over	But Not Over	COMMODITY RATE		
0	5	Minimum Weight 40,000 Pounds----- 18		
NOTE 1.--The provisions of this item will not apply in connection with permit shipments.				
NOTE 2.--The provisions of this item will not apply on shipments having a prior or subsequent rail movement, nor on shipments having a prior or subsequent movement under provisions of Items 210 through 230 herein.				
IRON and STEEL ARTICLES as described in Item 760.  JUNK, viz.: Waste Paper and Rags in machine pressed bales.				0765
Rates in Cents per 100 Pounds				
<u>MILES</u> Over	But Not Over	MINIMUM WEIGHT (In Pounds)		
		10,000	20,000	
0	5	36	27	
5	10	43	31	
10	--	65	36	
♦ Increase, Decision No. 84539				
EFFECTIVE				
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.				
Correction				

SECTION 3.5—COMMODITY RATES (Continued)					ITEM
ROOFING, BUILDING OR PAVING MATERIAL as described in Items 761 and 762.  Rates in Cents Per 100 Pounds					0767
<u>MILES</u>		MINIMUM WEIGHT (In Pounds)			
Over	But Not Over	10,000	20,000		
0	5	43	33		
5	10	50	35		
10	—	73	40		
PAPER AND PAPER ARTICLES, viz.: Boxes, paperboard or pulpboard, flat or folded flat, with or without fillers, partitions and pads sufficient to complete the boxes in the shipment;  Paperboard or Pulpboard, binders*, bristol, card, tar or trunk board.  Rates in Cents per 100 Pounds					0770
<u>MILES</u>		MINIMUM WEIGHT (In Pounds)			
Over	But Not Over	10,000	20,000	30,000	
0	10	43	36	35	
10	—	57	42	39	
* Increase, Decision No. <b>84539</b>					
EFFECTIVE					
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, 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) (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)  Minimum Weight 40,000 Pounds	Public Utility Cold Storage Warehouse within MZ-251	Canneries at Terminal Island within MZ-251	470  See Notes 1,2,3 and 4	0775
<p>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.</p> <p>NOTE 2.—Not subject to the provisions of Item 120 (Application of Rates).</p> <p>NOTE 3.—Temperature Control Service may not be performed in connection with shipments moving under rates in this item.</p> <p>NOTE 4.—The weight of the bulk containers shall not be included in the gross weight of the shipment.</p>				
o Increase, Decision No.		84539		
EFFECTIVE				
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.				
Correction				

APPENDIX C  
Page 1 of 8

DEVELOPMENT OF INCREASED COSTS  
FOR THE TRANSPORTATION OF GENERAL FREIGHT OVER  
THE PUBLIC HIGHWAYS WITHIN THE STATE OF CALIFORNIA  
MINIMUM RATE TARIFF 2  
CASE NO. 5432 - STATEWIDE  
JULY 1, 1975

APPENDIX C  
Page 2 of 8

SCHEDULE 1

SUMMARY OF HUNDREDWEIGHT COSTS  
AT 100% O.R.

Weight Group	25 Miles (2 Terminals)	50 Miles (2 Terminals)	100 Miles	200 Miles	400 Miles	700 Miles	San Francisco - Los Angeles
<u>0 - 99 Pounds</u>							
July 1, 1975 (1)	\$15.6440	\$15.7541	\$15.6707	\$16.0050	\$16.6197	\$20.0704	\$19.0657
July 1, 1974 (2)	\$14.1217	\$14.2121	\$14.1203	\$14.3943	\$14.9325	\$17.9810	\$17.0275
Percent Increase	10.78	10.85	10.98	11.19	11.50	11.62	11.97
<u>100 - 199 Pounds</u>							
July 1, 1975 (1)	\$ 6.2880	\$ 6.3874	\$ 6.4587	\$ 6.7946	\$ 7.4142	\$ 9.3448	\$ 7.8032
July 1, 1974 (2)	\$ 5.6715	\$ 5.7508	\$ 5.7983	\$ 6.0731	\$ 6.5869	\$ 8.2734	\$ 6.9251
Percent Increase	10.87	11.07	11.39	11.88	12.56	12.95	12.68
<u>500 - 999 Pounds</u>							
July 1, 1975 (1)	\$ 3.7969	\$ 3.9018	\$ 4.0149	\$ 4.3493	\$ 4.9667	\$ 6.5171	\$ 5.1276
July 1, 1974 (2)	\$ 3.4243	\$ 3.5088	\$ 3.5937	\$ 3.8667	\$ 4.3783	\$ 5.7188	\$ 4.5169
Percent Increase	10.88	11.20	11.72	12.48	13.44	13.96	13.52
<u>1,000 - 1,999 Pounds</u>							
July 1, 1975 (1)	\$ 2.9074	\$3.0138	\$ 3.1395	\$ 3.4759	\$ 4.0968	\$ 5.4436	\$ 4.2536
July 1, 1974 (2)	\$ 2.6176	\$2.7037	\$ 2.7996	\$ 3.0749	\$ 3.5896	\$ 4.7435	\$ 3.6413
Percent Increase	11.07	11.47	12.14	13.04	14.13	14.76	14.07
<u>2,000 - 4,999 Pounds</u>							
July 1, 1975 (1)	\$ 2.2186	\$ 2.3224	\$ 2.4604	\$ 2.7977	\$ 3.4206	\$ 4.5997	\$ 3.4410
July 1, 1974 (2)	\$ 1.9928	\$ 2.0765	\$ 2.1835	\$ 2.4597	\$ 2.9765	\$ 3.9769	\$ 2.9932
Percent Increase	11.33	11.84	12.68	13.74	14.92	15.66	14.96

- (1) Exhibits 833-13 and 833-33 adjusted for transport clearings, running costs, and 2.01% indirect adj.
- (2) As computed by C.P.U.O. staff, including adjustments for wages, fuel, and weight fee increases with indirect costs computed by the Wage Offset Method. (Exh. 779-39, late filed.)

APPENDIX O  
Page 3 of 8  
SCHEDULE 1 (Contd.)  
SUMMARY OF HUNDREDWEIGHT COSTS  
AT 100% O.R.

Weight Group	25 Miles (2 Terminals)	50 Miles (2 Terminals)	100 Miles	200 Miles	400 Miles	700 Miles	San Francisco - Los Angeles
<u>5,000 - 9,999 Pounds</u>							
July 1, 1975 (1)	\$1.6032	\$1.7057	\$1.8509	\$2.1856	\$2.8054	\$3.8103	\$2.8324
July 1, 1974 (2)	\$1.4335	\$1.5158	\$1.6293	\$1.9033	\$2.4176	\$3.2592	\$2.4342
Percent Increase	11.84	12.53	13.60	14.83	16.04	16.91	16.36
<u>10,000 - 19,999 Pounds</u>							
July 1, 1975 (1)	\$0.8992	\$0.9533	\$1.0327	\$1.2450	\$1.6261	\$2.0989	\$1.7473
July 1, 1974 (2)	\$0.8075	\$0.8528	\$0.9179	\$1.0977	\$1.4249	\$1.8272	\$1.5259
Percent Increase	11.35	11.78	12.51	13.42	14.12	14.87	14.51
<u>20,000 - 29,999 Pounds</u>							
July 1, 1975 (1)	\$0.7140	\$0.7682	\$0.8459	\$1.0547	\$1.4313	\$1.8979	\$1.5458
July 1, 1974 (2)	\$0.6431	\$0.6885	\$0.7521	\$0.9289	\$1.2522	\$1.6492	\$1.3473
Percent Increase	11.03	11.58	12.47	13.54	14.30	15.08	14.73
<u>30,000 - 39,999 Pounds</u>							
July 1, 1975 (1)	\$0.6200	\$0.6728	\$0.7535	\$0.9620	\$1.3387	\$1.8027	\$1.4601
July 1, 1974 (2)	\$0.5559	\$0.6000	\$0.6665	\$0.8429	\$1.1663	\$1.5608	\$1.2693
Percent Increase	11.53	12.13	13.05	14.13	14.78	15.50	15.03
<u>40,000 Pounds and Over</u>							
July 1, 1975 (1)	\$0.5660	\$0.6192	\$0.7008	\$0.9091	\$1.2855	\$1.7543	\$1.4175
July 1, 1974 (2)	\$0.5065	\$0.5510	\$0.6183	\$0.7945	\$1.1176	\$1.5168	\$1.2310
Percent Increase	11.74	12.37	13.35	14.43	15.02	15.66	15.15

- (1) Exhibits 833-13 and 833-33 adjusted for transport clearings, running costs, and 2.01% indirect adj.
- (2) As computed by O.P.U.O. staff, including adjustments for wages, fuel, and weight fee increases with indirect costs computed by the Wage Offset Method. (Exh. 779-39, late filed.)

APPENDIX C  
Page 4 of 8  
SCHEDULE 1 (Contd.)  
SUMMARY OF HUNDREDWEIGHT COSTS  
AT 100% O.R.

<u>Weight Group</u>	<u>25 Miles (Peddle)</u>	<u>50 Miles (Peddle)</u>
<u>0 - 99 Pounds</u>		
July 1, 1975 (1)	\$14.3669	\$17.0875
July 1, 1974 (2)	\$12.8230	\$15.0418
Percent Increase	12.04	13.60
<u>100 - 499 Pounds</u>		
July 1, 1975 (1)	\$ 5.3023	\$ 5.9545
July 1, 1974 (2)	\$ 4.7380	\$ 5.2639
Percent Increase	11.91	13.12
<u>500 - 999 Pounds</u>		
July 1, 1975 (1)	\$ 2.9973	\$ 3.2619
July 1, 1974 (2)	\$ 2.6826	\$ 2.8941
Percent Increase	11.73	12.71
<u>1,000 - 1,999 Pounds</u>		
July 1, 1975 (1)	\$ 2.2759	\$ 2.4301
July 1, 1974 (2)	\$ 2.0326	\$ 2.1551
Percent Increase	11.97	12.76
<u>2,000 - 4,999 Pounds</u>		
July 1, 1975 (1)	\$ 1.7551	\$ 1.8646
July 1, 1974 (2)	\$ 1.5634	\$ 1.6486
Percent Increase	12.26	13.10
<u>5,000 - 9,999 Pounds</u>		
July 1, 1975 (1)	\$ 1.3373	\$ 1.4337
July 1, 1974 (2)	\$ 1.1847	\$ 1.2586
Percent Increase	12.88	13.91

(1) Exhibit 833-13 and 833-33 adjusted for transport clearings, running costs, and 2.01% indirect adj.

(2) As computed by O.P.U.O. staff including adjustments for wages, fuel, and weight fee increases with indirect costs computed by the Wage Offset Method. (Exh. 779-39, late filed.)



APPENDIX O  
Page 5 of 8

## SCHEDULE 2

SUMMARY OF SHIPMENT COSTS  
AT 100% O.R.

<u>Weight Group</u>	<u>25 Miles (2 Terminals)</u>	<u>50 Miles (2 Terminals)</u>	<u>100 Miles</u>	<u>200 Miles</u>	<u>400 Miles</u>	<u>700 Miles</u>
<u>0 - 24 Pounds</u>						
July 1, 1975 (1)	\$6.3238	\$6.3428	\$6.2628	\$6.3164	\$ 6.4226	\$ 7.3631
July 1, 1974 (2)	\$5.6981	\$5.7142	\$5.6401	\$5.6843	\$ 5.7747	\$ 6.6227
Percent Increase	10.98	11.00	11.04	11.12	11.22	11.18
<u>25 - 49 Pounds</u>						
July 1, 1975 (1)	\$7.7727	\$7.8151	\$7.7497	\$7.8804	\$ 8.1223	\$ 9.6477
July 1, 1974 (2)	\$7.0094	\$7.0444	\$6.9798	\$7.0873	\$ 7.2898	\$ 8.6550
Percent Increase	10.89	10.94	11.03	11.19	11.42	11.47
<u>50 - 74 Pounds</u>						
July 1, 1975 (1)	\$8.5831	\$8.6430	\$8.6105	\$8.8110	\$ 9.2137	\$11.1581
July 1, 1974 (2)	\$7.7423	\$7.7900	\$7.7516	\$7.9157	\$ 8.2538	\$ 9.9831
Percent Increase	10.86	10.95	11.08	11.31	11.63	11.77
<u>75 - 99 Pounds</u>						
July 1, 1975 (1)	\$9.4685	\$9.5539	\$9.5455	\$9.8377	\$10.3800	\$12.7121
July 1, 1974 (2)	\$8.5394	\$8.6071	\$8.5856	\$8.8262	\$ 9.2770	\$11.3420
Percent Increase	10.88	11.00	11.18	11.46	11.89	12.08
<u>0 - 99 Pounds</u>						
July 1, 1975 (1)	\$8.3592	\$8.4190	\$8.3730	\$8.5599	\$ 8.9558	\$10.7571
July 1, 1974 (2)	\$7.5390	\$7.5874	\$7.5378	\$7.6915	\$ 7.9799	\$ 9.6295
Percent Increase	10.88	10.96	11.08	11.29	12.23	11.71

- (1) Exhibit 833-13 and 833-33 adjusted for transport clearings, running costs, and 2.01% indirect adj.
- (2) As computed by O.P.U.O. staff, including adjustments for wages, fuel, and weight fee increases with indirect costs computed by the Wage Offset Method. (Exh. 779-39, late filed.)

## APPENDIX O

Page 6 of 8

## SCHEDULE 2 (Contd.)

SUMMARY OF SHIPMENT COSTS  
AT 100% O.R.

Weight Group	25 Miles (2 Terminals)	50 Miles (2 Terminals)	100 Miles	200 Miles	400 Miles	700 Miles
<u>100 - 149 Pounds</u>						
July 1, 1975 (1)	\$11.3286	\$11.4553	\$11.4767	\$11.8781	\$12.6245	\$15.4137
July 1, 1974 (2)	\$10.2253	\$10.3275	\$10.3273	\$10.6559	\$11.2759	\$13.7328
Percent Increase	10.79	10.92	11.13	11.47	11.96	12.24
<u>150 - 199 Pounds</u>						
July 1, 1975 (1)	\$12.9671	\$13.1458	\$13.2240	\$13.8029	\$14.8688	\$18.3809
July 1, 1974 (2)	\$11.6989	\$11.8431	\$11.8846	\$12.3593	\$13.2438	\$16.3212
Percent Increase	10.84	11.00	11.27	11.68	12.27	12.62
<u>200 - 249 Pounds</u>						
July 1, 1975 (1)	\$14.4342	\$14.6528	\$14.7997	\$15.5395	\$16.9079	\$21.1992
July 1, 1974 (2)	\$13.0179	\$13.1912	\$13.2876	\$13.8919	\$15.0266	\$18.7786
Percent Increase	10.88	11.08	11.38	11.86	12.52	12.89
<u>250 - 499 Pounds</u>						
July 1, 1975 (1)	\$17.6552	\$18.0143	\$18.3225	\$19.4968	\$21.6590	\$27.8015
July 1, 1974 (2)	\$15.9257	\$16.2130	\$16.4313	\$17.3923	\$19.1842	\$24.5271
Percent Increase	10.86	11.11	11.51	12.10	12.90	13.35
<u>500 - 999 Pounds</u>						
July 1, 1975 (1)	\$13.9723	\$14.2013	\$14.3610	\$15.1023	\$16.4856	\$20.7420
July 1, 1974 (2)	\$12.6149	\$12.7997	\$12.9053	\$13.5119	\$14.6591	\$18.3850
Percent Increase	10.76	10.95	11.28	11.77	12.46	12.82

(1) Exhibit 833-13 and 833-33 adjusted for transport clearings, running costs, and 2.01% indirect adj.

(2) As computed by C.P.U.O. staff, including adjustments for wages, fuel, and weight fee increases with indirect costs computed by the Wage Offset Method. (Exh. 779-39, late filed.)

APPENDIX 0  
Page 7 of 8  
SCHEDULE 2 (Contd.)  
SUMMARY OF SHIPMENT COSTS  
AT 100% O.R.

<u>Weight Group</u>	<u>25 Miles (Peddle)</u>	<u>50 Miles (Peddle)</u>
<u>0 - 24 Pounds</u>		
July 1, 1975 (1)	\$6.2402	\$8.0277
July 1, 1974 (2)	\$5.5513	\$7.0178
Percent Increase	12.41	14.39
<u>25 - 49 Pounds</u>		
July 1, 1975 (1)	\$7.2757	\$8.8213
July 1, 1974 (2)	\$6.4840	\$7.7482
Percent Increase	12.21	13.85
<u>50 - 74 Pounds</u>		
July 1, 1975 (1)	\$7.8279	\$9.3767
July 1, 1974 (2)	\$6.9805	\$8.2447
Percent Increase	12.14	13.73
<u>75 - 99 Pounds</u>		
July 1, 1975 (1)	\$8.4405	\$9.9957
July 1, 1974 (2)	\$7.5301	\$8.7990
Percent Increase	12.09	13.60
<u>0 - 99 Pounds</u>		
July 1, 1975 (1)	\$7.6705	\$9.1416
July 1, 1974 (2)	\$6.8383	\$8.0387
Percent Increase	12.17	13.72

- (1) Exhibit 833-13 and 833-33 adjusted for transport clearings, running costs, and 2.01% indirect adj.
- (2) As computed by O.P.U.O. staff including adjustments for wages, fuel, and weight fee increases with indirect costs computed by the Wage Offset Method. (Exh. 779-39, late filed.)

APPENDIX O  
Page 8 of 8  
SCHEDULE 2 (Contd.)  
SUMMARY OF SHIPMENT COSTS  
AT 100% O.R.

<u>Weight Group</u>	<u>25 Miles (Peddle)</u>	<u>50 Miles (Peddle)</u>
<u>100 - 149 Pounds</u>		
July 1, 1975 (1)	\$10.0164	\$11.4832
July 1, 1974 (2)	\$ 8.9480	\$10.1352
Percent Increase	11.94	13.30
<u>150 - 199 Pounds</u>		
July 1, 1975 (1)	\$11.1334	\$12.7418
July 1, 1974 (2)	\$ 9.9494	\$11.2540
Percent Increase	11.90	13.22
<u>200 - 249 Pounds</u>		
July 1, 1975 (1)	\$12.1336	\$13.6696
July 1, 1974 (2)	\$10.8442	\$12.0842
Percent Increase	11.89	13.12
<u>250 - 499 Pounds</u>		
July 1, 1975 (1)	\$14.1112	\$15.9824
July 1, 1974 (2)	\$12.6297	\$14.1500
Percent Increase	11.73	12.95
<u>100 - 499 Pounds</u>		
July 1, 1975 (1)	\$11.8155	\$13.2606
July 1, 1974 (2)	\$10.5675	\$11.7278
Percent Increase	11.81	13.07

- (1) Exhibit 833-13 and 833-33 adjusted for transport clearings, running costs, and 2.01% indirect adj.
- (2) As computed by G.P.U.C. staff including adjustments for wages, fuel, and weight fee increases with indirect costs computed by the Wage Offset Method. (Exh. 779-39, late filed.)

C. 5432, Pet. #833)  
C. 5439, Pet. #239)  
C. 5441, Pet. #327) D. 84539  
C. 7783, Pet. #111)

C. 5439, Pet. #239 - D. 84540  
C. 5441, Pet. #327 - D. 84541  
C. 7783, Pet. #111 - D. 84542

COMMISSIONER WILLIAM SYMONS, JR., Concurring in Part and  
Dissenting in Part

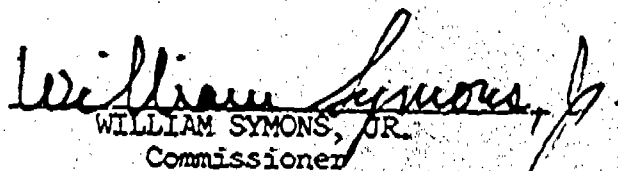
I concur in the findings as to legitimate increases in the actual costs experienced by for-hire carriers transporting general commodities statewide and I support the rate relief granted herein as fully justified.

I dissent with respect to the statements made in the opinion under the heading "New Regulatory Program", page 16, of D. 84539.

I consider the language gratuitous but disruptive. Gratuitous because it effects no ordering paragraph of this decision as issued, disruptive because it throws a great cloud of doubt over the entire established mode of regulation of a major industry of our state; it hints darkly of radical re-structuring within thirty days, perhaps even without a hearing.

Any change as momentous as this language implies must be handled deliberatively and with due process. This is no place for reckless or haphazard action.

San Francisco, California  
June 17, 1975

  
WILLIAM SYMONS, JR.  
Commissioner