

Decision No. 85349

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation)
for the purpose of considering and)
determining minimum rates for trans-)
portation of any and all commodities)
statewide including, but not limited)
to, those rates which are provided)
in Minimum Rate Tariff 2 and the)
revisions or reissues thereof.)

And Related Matters.

Case No. 5432
Petition for Modification
No. 871
(Filed November 7, 1975;
amended December 2, 1975)

Case No. 5439
Petition for Modification
No. 260
Case No. 5441
Petition for Modification
No. 348
Case No. 7783
Petition for Modification
No. 126
(Filed November 7, 1975;
amended December 2, 1975)

INTERIM OPINION

Minimum Rate Tariffs (MRTs) 2, 1-B, 9-B, and 19, respectively, name minimum rates for the highway transportation of general commodities statewide, and within the East Bay, San Diego, and San Francisco Drayage areas. MRT 15 names alternative hourly, weekly, monthly, and yearly vehicle unit rates.

In the captioned petitions the California Trucking Association (CTA) seeks a cost offset increase of approximately 4 percent in the current MRT 2 rates for less truckload and truckload shipments weighing generally less than 40,000 pounds. Concurrently, CTA urges the immediate adoption of substantive reductions, amounting

to approximately 4-1/2 percent, in MRT 2 truckload rates subject to minimum per truckload weights of 40,000 and 50,000 pounds. The CTA also proposes that the local drayage rates named in MRTs 1-B, 9-B, and 19 applicable to shipments weighing less than 40,000 pounds be increased by approximately 4 percent and that truckload rates for shipments of 40,000 and 50,000 pounds be reduced by about 6-1/2 percent. With respect to the MRT 15 vehicle unit rates, the CTA recommends a fuel cost offset increase of 1 cent per mile in the existing mileage factor rates named in the tariff. Finally, the CTA requests that its proposed minimum rate adjustments be accorded ex parte consideration.

A verified statement of the director for CTA's Division of Transportation Economics is attached to Petition 871 et al., (Exhibit A) as support for the sought ex parte relief. The statement notes that the current rates in MRTs 1-B, 2, 9-B, 15, and 19 were established pursuant to Decision No. 84539 dated June 17, 1975 in Case No. 5432 (Petition 833) et al. The director states that highway carriers operating under the several tariffs involved have incurred further increases of substance in their fuel costs and other running costs including tires and maintenance. Such increases assertedly reflect the consequences flowing from the current worldwide energy crisis and continuing economic inflationary trends. It is also alleged that further increases have or will occur in the levels of two labor related operating expense items of the carriers. Effective October 1, 1975, the Workers' Compensation Insurance rates were raised pursuant to actions by the State Insurance Commissioner. Effective January 1, 1976, the California Unemployment Insurance payroll tax levels will also be increased.

Attached to the verified statement are a series of appendices setting forth the director's methods and calculations for bringing forward certain historical cost data underlying the existing minimum rates. In calculating the impact of inflationary trends upon the carriers' running cost (less fuel), the same basic methods employing economic indices, such as the Wholesale Price Index, found justified in Decision No. 83985 dated January 14, 1975 (Petition 821) et al. and Decision No. 84539, were used as an expediency pending more refined determinations. A summary of the director's calculations is:

Table 1

Calculation of Increased Running Cost (Less Fuel)

<u>Item</u>	<u>Amount</u>	
Cost Per Mile - 1973	\$.1895	
Cost per Mile - 1974	<u>.2008</u>	
Increase		\$.0113
<u>Labor Increase</u>		
50% of \$.2008	\$.1004	
Base Wage - 1974	7.65	
Base Wage - 1975	8.06	
Percent Increase	5.36%	
Increase in Labor Cost (\$.1004 x 5.36%)		\$.0054
<u>Parts Increase</u>		
50% of \$.2008	\$.1004	
Parts/Tire Index		
As of 1/74	\$106.4	
As of 1/76	146.7	
Percent Increase	37.9%	
Increase in Parts Costs (\$.1004 x 37.9%)		\$.0381
Running Cost (Less Fuel) Total		\$.0548
Productivity Factor - 91.5%		\$.0501

Source: Revision & Update of Table II, D.83985

The 5.01 cents per mile increase in running costs (less fuel) shown in Table 1 was then integrated into the appropriate historical total cost data underlying the existing level of MRT 2 rates employing established procedures. The impact of increased running expenses upon such total costs is shown to be 3.07 percent. The director explains that, as the Commission has previously observed, the use of various economic indices is not intended to replace more definitive assessment of cost changes whenever it is possible to make such assessment. They especially are not acceptable alternatives for thorough full-scale productivity, cost, and rate economic studies. For this and other reasons hereinafter discussed CTA renews its request that the Commission staff be directed to update and bring forward its pending full-scale MRT 2 studies.

With respect to the January 1, 1976 increase in the carriers' payroll taxes, the CTA director's calculations indicate that the impact of such tax increases upon total historical MRT 2 costs will be about 1/2 of 1 percent. The Commission's Data Bank fuel cost summaries were employed by CTA to measure the increase in the price of gasoline and diesel fuel incurred by carriers since MRT 2 rates were last adjusted. A summary of the CTA director's computations follows:

Table 2

Fuel Cost Increase
February 1975 to September 1975

	<u>Gasoline</u>	<u>Diesel</u>
Fuel Cost (C.5432, D.84539)	44.5¢	43.5¢
Current Cost per Gallon (As of September 1975)	52.9	46.8
Increase Cost per Gallon	8.4	3.3
Weighting Factor*	28.49%	71.51%
Weighted Cost Increase per Gallon	4.8¢	

Source: PUC Data Bank Report SP 716-32 (September 1975).

* Based on Data Bank Total Gallons purchased (March 1975 through September 1975).

The impact of a 4.8 cents per gallon fuel increase, when employing fuel cost offset methods established pursuant to Decision No. 82905 (Appendix B) dated May 29, 1974 in Case No. 5432 (Petition 780) et al., results in varying rate adjustments. The MRT 2 fuel cost offset rate adjustments would be .48 percent (less truckload), .96 percent (truckload), and 1.92 percent for commodity rates on sawmill refuse and wood chips. The effect of a similar fuel increase upon rates in MRTs 1-B, 9-B, and 19 is uniformly .48 percent while the mileage rates in MRT 15 would be adjusted 1/2 cent per mile for 2-axle trucks without trailers and 1 cent per mile for all other units of motor power equipment.

A summary of CTA's computations of the increases in the historical total costs underlying the rates named in the several minimum rate tariffs, except MRT 15, due to related increases in the various categories of operating expenses of the carriers follows:

Table 3

Summary of Cost Increases

<u>Item</u>	<u>Percent</u>
Running Cost (Less Fuel)	3.07%
Labor Cost	.50
Fuel Cost	.48
(LTL	.96
{ TL	1.92
(Sawmill Refuse and Wood Chips	

The above increases in total historical cost data constitute the basis for CTA's proposed cost offset rate increases in MRTs 1-B, 2, 9-B, and 19. With respect to the minimum vehicle unit rates named in MRT 15, the CTA proposal would increase the mileage factor rates named in Item 500 and 510 by 1 cent per mile to offset fuel cost increases as of September 1975.

Assembly Bill 1352

The adoption of AB 1352,^{1/} effective January 1, 1976, is of major significance to the Commission's minimum rate program. The CTA director explains that for the first time in two decades, legislative action has been passed in recognition of technological improvements in highway design and construction techniques through modernization of vehicular size and weight laws. The California action follows enabling federal legislation (Federal Aid Highway Act of 1975) which authorized individual states to increase maximum vehicle weights to 20,000 pounds on single axles and 34,000 pounds on tandem axles, subject to a maximum gross vehicle weight of 80,000 pounds. The CTA states that the new law represents an opportunity for shippers and carriers to improve their efficiency and productivity and, in turn, for the Commission to reflect such improved transportation efficiencies in its current governing minimum rate tariffs.

The determination of a proper method to give effect to AB 1352 in the Commission's minimum rate structure is complicated. To date there is no adequate quantitative factual base from which to make precise evaluations of the overall effect of AB 1352 upon the existing minimum rate levels. According to the CTA director the apparent principal potential savings available to shippers and carriers is in the area of the heavier truckload movements. He further states that under current circumstances the most practical method for reflecting such savings is the establishment of new

^{1/} AB 1352 increases the maximum gross vehicle weights permitted on California highways. Specific details pertaining to its application are set forth in Exhibit A (Appendix XVIII and XIX) attached to CTA's petition.

minimum truckload rate scales. Accordingly, the CTA proposes that new truckload rate scales, subject to minimum weight requirements of 40,000 and 50,000 pounds, be established in MRTs 1-B, 2, 9-B, and 19. The tariff mechanics for accomplishing this minimum rate proposal are thoroughly explained in the verified statement.

Staff Proposals ✓

The Commission's Transportation Division staff has conducted a thorough review of CTA's minimum rate proposals. Its recommendations are:

1. Minimum Rate Tariff 2

"Known increases in the costs of fuel, workmen's compensation and unemployment taxes indicate that the current class rate scales should be made subject to an interim surcharge of 2 percent. The 40,000 and 50,000 pounds class rate proposals should be adopted on an interim basis. Current commodity rates, which are proposed to be increased in Section 3 of the tariff, should be made subject to interim increases of 2 percent. The proposed new truckload commodity rate scales, which result in no change or reductions, should be adopted. An interim surcharge of 2 percent should be applied to the rates and charges in Items 149, 150, 160 through 173, and 179-2."

2. Minimum Rate Tariffs 1-B, 9-B, 19, and 15

"It is recommended that the rates sought to be increased in MRT 1-B, 9-B and 19 be held to a maximum increase of 2 percent. The proposed new truckload rate scales, which result in no change or reduction, should be adopted."

"It is further recommended that the sought increases in MRT-15 be held to 1/2 cent per mile for 2-axle trucks without trailers and to 1 cent per mile for all other units of motor power equipment."

Under the staff recommendations interim ex parte rate increases, pending hearing of Petition 871 et al., would be restricted to offsetting increases in the costs for fuel and payroll taxes. CTA's rate proposal to offset increases in running costs (less fuel) based on an evaluation of inflationary trends indicated by various economic indices is not recommended by the staff in the absence of any showing of an emergency situation or probative factual data.

The Traffic Managers Conference of California requests that CTA's sought ex parte handling of this matter be denied and Petition 871 et al. be set for hearing. The California Manufacturers Association, while not directly opposing CTA's rate proposals, urges the Commission to direct its Transportation Division staff to develop a traffic flow study to determine the actual revenues that would flow to the highway carriers under CTA's rate proposals. The staff's recommendations in this matter are not altogether inconsistent with the views expressed by the aforementioned interested parties. Under the staff proposal known payroll tax increases would be accorded interim ex parte consideration. At the same time the actual and potential benefits flowing to both shippers and carriers, pursuant to increased highway carrier operating efficiencies and productivity made possible by changes in the California maximum gross vehicle weight regulations (AB 1352), will be immediately recognized pending receipt of probative evidence relative thereto at public hearing. However, in the absence of sufficient definitive data to justify any immediate interim ex parte fuel offset increase in minimum rates,

that portion of CTA's overall sought relief designed to offset alleged fuel cost increases should not be granted pending hearing in the captioned proceedings. Except for its suggested fuel cost adjustment, the staff recommendations are well taken and should be adopted.

The burden will be upon petitioner to show that the underlying data for all of their exhibits were obtained from an efficient carrier of the commodities in question. Any portion of the cost increase not assignable to the transportation of the commodities in question should be excluded.

This year, contrary to previous practice, it is expected that changes in the national master freight agreement will be made effective as of March 31. It is likely, therefore, that a proposal will be made to this Commission for a significant increase in the minimum rates effective as of that date. In view of the limited time available before then, we are taking this opportunity to set forth issues which will concern us in that proceeding.

For more than a decade, changes in MRT 2 and associated tariffs have been made on the basis of cost offsets, rather than on an updated cost study. The last attempt at a staff-sponsored cost study, in 1965, led to protracted hearings and no final action. Currently, proposed changes on the distance table are involved in an extensive hearing process. By contrast, cost offset proceedings are generally concluded in time to allow a minimum rate tariff increase effective on the same date as a new labor agreement.

The Commission is concerned that the process of compounding offsets, without a recent and comprehensive cost study, may result in minimum rates which are substantially out of line with transportation costs. Some rates may be significantly below cost, leading to financial difficulty for carriers, poor service availability for shippers, and wasteful haulage of small shipments which might be consolidated if rates were compensatory. Conversely, other rates may be substantially above costs, leading to excessive capacity among

carriers and unnecessary charges to the public. In either case, minimum rates would not be serving their original purpose of protecting against predatory practices while allowing legitimate cost-based differences in rates.^{2/}

2/ See P.U.C. Decisions 28334 and 31606. In the latter decision, the Commission stated:

"The cost studies of record here contemplated 'average' operations of efficient carriers. The projection of such costs into class rates presupposed that the average carrier would receive over a period of time the same mixture of tonnage as was used in developing the formula by which the cost projection was made. As a matter of fact, however, certain carriers specialize in high classed traffic whereas others concentrate on the movement of low classed traffic. Some enjoy advantageous load factors whereas the load factors of others are below average. Some haul in territories where costs are high; other where costs are low. The formula itself, while based on the best figures available, may not be entirely accurate. It must be apparent, therefore, that rates based strictly upon such cost studies and projection formula would inevitably be excessive for some operations and too low for others.

"If we were to assume that minimum rates were to become the going rates in every instance, it would be necessary to establish class rates at a level sufficiently high to be compensatory for high class, dependable and expensive common carrier service where transportation conditions were adverse. Numerous special point-to-point rates and special commodity rates would then have to be provided for less expensive hauls. In addition, separate bases would have to be provided for carriers offering inferior services but having lower operating costs, and hence requiring a rate differential to compete effectively. The impracticability of such a plan is at once apparent. We limit ourselves to the task contemplated by the Highway Carriers' Act, i.e., the fixation of a bottom level for rates so as to end destructive rate cutting practices, and where necessary, the fixation of a ceiling so as to prevent excessive rates, thus generally leaving to the carriers a bargaining zone within which they can adjust particular rates to meet their own transportation conditions, as well as the commercial needs of the shippers whom they serve." [Emphasis added.]

In deciding upon future offset petitions, this Commission will need affirmative evidence that:

- (1) The rates proposed represent true minimum rates and allow scope for legitimate competition;
- (2) Rates for different classes and commodities reflect relevant cost differences;
- (3) Different rates are provided for alternative kinds of service which have different costs.

The Commission wishes to encourage all parties, including especially the parties moving for increased rates, to review the current structure of minimum rates with these criteria in mind, and to bring before the Commission proposals for simplification, flexibility, and cost-responsiveness. Specifically, we urge parties to develop proposals for: (a) phasing in a system of minimum rate setting which will insure that, within a reasonable period of time, minimum rates are, in general, below rather than equal to going rates; (b) establishing additional "point-to-point rates"; (c) establishing a "freight of all kinds" rate; (d) establishing intrastate assembly and distribution tariffs; and (e) providing incentives for prepaid shipments. In addition to these specific possibilities, the Commission will be receptive to exploring any other proposals for improving the efficiency of highway carriage and restoring the original function of minimum rates.

Findings

1. The existing level of rates named in MRTs 1-B, 2, 9-B, 15 and 19 was established pursuant to Decision No. 84539 dated June 17, 1975 in Case No. 5432 (Petition 833) et al.

2. Highway carriers operating under the several minimum rate tariffs involved have or will incur as of January 1, 1976 increases in several categories of operating expense items. Such increases are not reflected in the current level of minimum rates.

3. Effective January 1, 1976 the law governing the maximum gross vehicle weight permitted on the California highways was significantly revised. Such revisions, among other matters, increased the maximum gross to 20,000 pounds on any one axle and 34,000 on tandem axles, subject to a maximum gross vehicle weight of 80,000 pounds.

4. The amended law governing the maximum gross vehicle weights permitted on the California highways affords shippers and carriers an opportunity to improve both the efficiency and productivity of highway transportation of property.

5. The performance data reflected in the current level of minimum rates involved in this proceeding do not give consideration to any actual or potential increase in the operating efficiencies or productivity of highway carriers due to the January 1, 1976 revisions in the California maximum gross vehicle weight law.

6. The CTA seeks a general overall cost offset increase of approximately 4 percent in MRTs 1-B, 2, 9-B, and 19 minimum rates governing less truckload and truckload shipments weighing generally less than 40,000 pounds. The CTA also seeks a fuel cost offset increase of 1 cent per mile in MRT 15 vehicle unit mileage factor rates.

7. The CTA's cost offset procedures for measuring increases in payroll taxes are predicated upon known factual data.

8. The CTA's cost offset procedures employed for measuring increases in the carriers' running costs (less fuel) constitute an evaluation of inflationary trends as indicated by various established economic indices. This cost offset procedure is used as an expediency in an effort to remedy an alleged emergency situation. It is not suitable for use in cost offset proceeding wherein an emergency has not been shown to exist nor as a substitute for full scale studies.

9. The CTA's proposed reduced truckload minimum rate scales for minimum per truckload weight brackets of 40,000 and 50,000 pounds constitute an effort to give immediate recognition to the actual and potential savings flowing from the January 1, 1976 revisions in the law governing the maximum gross vehicle weight permitted on the California highways.

10. The procedures employed by CTA to develop its truckload minimum rate proposal constitute an expedient effort employed in the absence of more definitive data and current full-scale performance, cost, and rate economic studies.

11. Petition 871 et al. fails to demonstrate the existence of any economic emergency sufficient to justify the cost offset procedures employed by CTA to measure alleged increases in the highway carriers' running costs including tires and maintenance.

12. The Commission's Transportation Division staff recommended interim ex parte cost offset relief for MRTs 1-B, 2, 9-B, 15, and 19, together with the temporary adoption of CTA's proposed reduced truckload minimum rates.

13. Pending the receipt of additional evidence at public hearing in this matter, the resulting rates and charges established in the ensuing order are the just, reasonable, and nondiscriminatory minimum rates for the transportation services governed thereby.

14. To the extent that the provisions of MRTs 1-B, 2, 9-B, and 19 heretofore have been found to constitute reasonable minimum rates and rules for common carriers as defined in the Public Utilities Code, 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 cost of other means of transportation.

15. The interim relief found justified herein will afford the carriers an opportunity to earn approximately \$2,500,000 in additional cost offset revenues.

Conclusions

1. Petitions 871, 260, 348, and 126 in Cases Nos. 5432, 5439, 5441, and 7783, respectively, should be granted to the extent provided in the order herein.

2. Public hearing should be held for the receipt of probative evidence concerning final resolution of the issues presented in this proceeding.

3. For purposes of tariff distribution, the amendments to MRT 2 will be provided in the ensuing order and the like tariff amendments to MRTs 1-B, 9-B, and 19 will be made by supplemental orders.

INTERIM ORDER

IT IS ORDERED that:

1. Minimum Rate Tariff 2 (Appendix D to Decision No. 31606, as amended) is further amended by incorporating therein, to become effective January 24, 1976, the supplement and revised pages contained in Appendix A attached hereto and by this reference 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 increases necessary to conform with the further adjustments ordered by this decision.

3. 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 by this decision for Minimum Rate Tariff 2 rates.

4. 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 by this decision for Minimum Rate Tariff 2 rates.

5. 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 by this decision for Minimum Rate Tariff 2 rates.

6. 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.

7. Common carriers maintaining rates not otherwise specifically referred to in other ordering paragraphs of this decision are authorized to increase such rates by 1 percent.

8. Tariff publications resulting in increases 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 January 24, 1976 on not less than five days' notice to the Commission and to the public; such tariff publications as are required shall be made effective not later than January 24, 1976; as to increases which are authorized but not required, the authority shall expire unless exercised within sixty days after the effective date of this order; and tariff publications resulting in reductions may be made effective not earlier than the fifth day after the effective date of this order, and may be made effective on not less than five days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in 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. Common carriers are authorized to depart from the Commission's tariff circular requirements only to the extent necessary in establishing the surcharge supplement authorized by this order.

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

12. To the extent not granted herein, Petitions 871 and 126, as amended, in Cases Nos. 5432 and 7783 are denied.

13. Public hearing shall be scheduled in the captioned proceedings for the receipt of evidence relative to the final disposition thereof.

The effective date of this order is the date hereof.

Dated at San Francisco, California, this 13th day of JANUARY, 1976.

William J. ... President
... ..
... ..
... .. Commissioners

APPENDIX A

LIST OF SUPPLEMENT AND REVISED PAGES
TO MINIMUM RATE TARIFF 2

SUPPLEMENT 119

FORTIETH REVISED PAGE 43-A

ORIGINAL PAGE 43-B

ORIGINAL PAGE 43-C

ORIGINAL PAGE 43-D

ORIGINAL PAGE 43-E

FORTY-SEVENTH REVISED PAGE 44

TWENTY-EIGHTH REVISED PAGE 44-A

THIRTY-SIXTH REVISED PAGE 44-D

SIXTEENTH REVISED PAGE 51

TWENTY-SIXTH REVISED PAGE 51-A

FIFTH REVISED PAGE 51-AA

EIGHTH REVISED PAGE 51-K

TWENTY-FIRST REVISED PAGE 52

EIGHTH REVISED PAGE 66-K

SEVENTH REVISED PAGE 66-M

(END OF APPENDIX A)

SPECIAL INCREASE SUPPLEMENT

SUPPLEMENT 119

(Cancels Supplement 112)

(Supplements 73, 75, 77, 87, 98, 117, 118 and 119 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

APPLICATION OF SURCHARGE

(See Pages 2 and 3 of This Supplement)

Decision No.

85349

EFFECTIVE

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

APPLICATION OF SURCHARGE

Except as otherwise provided, compute the amount of charges in accordance with the provisions of this tariff, including any surcharges applicable thereto under other supplements to this tariff, and increase the resulting total amount by one percent.

For purposes of disposing of fractions under provisions hereof, fractions of less than one-half cent shall be dropped and fractions of one-half cent or greater shall be increased to the next higher whole cent.

EXCEPTIONS: The surcharge provided in this supplement shall not be applied to those charges determined under provisions of this tariff specified below:

1. Supplement 75.
2. Item 45, Empty Pallet Return.
3. Item 110, Application of Rates - Deductions.
4. Item 120, Application of Rates.
5. Item 122, Charges for Shipments Originating or Destined to Wharfs--Metropolitan Los Angeles Area.
6. Item 124, Charges for Escort Service.
7. Item 128, Charges for Permit Shipments.
8. Item 141, Failure to Accomplish Delivery.
9. Item 143, Delays to Equipment on Whole Grain.
10. Item 144, Delays to Equipment on Lumber.
11. Item 145, Charges Accessorial Services or Delays.
12. Item 147, Advertising on Equipment.
13. Item 174, Stringing Services.
14. Item 177, Pool Shipments--Central Coastal Territory.
15. Item 179, Pool Shipments--Central Coastal Territory.
16. Item 182, Collect on Delivery (C.O.D.) Shipments.
17. Item 188, Multiple Service Shipment.
18. Item 200, Alternative Application of Common Carrier Rates (railhead to railhead portion only).
19. Item 210, Alternative Application of Combinations with Common Carrier Rates (railhead to railhead portion only).
20. Item 220, Alternative Application of Split Pickup under Rates Constructed by Use of Combinations with Common Carrier Rates (railhead to railhead portion only).
21. Item 230, Alternative Application of Split Delivery under Rates Constructed by Use of Combinations with Common Carrier Rates (railhead to railhead portion only).
22. Item 240, Accessorial Services Not Included in Common Carrier Rates.
23. Item 241, Accessorial Services Not Included in Common Carrier Rates.
24. Item 260, Forklift Service Rates.
25. Item 262, Rail Carloading and Unloading Charges--Metropolitan Los Angeles Area.
26. Item 265, Parcel Rates--Metropolitan Los Angeles Area.
27. Item 330.6, Carriers (Used Packages), Secondhand Empty.
28. Item 508.1, Class Rates.
29. Item 508.2, Class Rates.
30. Item 508.3, Class Rates.
31. Item 508.4, Class Rates.
32. Item 509, Class Rates subject only to minimum weights of 40,000 and 50,000 pounds.
33. Item 509.5, Class Rates subject only to minimum weights of 40,000 and 50,000 pounds.
34. Item 510, Class Rates subject only to minimum weights of 40,000 and 50,000 pounds.
35. Item 520, Class Rates subject only to minimum weights of 40,000 and 50,000 pounds.

APPLICATION OF SURCHARGE (Continued)

36. Item 654, Rates on Grain, Rice, Grain Products, Animal or Poultry Feed, Seeds and Related Articles subject only to minimum weight of 52,000 pounds.
37. Item 690, Rates on Lumber and Forest Products.
38. Item 691, Rates on Lumber and Forest Products.
39. Item 700, Rates on Lumber and Forest Products.
40. Item 710, Rates on Lumber and Forest Products.
41. Item 720, Hourly Rates for Oil, Water or Gas Well Outfits and Supplies.
42. Item 720-1, Hourly Rates for Oil, Water or Gas Well Outfits and Supplies.
43. Item 720-2, Hourly Rates for Oil, Water or Gas Well Outfits and Supplies.
44. Item 745, Rates on Sugar, Granulated, in Bulk, subject only to minimum weight of 52,000 pounds.
45. Item 746, Rates on Sugar, Granulated, in Bulk, subject only to minimum weight of 52,000 pounds.
46. Item 764, Rates on Iron and Steel Articles subject only to minimum weight of 50,000 pounds.
47. Item 775, Rates on Fish and Fish Loins subject only to minimum weight of 50,000 pounds.

THE END

♦ Increase, Decision No.

85349

CANCEL

MINIMUM RATE TARIFF 2

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds (See Exception)										ITEM
MILES		Minimum Weight 40,000 pounds or as provided in the Governing Classification, Exception Ratings Tariff or this tariff, whichever is higher. (Subject to Notes A and B)								
Over	But Not Over	45	40	37½	35	35.1	35.2	35.3	35.4	
0	3	45	38	37	36	35	33	31	27	*0. 508.1
3	5	46	41	40	39	36	35	32	28	
5	10	49	44	43	42	37	36	33	29	
10	15	50	46	45	43	39	37	34	30	
15	20	52	47	46	45	42	39	35	31	
20	25	53	49	47	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	73	71	70	66	60	54	50	
110	120	81	77	75	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 A.--Subject to the provisions of Items 292, 293, 293.1 and 293.2 for Volume Incentive Service, Special Volume Incentive Service and Premium Volume Incentive Service.</p> <p>NOTE B.--The minimum weight applicable in connection with rates making reference here-to applies to each single unit of carrier's equipment utilized in transporting a shipment.</p>										
(1) Item 509 transferred to Original Page 43-E.										
<p>* Addition) o Reduction) Decision No. 85349</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 40,000 pounds or as provided in the Governing Classification, Exception Ratings Tariff or this tariff, whichever is higher. (Subject to Notes A and B)								
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	No 508.2
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:		4	3	3	3	3	3	2	2	
<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 A.--Subject to the provisions of Items 292, 293, 293.1 and 293.2 for Volume Incentive Service, Special Volume Incentive Service and Premium Volume Incentive Service.</p> <p>NOTE B.--The minimum weight applicable in connection with rates making reference hereto applies to each single unit of carrier's equipment utilized in transporting a shipment.</p>										
<p>* Addition) Decision No. 85349 o Reduction)</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 50,000 pounds or as provided in the Governing Classification, Exception, Ratings Tariff or this tariff, whichever is higher. (Subject to Notes A and B)								
Over	But Not Over	45	40	37½	35	35.1	35.2	35.3	35.4	
0	3	43	37	35	34	33	31	29	26	
3	5	44	40	38	37	34	33	30	27	
5	10	47	43	40	39	35	34	31	28	
10	15	48	44	43	41	37	35	32	29	
15	20	50	46	44	43	40	37	33	30	
20	25	51	48	46	44	41	38	34	31	
25	30	52	49	48	47	43	40	35	32	
30	35	54	50	49	48	44	41	37	33	
35	40	55	52	51	49	47	43	38	34	
40	45	57	54	53	51	48	44	40	35	
45	50	58	56	55	54	49	46	41	36	
50	60	61	58	57	56	51	47	43	37	
60	70	63	62	61	59	54	49	44	40	
70	80	66	64	63	62	56	51	47	41	
80	90	68	66	65	64	58	53	49	44	
90	100	71	68	66	65	61	55	51	46	
100	120	74	71	68	67	63	57	52	48	
110	120	78	74	73	71	65	59	55	50	*6 508.3
120	130	79	78	76	74	67	61	56	51	
130	140	81	79	78	77	71	63	57	52	
140	150	83	81	80	79	73	64	59	54	
150	160	87	83	82	81	75	66	62	55	
160	170	90	87	84	83	77	68	64	57	
170	180	92	90	89	87	79	71	65	58	
180	190	95	92	91	90	81	73	66	59	
190	200	97	95	94	92	83	75	67	61	
200	220	102	98	97	96	88	78	71	64	
220	240	107	103	102	100	92	81	75	65	
240	260	111	107	106	105	96	83	78	66	
260	280	115	112	111	110	100	88	80	71	
280	300	121	115	114	113	105	92	82	73	
300	325	124	121	120	117	108	96	87	75	
325	350	129	124	123	122	112	100	89	78	
350	375	136	128	126	125	117	105	92	81	
375	400	138	133	130	129	121	107	95	83	
<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 A.--Subject to the provisions of Items 292, 293, 293.1 and 293.2 for Volume Incentive Service, Special Volume Incentive Service and Premium Volume Incentive Service.</p> <p>NOTE B.--The minimum weight applicable in connection with rates making reference hereto applies to each single unit of carrier's equipment utilized in transporting a shipment.</p>										
* Addition) o Reduction)		Decision No.		85349						
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 50,000 pounds or as provided in the Governing Classification, Exception Ratings Tariff or this tariff, whichever is higher. (Subject to Notes A and B)								
Over	But Not Over	45	40	37½	35	35.1	35.2	35.3	35.4	
400	425	141	137	136	135	124	111	100	88	*0 508.4
425	450	147	140	139	138	129	115	103	90	
450	475	151	145	144	141	133	119	106	92	
475	500	154	149	147	146	137	121	108	95	
500	525	160	152	151	150	140	123	111	100	
525	550	164	156	154	153	144	126	114	103	
550	575	168	161	160	157	146	131	119	105	
575	600	171	165	163	162	149	135	121	107	
600	625	175	169	167	165	152	138	123	110	
625	650	178	172	170	169	156	140	125	112	
650	675	184	176	174	172	160	145	130	115	
675	700	188	180	177	176	163	147	133	119	
700	725	194	184	181	180	167	151	137	121	
725	750	198	188	186	184	170	154	139	123	
750	775	201	193	188	187	173	157	141	125	
775	800	206	197	193	192	176	161	146	128	
800	850	212	201	198	197	180	165	149	131	
850	900	218	206	202	200	184	169	152	136	
900	950	222	212	208	204	188	172	156	139	
950	1000	228	217	212	209	193	176	159	141	
1000	1050	232	220	217	214	197	178	162	144	
1050	1100	236	224	220	218	200	181	165	147	
1100	1150	239	228	224	221	203	184	168	150	
1150	1200	245	232	229	224	208	187	170	153	
For distances over 1200 miles add for each 50 miles or fraction thereof in excess of 1200 miles:		4	3	3	3	3	3	2	2	
EXCEPTION.--Except as provided in Items 160 and 170--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 A.--Subject to the provisions of Items 292, 293, 293.1 and 293.2 for Volume Incentive Service, Special Volume Incentive Service and Premium Volume Incentive Service.										
NOTE B.--The minimum weight applicable in connection with rates making reference hereto applies to each single unit of carrier's equipment utilized in transporting a shipment.										
* Addition) o Reduction) Decision No. 85349										
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.											
Minimum Weight:	45	40	37½	35	35.1	35.2	35.3	35.4			#509
As provided in Governing Classification, Exception Ratings Tariff or this tariff (see Note 4)-----	62	59	58	56	51	48	43	37			
*or 40,000 Pounds, or as provided in the Governing Classification, Exception Ratings Tariff or this tariff, whichever is high- er. Subject to Notes 4 and 5-----	62	59	58	56	51	48	43	37			
*or 50,000 Pounds, or as provided in the Governing Classification, Exception Ratings Tariff or this tariff, whichever is high- er. Subject to Notes 4 and 5-----	58	56	55	54	49	46	41	36			
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, 508, 508.1, 508.2, 508.3 and 508.4 on the same shipment via the same route, such lower charges will apply.											
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.											
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.											
NOTE 4.--Subject to the provisions of Items 292, 293, 293.1 and 293.2 for Volume Incentive Service, Special Volume Incentive Service and Premium Volume Incentive Service.											
NOTE 5.--The minimum weight applicable in connection with rates making reference here-to applies to each single unit of carrier's equipment utilized in transporting a shipment.											
(1) Item 509 transferred from Thirty-ninth Revised Page 43-A.											
g Change) * Addition) o Increase) o Reduction) Δ Change, neither increase) nor reduction)											
Decision No. 85349											
EFFECTIVE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											
Correction											

MINIMUM RATE TARIFF 2

FORTY-SEVENTH REVISED PAGE.....44
 CANCELS
 FORTY-SIXTH REVISED PAGE.....44

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.											
Minimum Weight:	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)-----	60	56	54	53	50	46	42	36			509.5
*04 40,000 Pounds, or as provided in the Governing Classification, Exception Ratings Tariff or this tariff, whichever is high- er. Subject to Notes 4 and 5-----	60	56	54	53	50	46	42	36			
*0 50,000 Pounds, or as provided in the Governing Classification, Exception Ratings Tariff or this Tariff, whichever is high- er. Subject to Notes 4 and 5-----	57	54	53	51	48	44	40	35			
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, 508, 508.1, 508.2, 508.3 and 508.4 on the same shipment via the same route, such lower charges will apply.											
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.											
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.											
NOTE 4.--Subject to the provisions of Items 292, 293, 293.1 and 293.2 for Volume Incentive Service, Special Volume Incentive Service and Premium Volume Incentive Service.											
*NOTE 5.--The minimum weight applicable in connection with rates making reference hereto applies to each single unit of carrier's equipment utilized in transporting a shipment.											
☐ Change) * Addition) ◊ Increase) ◊ Reduction) Δ Change, neither increase) nor reduction)											Decision No. 85349
EFFECTIVE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											
Correction											

MINIMUM RATE TARIFF 2

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds											ITEM
BETWEEN					AND						
SAN FRANCISCO TERRITORY as described in Item 270-3. SACRAMENTO, NORTH SACRAMENTO					LOS ANGELES TERRITORY as described in Item 270-3.						
Class Rates shown below are intermediate in application subject to Note 1.											
	100	92½	85	77½	70	65	60	55	50	50.1	
Any Quantity-----	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.											
Minimum Weight:	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			
*04 40,000 Pounds, or as provided in the Governing Classification, Exception Ratings Tariff or this tariff, whichever is high- er. Subject to Notes 4 and 5-----	147	143	142	141	129	116	104	92			8510
*0 50,000 Pounds, or as provided in the Governing Classification, Exception Ratings Tariff or this tariff, whichever is high- er. Subject to Notes 4 and 5-----	141	137	136	135	124	111	100	88			
<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, 508, 508.1, 508.2, 508.3 and 508.4 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, 293.1 and 293.2 for Volume Incentive Service, Special Volume Incentive Service and Premium Volume Incentive Service.</p> <p>*NOTE 5.--The minimum weight applicable in connection with rates making reference here-to applies to each single unit of carrier's equipment utilized in transporting a shipment.</p>											
x Change) * Addition) o Increase) o Reduction) Δ Change, neither increase) nor reduction)											
Decision No. 85349											
EFFECTIVE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											
Correction											

MINIMUM RATE TARIFF 2

THIRTY-SIXTH REVISED PAGE.....44-B
CANCELS
THIRTY-FIFTH REVISED PAGE.....44-B

SECTION 2—CLASS RATES (Continued) In Cents Per 100 Pounds											ITEM
Rates in this item apply only to shipments having point of origin in the San Francisco Metropolitan Zone Group and point of destination in the East Bay Metropolitan Zone Group and to shipments having point of origin in the East Bay Metropolitan Zone Group and point of destination in the San Francisco Metropolitan Zone Group. (See Note 3)											
Minimum Weight 20,000 Pounds except as provided in Note 1-----	100	92½	85	77½	70	65	60	55	50	50.1	
	88	83	79	74	70	68	65	62	60	55	
Minimum Weight:	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 2-----	58	54	53	51	49	45	40	35	8520		
*40 40,000 Pounds, or as provided in the Governing Classification, Exception Ratings Tariff or this tariff, whichever is higher. Subject to Notes 2 and 4-----	58	54	53	51	49	45	40	35			
*6 50,000 Pounds, or as provided in the Governing Classification, Exception Ratings Tariff or this tariff, whichever is higher. Subject to Notes 2 and 4-----	55	52	51	49	47	43	38	34			
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, 293.1 and 293.2 for Volume Incentive Service, Special Volume Incentive Service and Premium Volume Incentive Service.											
NOTE 3.--Except as provided in Items 160 and 170, rates are not applicable to Split Pickup or Split Delivery shipments.											
NOTE 4.--The minimum weight applicable in connection with rates making references hereto applies to each unit of carrier's equipment utilized in transporting a shipment.											
⊘ Change) * Addition) ◊ Increase) ◊ Reduction) Δ Change, neither increase) nor reduction)											
Decision No. 85349											
EFFECTIVE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											
Correction											

SECTION 3--COMMODITY RATES (Continued)		ITEM																		
APPLICATION OF RATES IN ITEMS MAKING SPECIFIC REFERENCE HERETO																				
<p>1. DEMURRAGE:</p> <p>(a) (Applies only in connection with shipments of Grain as described in List 1 of Item 652.) Shall be computed in accordance with the provisions of Item 143.</p> <p>(b) (Applies only in connection with shipments of Rice, Grain Products, Animal or Poultry Feed, Seeds, and Related Articles as described in Lists 1 through 5 in Items 652 through 653.) Shall be computed in accordance with the provisions of Item 142.</p> <p>2. Two stops in transit for inspection and receipt of delivery instructions or other purposes will be permitted in connection with each shipment of Grain as described in List 1 of Item 652. Distances shall be computed via the transit points. A charge of \$2.15 shall be assessed for the second stop.</p> <p>3. PREMIUMS AND ADVERTISING MATTER:</p> <p>(a) The rates on articles in packages containing premiums shall be 110 percent of the rates applicable to the same articles without premiums.</p> <p>(b) Advertising matter, not to exceed 5 percent of the gross weight of the shipment, may be included at the rate applicable to the lowest rated article in the shipment.</p>		6534																		
APPLICATION OF RATES IN ITEM 6544 MAKING SPECIFIC REFERENCE HERETO																				
<p>Rates referring to this item are subject to varying minimum weights per shipment, dependent upon the number of units of carrier's equipment used, as shown below, regardless of the weight loaded in each unit of equipment. In no event shall the minimum weight per shipment be less than 48,000 pounds, or actual weight, whichever is greater.</p> <table> <tr> <th>Number of Units of Carrier's Equipment Used</th><th>When Minimum Weight Is 48,000 Pounds</th><th>When Minimum Weight Is 52,000 Pounds</th></tr> <tr> <td>1</td><td>48,000</td><td>52,000</td></tr> <tr> <td>2</td><td>96,000</td><td>104,000</td></tr> <tr> <td>3</td><td>144,000</td><td>156,000</td></tr> <tr> <td>4</td><td>192,000</td><td>208,000</td></tr> <tr> <td>Over 4</td><td>Add to the minimum weight for 4 units of carrier's equipment, 48,000 pounds for each unit of carrier's equipment in excess of 4.</td><td>Add to the minimum weight for 4 units of carrier's equipment, 52,000 pounds for each unit of carrier's equipment in excess of 4.</td></tr> </table>		Number of Units of Carrier's Equipment Used	When Minimum Weight Is 48,000 Pounds	When Minimum Weight Is 52,000 Pounds	1	48,000	52,000	2	96,000	104,000	3	144,000	156,000	4	192,000	208,000	Over 4	Add to the minimum weight for 4 units of carrier's equipment, 48,000 pounds for each unit of carrier's equipment in excess of 4.	Add to the minimum weight for 4 units of carrier's equipment, 52,000 pounds for each unit of carrier's equipment in excess of 4.	6544
Number of Units of Carrier's Equipment Used	When Minimum Weight Is 48,000 Pounds	When Minimum Weight Is 52,000 Pounds																		
1	48,000	52,000																		
2	96,000	104,000																		
3	144,000	156,000																		
4	192,000	208,000																		
Over 4	Add to the minimum weight for 4 units of carrier's equipment, 48,000 pounds for each unit of carrier's equipment in excess of 4.	Add to the minimum weight for 4 units of carrier's equipment, 52,000 pounds for each unit of carrier's equipment in excess of 4.																		
<p>Δ Change) * Addition) Δ Change, neither increase) nor reduction)</p>		Decision No. 85349																		
EFFECTIVE																				
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.																				
Correction																				

MINIMUM RATE TARIFF 2

TWENTY-SIXTH REVISED PAGE.....51-A

CANCELS

TWENTY-FIFTH REVISED PAGE.....51-A

SECTION 3--COMMODITY RATES (Continued)							ITEM
In Cents Per 100 Pounds -							
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 653 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	(2) *652,000
Over							
0	3	23½	19½	16	15½	14½	14
3	5	25½	22½	17	16½	16	16
5	10	27	24	18½	18	17½	17
10	15	28	25½	23	20	19½	19
15	20	33	27	24½	23	22½	22
20	25	37	29	26	24½	24	24
25	30	38	31	28	26	25½	25
30	35	44	33	29½	28	27	27
35	40	45	35	32	29½	29	29
40	45	49	36	34	32	31	31
45	50	52	39	36	34	32	32
50	60	57	42	37	36	35	35
60	70	61	45	40	37	36	36
70	80	63	48	42	40	37	37
80	90	69	50	45	42	40	40
90	100	73	52	48	45	43	43
100	110	78	56	50	49	48	48
110	120	81	58	52	50	49	49
120	130	85	59	54	51	50	50
130	140	90	62	58	56	54	54
140	150	97	66	59	58	56	56
150	160	101	70	61	59	58	58
160	170	103	71	64	61	59	59
170	180	105	76	66	62	61	61
180	190	112	79	67	66	62	62

(Continued on Page 51-AA)

/ Change)
 * Addition)
 o Reduction)

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85349

EFFECTIVE

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

Correction

MINIMUM RATE TABLE 2

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								
<u>MILES</u>	But Not Over	10,000	20,000	30,000	40,000	(2) 48,000	(2) *652,000	653½ (Con- cluded)
Over								
190	200	118	82	74	67	66	66	
200	220	125	86	81	72	70	70	
220	240	132	91	83	76	74	74	
240	260	139	98	86	81	79	79	
260	280	144	101	93	83	82	82	
280	300	153	108	98	86	83	83	
300	325	159	112	100	93	84	84	
325	350	164	116	107	96	86	86	
350	375	170	122	111	99	93	93	
375	400	179	126	115	101	96	96	
400	425	181	130	117	104	99	99	
425	450	186	137	120	110	101	101	
450	475	193	143	125	115	104	104	
475	500	199	146	130	117	110	110	
500	-	(1)	(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, 3 cents per 100 pounds for each 25 miles or fraction thereof.								
(2) Rates in this column are subject to the provisions of Item 653½.								
(Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)								
COMMODITY	FROM			TO	RATE			660
ICE (101600), in 300 pounds blocks Minimum Weight 40,000 pounds, subject to Note 2	Points in Los Angeles Area Metropolitan Zones 201 through 262			OXNARD	See Note 1			
NOTE 1.--Apply Class 35.4 rates in Item 507 subject to Note 3.								
NOTE 2.--The minimum weight applies to each unit of equipment in which the shipment is transported.								
NOTE 3.--The rates are not subject to the provisions of Item 85 (Shipments Transported in Multiple Lots); Items 160-163 (Split Pickup); Items 170-173 (Split Delivery); or Item 138 (Multiple Service Shipment).								
o Change) * Addition) Decision No. o Reduction)								
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Correction								

MINIMUM RATE TARIFF 2

SECTION 3--COMMODITY RATES (Continued)											ITEM	
In Cents Per 100 Pounds												
SUGAR, granulated, in bulk (See Item 755 for application of rates.)												
(Items 745 and 746)												
MILES		RATES										
		MINIMUM WEIGHT										
		25,000 Pounds		35,000 Pounds		43,000 Pounds		50,000 Pounds		*6(5) 52,000 Pounds		
Over	But Not Over	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	
0	3	20	19½	18	17	17	14½	16½	14	16	14	
3	5	23	20	21	19½	18½	17	18	16½	18	16	
5	10	26	25½	24	22½	20	18½	19½	18	19	18	
10	15	29½	28	25½	23	23	20	22½	19½	22	19	
15	20	34	33	28	26	25½	23	24	22½	24	22	
20	25	36	34	33	31	27	25½	26	24	26	24	
25	30	42	39	36	33	29½	27	28	26	28	26	
30	35	45	40	37	36	33	29	31	28	31	28	
35	40	49	46	40	40	36	31	35	29½	35	29	
40	45	52	49	43	42	38	33	37	32	37	32	
45	50	59	56	49	46	40	36	39	34	39	34	
50	60	64	59	56	51	43	39	42	37	42	37	
60	70	68	62	59	54	48	42	46	40	46	40	
70	80	74	64	62	56	51	46	49	43	49	43	
80	90	81	74	67	59	56	48	54	46	54	46	
90	100	83	78	71	64	58	51	56	49	56	49	
100	110	86	81	76	68	62	54	59	51	59	51	
110	120	91	83	79	74	64	58	62	54	62	54	
120	130	95	86	82	76	67	61	64	56	64	56	
130	140	99	91	83	78	74	64	66	58	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).												
*(5) The minimum weight applicable in connection with rates making reference hereto applies to each single unit of carrier's equipment utilized in transporting a shipment.												
(Continued in Item 746)												
ø Change) * Addition) Decision No. 85349 ø Reduction)												
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Correction												

SECTION 3--COMMODITY RATES (Continued)											ITEM
In Cents Per 100 Pounds											
SUGAR, granulated, in bulk (See Item 755 for application of rates.) (Items 745 and 746)											
MILES		RATES									
		MINIMUM WEIGHT									
Over	But Not Over	25,000 Pounds		35,000 Pounds		43,000 Pounds		50,000 Pounds		* (5) 52,000 Pounds	
		(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)	(1)	(2)
140	150	107	92	86	81	76	66	67	59	67	59
150	160	110	98	91	83	79	71	74	62	74	62
160	170	115	104	95	85	82	74	70	66	78	66
170	180	119	110	98	86	85	76	81	67	81	67
180	190	122	111	101	92	88	78	83	70	83	70
190	200	125	118	104	96	92	79	85	74	85	74
200	220	135	122	118	104	98	84	88	79	88	79
220	240	139	126	122	111	104	88	96	83	96	83
240	260	147	132	126	115	111	96	101	86	101	86
260	280	153	136	135	120	118	101	108	93	108	93
280	300	164	147	139	124	122	108	115	99	115	99
300	325	171	153	150	132	129	118	120	107	120	107
325	350	177	156	156	137	137	122	126	113	126	113
350	375	180	164	166	139	147	126	135	119	135	119
375	400	188	169	171	151	153	135	139	124	139	124
400	425	189	171	174	153	159	137	146	129	146	129
425	450	196	176	177	163	167	146	150	134	150	134
450	475	198	183	186	169	171	152	153	136	153	136
475	500	208	189	192	175	176	159	159	141	159	141
500	-	(3)	(3)	(3)	(3)	(4)	(4)	(4)	(4)	(4)	(4)
<p>(1) Rates apply to shipments not subject to Column (2) rates.</p> <p>(2) Rates apply when trailer equipment furnished by the shipper is used for the transportation of sugar, granulated, in bulk, and such equipment is furnished at no expense to the carrier (other than public liability, property damage, comprehensive and cargo insurance).</p> <p>(3) Add to the rate for 500 miles, 4 cents per 100 pounds for each 25 miles or fraction thereof in excess of 500 miles.</p> <p>(4) Add to the rate for 500 miles, 3 cents per 100 pounds for each 25 miles or fraction thereof in excess of 500 miles.</p> <p>* (5) The minimum weight applicable in connection with rates making reference hereto applies to each single unit of carrier's equipment utilized in transporting a shipment.</p>											
<p>♂ Change) * Addition) Decision No. 85349 ♂ Reduction)</p>											
EFFECTIVE											
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.											
Correction											

MINIMUM RATE TARIFF 2

SECTION 3.5--COMMODITY RATES (Continued)			ITEM
IRON and STEEL ARTICLES as described in Item 760. (See Notes 1 and 2) Rate in Cents per 100 Pounds			
<u>MILES</u> Over	But Not Over	COMMODITY RATE	
0	5	Minimum Weight 40,000 Pounds----- 18 *o Minimum Weight 50,000 Pounds (See Note 3)----- 18	6764
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. *NOTE 3.--The minimum weight applicable in connection with rate making reference hereto applies to each single unit of carrier's equipment utilized in transporting a shipment.			
IRON and STEEL ARTICLES as described in Item 760. JUNK, viz.: Waste Paper and Rags in machine pressed bales. Rates in Cents per 100 Pounds			
<u>MILES</u> Over	But Not Over	MINIMUM WEIGHT (In Pounds) 10,000 20,000	765
0	5	36 27	
5	10	43 31	
10	--	65 36	
o Change) * Addition) Decision No. 85349 o Reduction)			
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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:					
Cans, NOI, including jacketed cans (1) (52760, 52770, 52772, 52780, 52790 and 52800)		FROM Metropolitan Zone 248 to Metropolitan Zone 251, apply the applicable rate for 0-5 miles.			772
(1) Subject to truckload ratings only.					
COMMODITY	BETWEEN	AND	Rates in Cents Per 2,000 Pounds See Notes 1, 2, 3, and 4	Minimum Weight in Pounds	
Fish, fresh, frozen, NOI (69770) in bulk containers or Fish Loins, frozen, in packages or on pallets (69770)	Public Utility Cold Storage Warehouse within MZ-251	Canneries at Terminal Island within MZ-251	470	40,000	6775
			*0 469	50,000 Subject to Note 5.	
<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> <p>NOTE 5.--The minimum weight applicable in connection with rate making reference hereto applies to each single unit of carrier's equipment utilized in transporting a shipment.</p>					
<div>o Change) * Addition) Decision No. 85349 o Reduction)</div>					
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ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.					
Correction					