

Decision No. 50218**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation )  
 into the rates, rules, regulations, )  
 charges, allowances and practices )  
 of all common carriers, highway )  
 carriers and city carriers relating )  
 to the transportation of property. )

Case No. 4808

AppearancesTheodore W. Russell and Marvin Handler for petitioners.S. J. Zalar for Gough Industries, interested party.Anson F. Philo for Motor Carrier Transportation Bureau, interested party.G. L. Malquist and C. S. Abernathy of the staff of the Public Utilities Commission of the State of California.SUPPLEMENTAL OPINION

By petition filed in this proceeding on December 19, 1949, several highway carriers sought the establishment of minimum rates for the transportation of automobiles and related commodities in secondary movements. Public hearings were held in 1950, 1952 and 1953. On August 10, 1953 the Commission issued its Decision No. 48948 wherein it found that the evidence theretofore adduced provided no satisfactory basis for the establishment of minimum rates suitable for the services in question (52 Cal. P.U.C. 733). Thereafter, in response to petitions for reconsideration, the Commission granted rehearing for the principal purpose of receiving additional evidence.

Evidence on rehearing was received before Examiner Bryant in Los Angeles on May 27, 1954. The matter is ready for decision.

The record upon which Decision No. 48948, supra, was based related to all methods of transporting vehicles, including "truckaway service", "driveaway service", and "towaway service." The further evidence received on rehearing relates solely to transportation performed by the truckaway method. The record on rehearing was introduced by representatives of respondent carriers specializing in the transportation of automobiles and related commodities, and by two members of the Commission staff.

A senior transportation engineer of the Commission staff supplemented his earlier exhibits with a report on the current cost of transporting automobiles and pickup trucks not exceeding 5,000 pounds gross weight. He testified that the carriers engaging principally in secondary truckaway transportation of automobiles have experienced a reduction in the average loads being tendered and that this reduction was taken into account in the development of his revised costs. This witness explained also that his supplementary report reflects increases in wages, in fuel prices, in fuel taxes, in vehicle weight fees, and in other items of expense, all of which had occurred since the date of his earlier report.

An associate transportation rate expert of the Commission staff introduced and explained a proposed tariff of minimum rates, rules and regulations for the transportation of the motor vehicles covered by the engineer's cost analysis. He stated that the rates which he suggested were based in general upon the cost data submitted by the Commission engineer, with adjustments to reflect varying degrees of proprietary driveaway

competition and other economic factors. The proposed rates are stated in dollars per vehicle, and vary according to the length of haul and the number of vehicles tendered for transportation to one carrier at one time and transported under one shipping document.

The several carrier witnesses testified in general that in their judgment the rates and tariff rules suggested by the staff rate witness would be just and reasonable for establishment as minimum. As an exception, however, the carrier representatives urged that a special lower basis of rates be fixed for transportation between the Los Angeles area and the San Francisco Bay area. They testified that in movements between these two areas their companies experience substantially greater load factors than are obtained from or to other points throughout the state, and that the costs are lower accordingly. A point-to-point basis of rates between the Los Angeles and San Francisco Bay areas was suggested and concurred in by all of the carriers. No one opposed the modified proposal.

Upon careful consideration of the evidence the Commission concludes and finds as a fact that the rates, rules and regulations recommended by the staff rate witness, modified as suggested by the carrier witnesses and revised in other minor respects in the interest of clarity and uniformity, will provide a satisfactory basis of just, reasonable and nondiscriminatory minimum rates, rules and regulations for the truckaway transportation services specified in the following order. Reasonable minimum rates for transportation of the same commodities by

other than truckaway service cannot be determined upon the present record, but may be established whenever the necessary evidence becomes available in the future.<sup>1</sup>

O R D E R

Based upon the evidence of record, and upon the conclusions and findings set forth in the preceding opinion,

IT IS HEREBY ORDERED:

(1) That the rates, rules and regulations set forth in the tariff designated as Appendix "A", which by this reference is incorporated in and made a part of this order, be and they are hereby established and approved, effective August 1, 1954, as the just, reasonable and nondiscriminatory minimum rates, charges and accessorial charges to be assessed, charged and collected and the rules and regulations to be observed by any and all radial highway common carriers, highway contract carriers, and city carriers for the transportation of the property and commodities and between the points for which rates and charges are provided in said tariff designated as Appendix "A" hereto, and for accessorial services rendered incident thereto, except as provided in ordering paragraph No. (2).

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<sup>1</sup> At the original hearings herein the respondents declared that minimum rates should not be fixed for truckaway service unless minimum rates were fixed concurrently for driveaway service. At the rehearing the carrier witnesses modified this position. They said that although minimum rates for all competing methods would be desirable, rates for truckaway service should be established at the earliest practicable date, whether or not minimum rates were now established for other methods of transportation.

(2) That all radial highway common carriers, highway contract carriers and city carriers be and they are hereby authorized to assess, collect and charge common carrier rates and accessorial charges, and to observe common carrier rules and regulations, on file with the Commission and in effect on the date of shipment, subject to the terms and conditions and in the manner explained in said tariff designated as Appendix "A" hereto.

(3) That all radial highway common carriers, highway contract carriers and city carriers be and they are hereby ordered and directed to cease and desist on August 1, 1954, and thereafter abstain from assessing, charging or collecting rates, charges or accessorial charges lower in volume or effect than those set forth or referred to in said tariff designated as Appendix "A" hereto, and from observing rules or regulations lower in volume or effect than those set forth or referred to therein, except as provided in ordering paragraph No. 2.

(4) That H. E. Wentz, doing business as Automobile Transport Company of California, James D. Boner and David H. Hamilton, copartners, doing business as B & H Truckaway Co., N. Kavoras and N. C. Conteas, copartners, doing business as California Auto Transport, Carl August Wigholm, doing business as Civic Center Transport Service, Dealers Transport Company, a corporation, Edwin T. Hughes, doing business as Hughes Truck-A-Way, Kenosha Auto Transport Corporation, and Insured Transporters, Inc., a corporation, in filing tariffs pursuant to certificates heretofore granted shall establish rates, charges, rules or regulations no lower in volume or effect than those set forth in the tariff designated as Appendix "A" of the order herein for the performance of the same transportation and the same accessorial services by radial highway common carriers, highway contract carriers and city carriers; and that Taylor Truck-A-Way,

Ltd., to the extent that it maintains rates, rules or regulations lower in volume or effect than those set forth in the tariff designated as Appendix "A" of the order herein for the performance of the same transportation, be and it is hereby ordered and directed to cancel said rates, charges, rules or regulations on not less than five days' notice to the Commission and to the public, and to establish in their stead rates, charges, rules and regulations no lower in volume or effect than those set forth in said tariff designated in Appendix "A" hereof.

(5) That tariff publications herein required to be made by highway common carriers may be made effective on less than thirty days' notice, but shall not be made effective on less than five days' notice to the Commission and to the public.

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

Dated at San Francisco, California, this 29th day of June, 1954.

John E. Mitchell  
President  
Justice J. Cameron  
Gene Higgins

\_\_\_\_\_  
\_\_\_\_\_  
Commissioners

Kenneth Potter  
Commissioner....., being  
necessarily absent, did not participate  
in the disposition of this proceeding.

APPENDIX "A"

OF

DECISION NO. 50218

In Case No. 4808

Issued by

the

PUBLIC UTILITIES COMMISSION

OF THE

STATE OF CALIFORNIA

Consisting of Minimum Rate Tariff No. 12,  
naming minimum rates, rules and regulations  
for the transportation of motor vehicles in  
secondary movement between points within  
California

by

Radial Highway Common Carriers

Highway Contract Carriers

and

City Carriers

MINIMUM RATE TARIFF NO. 12  
NAMING  
MINIMUM RATES, RULES AND REGULATIONS  
FOR THE  
TRANSPORTATION OF  
MOTOR VEHICLES  
(As described herein)  
IN SECONDARY MOVEMENT  
BY  
TRUCKAWAY SERVICE  
OVER THE PUBLIC HIGHWAYS  
WITHIN THE  
STATE OF CALIFORNIA  
BY  
RADIAL HIGHWAY COMMON CARRIERS  
HIGHWAY CONTRACT CARRIERS  
AND  
CITY CARRIERS

The original tariff contains rates, rules and regulations established in Decision No. 50218 in Case No. 4808. Changes will be made by issuing revised or added pages or by issuing supplements.

EFFECTIVE AUGUST 1, 1954

Issued by the  
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA  
State Building, Civic Center  
San Francisco 2, California



## CORRECTION NUMBER CHECKING SHEET

This tariff is issued in loose-leaf form. 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.

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Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.

## ARRANGEMENT OF TARIFF

This is a loose-leaf tariff arranged as follows:

- SECTION NO. 1 - Rules and Regulations
- SECTION NO. 2 - Territorial Descriptions
- SECTION NO. 3 - Rates
- SECTION NO. 4 - Routing
- SECTION NO. 5 - Form of Shipping Document

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SECTION NO. 1

RULES AND REGULATIONS

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San Francisco, California.

SECTION NO. 1 - RULES AND REGULATIONS	Item No.
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Items Nos. 10 and 15)</p> <p>CARRIER means a carrier as defined in the City Carriers' Act, or a radial highway common carrier or highway contract carrier, as defined in the Highway Carriers' Act.</p> <p>CARRIERS' EQUIPMENT means any motor truck, tractor, or other self-propelled highway vehicle, used for the transportation of property over the public highways and any other vehicle drawn thereby.</p> <p>COMMISSION means the Public Utilities Commission of the State of California.</p> <p>COMMON CARRIER RATE means any intrastate rate or rates of any common carrier, or common carriers, defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment for transportation by land; also any interstate rate or rates of any common carrier railroad or railroads applying between points in California by an interstate or foreign route lawfully in effect at time of shipment.</p> <p>DISTANCE TABLE means Distance Table No. 4, issued by the Commission.</p> <p>ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p>INDEPENDENT-CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.</p> <p>MOTOR VEHICLE means any self-propelled vehicle designed for the transportation of persons or property or persons and property (other than upon fixed rails or tracks), whether or not in operating condition, including any such vehicle without one or more parts which may have been damaged, removed, broken off or torn away; also any auto show motor vehicle with one or more integral parts useful for exhibit purposes only.</p> <p>POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent.</p> <p>POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation.</p> <p>RAILHEAD means a railroad or industrial facility from or to which common carrier railroad rates apply for the transportation of motor vehicles.</p> <p>RATE includes charge and, also, the rules and regulations governing and the accessorial charges applying in connection therewith.</p> <p>SAME TRANSPORTATION means transportation of the same kind and quantity of property between the same points, and subject to the same limitations, conditions, and privileges, but not necessarily in an identical type of equipment.</p>	10
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Concluded)</p> <p>SECONDARY MOVEMENT means the transportation of motor vehicles by a carrier except (1) in the initial movement from the plant at which the motor vehicles were manufactured or assembled to the point of destination designated by the operator of such plant and evidenced by a bill of lading or other shipping document showing the operator of the plant as the shipper, and (2) the return transportation of such vehicles to the plant in cases where delivery to the designated consignee has not been accomplished.</p> <p>SHIPMENT means one or more motor vehicles tendered for transportation to one carrier at one time on one shipping document by one shipper at one point of origin for one consignee at one point of destination.</p> <p>SPECIAL MOBILE EQUIPMENT means any of the following vehicles or mobile machines: any water or oil well drilling rig; crane, power shovel; air compressor; air drill; bituminous mixer; bucket loader; ditcher; leveling grader; road-finishing machine; motor grader; paving mixer; road roller; scarifier; earth moving scraper; carryall; lighting plant; welder; pump; drag line; searchlight; generator; snow plow; transit concrete mixer; lift truck; gantry truck; motorcycle; motor-driven cycle; invalid chair; pageantry float; vehicle which exerts driving force through self-laying (caterpillar) tracks; and any vehicle designed exclusively for agricultural purposes.</p> <p>SPLIT DELIVERY SHIPMENT means a shipment consisting of more than one component part tendered at one time and transported on one shipping document, delivered to (a) one consignee at more than one point of destination, or (b) more than one consignee at one or more points of destination, said shipment being shipped by one consignor at one point of origin and charges thereon being paid by one debtor.</p> <p>SPLIT PICKUP SHIPMENT means a shipment consisting of more than one component part tendered at one time and transported on one shipping document from more than one point of origin, said shipment being consigned and delivered to one consignee at one point of destination and the total charges thereon being paid by one debtor.</p> <p>TEAM TRACK means a point at which property may be loaded into, or upon, or unloaded from rail cars by the public generally.</p> <p>TRUCKAWAY SERVICE means the transportation of one or more motor vehicles where the weight of such vehicle or vehicles rests wholly or partly upon carrier's equipment.</p>	15
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">APPLICATION OF TARIFF - CARRIERS</p> <p>(a) Rates provided in this tariff are minimum rates, established pursuant to the City Carriers' Act, and the Highway Carriers' Act. They apply for the transportation of commodities described in paragraph (a) of Item No. 50, by carriers as defined in Item No. 10.</p> <p>(b) Rates, rules and regulations provided in this tariff shall not apply to transportation by independent-contractor subhaulers when such transportation is performed for other carriers. This exception shall not be construed to exempt from the tariff provisions carriers for whom the independent contractors are performing transportation service.</p>	20
<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL</p> <p>Rates in this tariff apply to transportation by carriers between all points within the State of California, to the extent such transportation is governed by the City Carriers' Act or the Highway Carriers' Act.</p>	30
<p style="text-align: center;">REFERENCES TO ITEMS AND OTHER TARIFFS</p> <p>Unless otherwise provided, references herein to item numbers in this or other tariffs include references to such numbers with letter suffix, and references to other tariffs include references to amendments and successive issues of such other tariffs.</p>	40
<p style="text-align: center;">APPLICATION OF TARIFF - COMMODITIES</p> <p>(a) Except as otherwise provided in paragraph (b), rates in this tariff apply to the secondary movement of commodities described below by truckaway service:</p> <ol style="list-style-type: none"> <li>1. Motor vehicles and motor vehicle chassis.</li> <li>2. Parts, spare parts, extra parts, or accessories for a motor vehicle when accompanying the vehicle to which they belong or for which they are intended.</li> <li>3. Personal effects or other commodities aggregating 300 pounds or less when tendered for transportation with a motor vehicle or motor vehicle chassis. Such personal effects or other commodities shall not be subject to rates provided in any other minimum rate tariff issued by the Commission.</li> </ol> <p>(b) Rates in this tariff do not apply to the following:</p> <ol style="list-style-type: none"> <li>1. Motor vehicles weighing less than 1000 pounds, each.</li> <li>2. Motor vehicles weighing in excess of 5,000 pounds, each.</li> <li>3. Motor vehicles transported for the United States, state, county or municipal governments.</li> <li>4. Motor vehicles driven under their own power or towed wholly upon their own wheels.</li> </ol>	50

5. Trailers, semitrailers, and dollies.

6. Special mobile equipment as described in Item No. 15.

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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates provided in this tariff are for the transportation of commodities described in paragraph (a) of Item No. 50 from point of origin to point of destination, and include the following:</p> <ol style="list-style-type: none"> <li>1. Loading into and unloading from carrier's equipment, except as provided in Item No. 150.</li> <li>2. Gross receipts taxes to be paid to the State of California.</li> <li>3. Bridge and ferry tolls.</li> </ol>	60
<p style="text-align: center;">SHIPMENTS TRANSPORTED BY TWO OR MORE CARRIERS</p> <p>When property in continuous through movement is transported consecutively by two or more carriers, the rates provided herein from point of origin to point of destination shall be the minimum rates for the combined transportation.</p>	70
<p style="text-align: center;">COMPUTATION OF DISTANCES</p> <p>Except as provided in Note 1, distances to be used in connection with rates provided herein shall be the shortest resulting mileage via any public highway route, computed in accordance with the method provided in the Distance Table.</p> <p>NOTE 1.- Distances between points within any of the areas designated in paragraphs (a), (b), and (c), below shall be the shortest resulting actual mileage via any public highway route over which the shipment lawfully may be transported.</p> <ol style="list-style-type: none"> <li>(a) A single incorporated city, other than Los Angeles.</li> <li>(b) A single Los Angeles zone, as described in the Distance Table.</li> <li>(c) The area encompassed by any one of the following Los Angeles zones and its contiguous mileage basing point city: <ol style="list-style-type: none"> <li>1. Zone 8 and Santa Monica</li> <li>2. Zone 11 and Glendale</li> <li>3. Zone 15 and El Segundo</li> <li>4. Zone 16 and Inglewood</li> <li>5. Zone 17 and Lynwood</li> <li>6. Zone 18 and Gardena</li> <li>7. Zone 19 and Torrance</li> </ol> </li> </ol>	80
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">SHIPMENTS TO BE RATED SEPARATELY</p> <p>Each shipment shall be rated separately. Shipments shall not be consolidated or combined by the carrier.</p>	90
<p style="text-align: center;">MIXED SHIPMENTS</p> <p>When one or more motor vehicles for which rates are provided in this tariff are included in a shipment containing one or more commodities for which rates are not provided herein, the motor vehicles for which rates are provided in this tariff shall be transported as a separate shipment at the rates provided herein, and the commodities for which rates are not so provided, at the rates, if any, applicable to separate shipments of such other commodities.</p>	100
<p style="text-align: center;">UNITS OF MEASUREMENT</p> <p>Rates or charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.</p>	110
<p style="text-align: center;">SHIPMENTS DIVERTED, RECONSIGINED OR RETURNED</p> <p>(a) Charges upon a shipment or a portion of a shipment which is diverted or reconsigned after leaving point of origin shall be computed at the rate applicable from point of origin to the point or points of destination via each of the points where diversion or reconsignment occurs. (Subject to Note 1.)</p> <p>(b) Charges upon a shipment or a portion of a shipment returned to point of origin, or to a point directly intermediate between last point of diversion or reconsignment and point of origin, shall be computed by adding to the full charge to last point of diversion or reconsignment the charge at one-half the rate applicable to the vehicle or vehicles returned as provided in Section No. 3 from the latter point to point of origin, or upon the basis provided in paragraph (a) of this item for the round-trip movement, whichever is lower. (Subject to Note 1.)</p> <p>NOTE 1.- Subject to an additional charge of \$2.00 for each diversion or reconsignment.</p>	120
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">SPLIT PICKUP</p> <p>The charge for transportation of a split pickup shipment (as defined in Item No. 15) shall be the charge applicable under rates in Items Nos. 400 or 410, or any combination of said rates, for transportation of a single shipment of the same number of motor vehicles, computed on one of the following bases: (Subject to Notes 1 and 2.)</p> <p>(a) Under distance rates: Apply applicable rate for the distance from any one of the points of origin to point of destination, via each of the other points of origin.</p> <p>(b) Under point-to-point rates: Point of destination and all points of origin must be located within the territories between which the point-to-point rates apply, or located between said territories on a single authorized route.</p> <p>(c) Under combination of point-to-point rates and distance rates: Add to the point-to-point rate the applicable distance rate or rates for the distance between the territory or authorized route and the point or points of origin or the point of destination not located within the territories or along said authorized route.</p> <p>NOTE 1.- An additional charge of \$1.75 shall be made for each component part picked up.</p> <p>NOTE 2.- The provisions of this item shall not apply and each component part shall be rated as a separate shipment under other provisions of this tariff:</p> <p>(a) If split delivery service is accorded.</p> <p>(b) Unless at the time of or prior to the first pickup a single bill of lading or other shipping document shall have been issued for the composite shipment and the carrier shall have been furnished with written instructions showing the name and address of the consignor, the points of origin, the point of destination, and a description of the motor vehicles in each component part.</p>	130
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Issued by the Public Utilities Commission of the State of California, San Francisco, California.	

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">SPLIT DELIVERY</p> <p>The charge for transportation of a split delivery shipment (as defined in Item No. 15) shall be the charge applicable under rates in Items Nos. 400 or 410, or any combination of said rates, for transportation of a single shipment of the same number of motor vehicles, computed on one of the following bases: (Subject to Notes 1 and 2.)</p> <p>(a) Under distance rates: Apply applicable rate for the distance from point of origin to any one of the points of destination via each of the other points of destination.</p> <p>(b) Under point-to-point rates: Point of origin and all points of destination must be located within the territories between which the point-to-point rates apply, or located between said territories on a single authorized route.</p> <p>(c) Under combination of point-to-point rates and distance rates: Add to the point-to-point rate the applicable distance rate or rates for the distance between the territory or authorized route and the point of origin or point or points of destination not located within the territories or along the authorized route.</p> <p>NOTE 1.- An additional charge of \$1.75 shall be made for each component part delivered.</p> <p>NOTE 2.- The provisions of this item shall not apply and each component part shall be rated as a separate shipment under other provisions of this tariff:</p> <p>(a) If split pickup service is accorded.</p> <p>(b) Unless at the time of or prior to the tender of the shipment a single bill of lading or other shipping document shall have been issued for the composite shipment and the carrier shall have been furnished with written instructions showing the name and address of each consignee, the point of origin, the points of destination, and a description of the motor vehicles in each component part.</p>	140
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)		Item No.																																							
SPECIAL LOADING AND UNLOADING CHARGES																																									
<p>When a motor vehicle cannot be loaded onto or unloaded from carrier's equipment without the assistance of a separate vehicle or vehicles equipped with lifting device, furnished by the carrier or at the carrier's expense, a charge of \$5.00 shall be assessed for such separate vehicle used for loading and a charge of \$5.00 shall be assessed for such separate vehicle used for unloading, in addition to rates otherwise provided.</p>		150																																							
PAYMENT OF ADVANCE CHARGES																																									
<p>For the service of making payment of any charges outstanding against a vehicle in order to obtain its release for transportation, the following additional charges shall be assessed:</p> <table border="0" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">When the amount paid is:</th> <th></th> <th style="text-align: right;">Charge for making payment will be:</th> </tr> </thead> <tbody> <tr> <td style="padding-left: 20px;"><u>Over</u></td> <td style="padding-left: 20px;"><u>Not Over</u></td> <td></td> </tr> <tr> <td>\$</td> <td>\$</td> <td>\$0.30</td> </tr> <tr> <td>2.50</td> <td>2.50</td> <td>.35</td> </tr> <tr> <td>5.00</td> <td>5.00</td> <td>.48</td> </tr> <tr> <td>10.00</td> <td>10.00</td> <td>.51</td> </tr> <tr> <td>20.00</td> <td>20.00</td> <td>.54</td> </tr> <tr> <td>25.00</td> <td>25.00</td> <td>.63</td> </tr> <tr> <td>40.00</td> <td>40.00</td> <td>.67</td> </tr> <tr> <td>50.00</td> <td>50.00</td> <td>.85</td> </tr> <tr> <td>60.00</td> <td>60.00</td> <td>.88</td> </tr> <tr> <td>80.00</td> <td>80.00</td> <td>.91</td> </tr> <tr> <td colspan="2">Over \$100.00 at the rate of \$0.91 per \$100.00</td> <td></td> </tr> </tbody> </table> <p>Any payment of money made by a carrier under the provisions of this item shall be recorded on the freight bill and collected subject to the conditions set forth in Item No. 230 for collection of transportation charges.</p>		When the amount paid is:		Charge for making payment will be:	<u>Over</u>	<u>Not Over</u>		\$	\$	\$0.30	2.50	2.50	.35	5.00	5.00	.48	10.00	10.00	.51	20.00	20.00	.54	25.00	25.00	.63	40.00	40.00	.67	50.00	50.00	.85	60.00	60.00	.88	80.00	80.00	.91	Over \$100.00 at the rate of \$0.91 per \$100.00			160
When the amount paid is:		Charge for making payment will be:																																							
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">APPLICATION OF COMBINATIONS OF RATES PROVIDED IN THIS TARIFF</p> <p>In the event two or more rates are named in this tariff for the same transportation, the lower rate shall apply. In the event any combination of rates provided in this tariff produces a lower aggregate charge for the same transportation than is produced by a one-factor through rate, such combination of rates shall be applied.</p>	170
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Common carrier rates may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation and for the same accessorial services than results from the application of the rates herein provided.</p>	180
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>When lower aggregate charges result, rates provided in this tariff may be used in combination with common carrier rates for the same transportation as follows:</p> <p>(a) When point of origin is located beyond railhead or an established depot and point of destination is located at railhead or an established depot, add to the common carrier rate applying from any team track or established depot to point of destination the rate provided in this tariff for the distance from point of origin to the team track or depot from which the common carrier rate applies.</p> <p>(b) When point of origin is located at railhead or an established depot and point of destination is located beyond railhead or an established depot, add to the common carrier rate applying from point of origin to any team track or established depot the rate provided in this tariff for the distance from the team track or depot to which the common carrier rate used applies to point of destination.</p> <p>(c) When both point of origin and point of destination are located beyond railhead or an established depot, add to the common carrier rate applying between any railheads or established depots the rate provided in this tariff for the distance from point of origin to the team track or depot from which the common carrier rate used applies, plus the rate provided in this tariff for the distance from the team track or depot to which the common carrier rate used applies to point of destination.</p>	190
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">ALTERNATIVE APPLICATION OF SPLIT PICKUP UNDER RATES CONSTRUCTED BY USE OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>Charges on split pickup shipments may be computed by use of combinations with common carrier rates as follows, if a lower aggregate charge than that accruing under the basis provided in Item No. 130 results:</p> <p>(1) Compute the charge applicable under the rates provided in this tariff for a split pickup shipment from the point of origin, or points of origin, of the several component parts (See Item No. 130) to any team track or established depot.</p> <p>(2) Add to such charge the charge applicable under Item No. 190 for the composite shipment from such team track or established depot to point of destination.</p>	200
<p style="text-align: center;">ALTERNATIVE APPLICATION OF SPLIT DELIVERY UNDER RATES CONSTRUCTED BY USE OF COMBINATIONS WITH COMMON CARRIER RATES</p> <p>Charges on split delivery shipments may be computed by use of combinations with common carrier rates as follows, if a lower aggregate charge than that accruing under the basis provided in Item No. 140 results:</p> <p>(1) Compute the charge applicable under Item No. 190 for the composite shipment from point of origin to any team track or established depot.</p> <p>(2) Add to such charge the charges provided in this tariff for a split delivery shipment (See Item No. 140) from such team track or established depot to the point of destination or points of destination of the several component parts.</p>	210
<p style="text-align: center;">ACCESSORIAL SERVICES NOT INCLUDED IN COMMON CARRIER RATES</p> <p>In the event under the provisions of Items Nos. 180 to 210, inclusive, a common carrier rate 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:</p> <p>(a) For loading onto carrier's equipment, \$3.00 per vehicle (plus charge provided in Item No. 150, where applicable).</p> <p>(b) For unloading from carrier's equipment, \$3.00 per vehicle (plus charge provided in Item No. 150, where applicable).</p> <p>(c) For other accessorial services for which charges are provided in this tariff, the additional charge or charges so provided.</p>	220
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">COLLECTION OF CHARGES</p> <p>(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges to those who undertake to pay them, such persons herein being called debtors, for a period not to exceed 7 days, excluding Sundays and legal holidays other than Saturday half-holidays. When the freight bill covering a shipment is presented to the debtor on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following delivery of the freight. When the freight bill is not presented to the debtor on or before the date of delivery, the credit period shall run from the first 12 o'clock midnight following the presentation of the freight bill.</p> <p>(c) Where the carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the debtor, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill.</p> <p>(d) Freight bills for all transportation and accessorial charges shall be presented to the debtors within 7 calendar days from the first 12 o'clock midnight following delivery of the freight.</p> <p>(e) When freight bills are presented to debtors by means of the United States mail, the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills.</p> <p>(f) The mailing by the debtor of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor, may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p>	230
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SECTION NO. 1 - RULES AND REGULATIONS (Concluded)	Item No.
<p style="text-align: center;">SHIPPING DOCUMENT REQUIREMENTS</p> <p>A shipping document shall be issued by the carrier to the shipper for each shipment received for transportation. The shipping document shall show the following information:</p> <ul style="list-style-type: none"> <li>(a) Date issued.</li> <li>(b) Name of carrier.</li> <li>(c) Name of shipper or shippers.</li> <li>(d) Name of consignee or consignees.</li> <li>(e) Point or points of origin.</li> <li>(f) Point or points of destination.</li> <li>(g) Description of the shipment, including name of manufacturer and body type of each motor vehicle.</li> <li>(h) Point or points where diversion or reconsignment occurs, if any.</li> <li>(i) Number and description of any motor vehicles returned.</li> <li>(j) Rate and charge assessed.</li> <li>(k) Signature of carrier or his agent or employee.</li> <li>(l) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge.</li> </ul> <p>The form of shipping document in Section 5 will be suitable and proper.</p> <p>A copy of each shipping document shall be retained and preserved by the issuing carrier, subject to the Commission's inspection, for a period of not less than three years from the date of issue.</p>	240
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SECTION NO. 2

TERRITORIAL DESCRIPTIONS

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SECTION NO. 2 - TERRITORIAL DESCRIPTIONS	Item No.
<p>LOS ANGELES TERRITORY is that area embraced by the following boundary: Beginning at the intersection of Sunset Boulevard and U.S. Highway No. 101, Alternate; thence northeasterly along Sunset Boulevard to State Highway No. 7; northerly along State Highway No. 7 to State Highway No. 118; northeasterly along State Highway No. 118 through and including the City of San Fernando; continuing northeasterly and southeasterly along State Highway No. 118 to and including the City of Pasadena; easterly along U.S. Highway No. 66 to State Highway No. 19; southerly along State Highway No. 19 to its intersection with U.S. Highway No. 101, Alternate, at Ximeno Street; southerly along Ximeno Street and its prolongation to the Pacific Ocean; westerly and northerly along the shore line of the Pacific Ocean to a point directly south of the intersection of Sunset Boulevard and U.S. Highway No. 101, Alternate; thence northerly along an imaginary line to point of beginning.</p> <p>SAN FRANCISCO TERRITORY is that area embraced by the following boundary: Beginning at the point the San Francisco-San Mateo County Boundary Line meets the Pacific Ocean; thence easterly along said boundary line to a point 1 mile west of U.S. Highway No. 101; southerly along an imaginary line 1 mile west of and paralleling U.S. Highway No. 101 to its intersection with the corporate boundary of the City of San Jose; southerly, easterly and northerly along said corporate boundary to its intersection with State Highway No. 17; northerly along State Highway No. 17 to Warm Springs; northerly along the unnumbered highway via Mission San Jose and Niles to Hayward; northerly along Foothill Boulevard to Seminary Avenue; easterly along Seminary Avenue to Mountain Boulevard; northerly along Mountain Boulevard and Moraga Avenue to Estates Drive; westerly along Estates Drive, Harbord Drive and Broadway Terrace to College Avenue; northerly along College Avenue to Dwight Way; easterly along Dwight Way to the Berkeley-Oakland boundary line; northerly along said boundary line to the campus boundary of the University of California; northerly and westerly along the campus boundary of the University of California to Euclid Avenue; northerly along Euclid Avenue to Marin Avenue; westerly along Marin Avenue to Arlington Avenue; northerly along Arlington Avenue to U.S. Highway No. 40 (San Pablo Avenue); northerly along U.S. Highway No. 40 to and including the City of Richmond; southwestery along the highway extending from the City of Richmond to Point Richmond; southerly along an imaginary line from Point Richmond to the San Francisco Water Front at the foot of Market Street; westerly along said water front and shore line to the Pacific Ocean; southerly along the shore line of the Pacific Ocean to point of beginning.</p>	300
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SECTION NO. 3

RATES

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SECTION NO. 3 - RATES											Item No.	
DISTANCE RATES IN DOLLARS PER VEHICLE												
MILES But Not Over Over		Number of Motor Vehicles Per Shipment				MILES But Not Over Over		Number of Motor Vehicles Per Shipment				
		1	2	3	4 or more			1	2	3	4 or more	
0	5	\$ 8.00	\$ 7.00	\$ 6.00	\$ 5.00	200	220	\$32.50	\$29.00	\$26.50	\$24.50	
5	10	8.75	7.50	6.50	5.25	220	240	34.75	31.00	28.50	26.25	
10	15	9.50	8.25	7.25	6.00	240	260	37.00	33.00	30.50	28.00	
15	20	10.25	9.00	8.00	6.75	260	280	39.50	35.25	32.25	30.00	
20	25	11.00	9.75	8.75	7.50	280	300	41.75	37.50	34.25	31.75	
25	30	11.75	10.50	9.50	8.25	300	325	44.50	39.75	36.50	33.75	
30	35	12.75	11.50	10.00	8.75	325	350	47.25	42.50	38.75	36.00	
35	40	13.75	12.25	10.75	9.50	350	375	50.25	45.25	41.50	38.50	
40	45	14.50	13.00	11.50	10.25	375	400	53.50	48.25	44.00	41.00	
45	50	15.50	13.75	12.25	10.75	400	425	56.50	51.00	46.75	43.50	
50	60	16.75	14.50	13.25	11.75	425	450	59.75	53.75	49.50	45.75	
60	70	18.75	15.25	14.50	13.25	450	475	62.75	56.75	52.00	48.25	
70	80	20.50	18.00	16.00	14.50	475	500	66.00	59.50	54.75	50.75	
80	90	21.25	18.50	16.50	15.00	500	525	69.00	62.25	57.50	53.25	
90	100	21.75	19.00	17.25	15.75	525	550	72.25	65.25	60.00	55.75	
100	110	22.50	19.75	18.00	16.25	550	575	75.25	68.00	62.75	58.25	
110	120	23.25	20.50	18.50	16.75	575	600	78.50	70.75	65.50	60.50	400
120	130	23.75	21.00	19.00	17.50	600	625	81.50	73.75	68.00	63.00	
130	140	24.50	21.75	19.75	18.00	625	650	84.75	76.50	70.75	65.50	
140	150	25.25	22.25	20.50	18.75	650	675	87.75	79.25	73.50	68.00	
150	160	26.00	23.00	21.25	19.50	675	700	90.75	82.25	76.00	70.50	
160	170	27.25	24.00	22.25	20.25	700	725	94.00	85.00	78.75	73.00	
170	180	28.50	25.00	23.25	21.25	725	750	97.00	87.75	81.50	75.25	
180	190	29.50	26.25	24.25	22.00	750	775	100.25	90.75	84.00	77.75	
190	200	30.75	27.50	25.00	23.00	775	800	103.25	93.50	86.75	80.25	
						800	---					
						(See Note 1)						

NOTE 1.- For distances over 800 miles add to rate for 800 miles the following rates for each 25 miles or fraction thereof:

- Column 1 - \$3.12 per vehicle
- Column 2 - \$2.83 per vehicle
- Column 3 - \$2.67 per vehicle
- Column 4 or more - \$2.45 per vehicle

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SECTION NO. 3 - RATES (Concluded)					Item No.	
POINT-TO-POINT RATES IN DOLLARS PER VEHICLE (1)						
<u>Between</u>	<u>and</u>	Number of Motor Vehicles Per Shipment				
Los Angeles Territory	San Francisco Territory	1	2	3	4	
		\$56.50	\$51.00	\$46.75	\$43.50	410
<p>(1) If charges accruing under rates in this item, applied on shipments from, to or between points intermediate between the Los Angeles and San Francisco Territories via routes shown in Section 4 are lower than charges accruing under the Distance Rates in Item No. 400, on the same shipment, such lower charges will apply. Rates in this item applied to intermediate points under these provisions apply at all points located within a distance of one mile on either side of the highway and at all points located within incorporated cities through which the highway route passes.</p>						
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SECTION NO. 4

ROUTING

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SECTION NO. 4 - ROUTING	Item No.
Routing for Rates Provided in Item No. 410 Series (Routes apply in either direction.)	
<p>Route No. 1: From San Francisco Territory via U.S. Highway No. 50 to its junction with State Highway No. 120, 5.0 miles west of Manteca; State Highway No. 120 to Manteca; thence via U.S. Highway No. 99 to Los Angeles Territory.</p> <p>Route No. 2: From San Francisco Territory via Niles Canyon Highway through Sunol, Pleasanton and Livermore to its junction with U.S. Highway No. 50 east of Livermore; U.S. Highway No. 50 to its junction with State Highway No. 120, 5.0 miles west of Manteca; State Highway No. 120 to Manteca; thence via U.S. Highway No. 99 to Los Angeles Territory.</p> <p>Route No. 3: From San Francisco Territory via U.S. Highway No. 101 to Gilroy; State Highway No. 152 through Los Banos to its junction with U.S. Highway No. 99 north of Madera; thence via U.S. Highway No. 99 to Los Angeles Territory.</p> <p>Route No. 4: From San Francisco Territory via U.S. Highway No. 101 to its junction with State Highway No. 118, 4.0 miles southeast of Ventura; thence via (a) State Highway No. 118 through Chatsworth; or (b) U.S. Highway No. 101 through Girard; or (c) U.S. Highway No. 101 to its junction with U.S. Highway No. 101, Alternate, at El Rio; thence via U.S. Highway No. 101, Alternate, through Oxnard to Los Angeles Territory.</p> <p>Route No. 5: From San Francisco Territory via Route 1 or 2 to the junction of U.S. Highway No. 50 and State Highway No. 33, 3 miles east of Tracy; thence via State Highway No. 33 to Los Banos; thence via State Highway No. 152 to its junction with U.S. Highway No. 99 north of Madera; thence via Route 1 or 2 beyond.</p>	500
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SECTION NO. 5

FORM OF SHIPPING DOCUMENT

(To which reference is made  
in Item No. 240 series.)

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SECTION NO. 5 - FORM OF SHIPPING DOCUMENT		Item No.
SHIPPING ORDER AND FREIGHT BILL FOR MOTOR VEHICLES TRANSPORTED IN SECONDARY MOVEMENT BY TRUCKAWAY SERVICE		
Name of Carrier _____ (Same as shown on permit)		Bill No. _____
Date Issued _____		
Point of Origin _____	Consignee _____	
Shipper _____	Street Address _____	
Street Address _____	City _____	
City _____		
Description of Each Vehicle In the Shipment	Rate	Charges
Total		
Point Of Diversion Or Reconsignment, If Any		
Points Where Split Pickup Or Split Delivery Service Accorded, If Any		
Vehicles Returned, If Any		
Other Services or Supplies		Charges
Total to Collect		
Shipper	Received By Carrier In Good Condition Except As Noted:	Received By Consignee In Good Condition Except As Noted:
_____	_____	_____
By _____	By _____	By _____
END OF TARIFF		
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