

Decision No. 54617

**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 general )  
 commodities (commodities for which )  
 rates are provided in Minimum Rate )  
 Tariff No. 2). )

Case No. 5432  
 Petition for Modification  
 No. 77

Arlo D. Poe and J. C. Kaspar, for petitioner.  
Russell Bevans, for protestant.  
John MacDonald Smith, Nat H. Williams, and  
Thomas Nicholls, for various respondents.  
Cromwell Warner, L. E. Osborne, Robert N.  
Lowry, Charles C. Miller, W. G. O'Barr,  
Frank D. Creedon, A. L. Russell, Norman J.  
Coleman, George B. Pardee, Earl L. Cranston,  
S. J. Zalar, Maurice A. Owen, J. X. Quintrall,  
R. E. Phelan, Donald B. Rollins, George Murray,  
Clark O. Bender, Harry H. Ross, Milton A. Walker,  
 and Harold A. Lincoln, for various interested  
 parties.  
G. L. Malquist, John B. Nance, R. A. Lubich and  
J. W. Mallory, for the Commission's staff.

O P I N I O N

By petition filed May 31, 1956, the California Trucking Associations, Inc., seeks the establishment in Minimum Rate Tariff No. 2 of monthly vehicle unit rates and charges for the transportation of property. Monthly vehicle unit rates are presently established in City Carriers' Tariff No. 1-A for transportation within San Francisco, in City Carriers' Tariff No. 2-A - Highway Carriers' Tariff No. 1-A. for transportation performed in the East Bay area, in Minimum Rate Tariff No. 5 for transportation performed in Los Angeles and Orange Counties and in City Carriers' Tariff No. 7 - Highway Carriers' Tariff No. 9 for transportation performed in the San Diego area.<sup>1</sup>

---

<sup>1</sup> The said tariffs will be referred to herein as the drayage tariffs.

Other than in the areas mentioned above, carriers may not quote or assess rates in terms of dollars per month per unit of carrier's equipment.

Petitioner alleges that during the past several years, and in part because of the expansion of commercial and industrial activities in this State, an increasing demand has developed for the exclusive use of vehicles for the transportation of freight on a continuing month-to-month basis and that the territorial scope of the drayage tariffs mentioned above is not large enough to cover the areas for which transportation under monthly vehicle unit rates is demanded by the shipper.

Public hearings were held before Examiner Jack E. Thompson, September 17, 1956, at San Francisco and October 2, 1956, at Los Angeles when the matter was taken under submission.

Petitioner seeks the establishment of monthly vehicle unit rates on an interim basis. It is proposed that three scales of rates be established; one scale, the rates in City Carriers' Tariff No. 1-A, would be applicable in all counties having the same or similar driver's wage scale as that prevailing in San Francisco; another, the rates in City Carriers' Tariff No. 2-A - Highway Carriers' Tariff No. 1-A would apply in all counties having the same or similar driver's wage scale as is in effect in Alameda County; the third, the rates in Minimum Rate Tariff No. 5, would be applicable in the remaining counties in the State. Where transportation is performed between counties covered by different rate scales, it is proposed that the higher rates apply.

An employee of petitioner's research department presented an exhibit showing, among other things, the wages of drivers and other labor cost elements prevailing in the counties in the State. The exhibit discloses that the hourly wage rate for a driver of a two-axle

truck is \$2.325 in San Francisco, Lake, Marin, Mendocino, Sonoma and San Mateo Counties, hereinafter called "Area A"; \$2.275 in Alameda, Contra Costa, Monterey, Napa, San Benito, Santa Clara, Santa Cruz and Solano Counties, hereinafter called "Area B"; and \$2.160 in the remaining counties in the State, hereinafter called "Area C". Other labor cost elements, such as number of paid holidays and vacation and employer contributions to pension and welfare funds, are similar within the areas. It was stated that the only element in the total cost of providing service under monthly vehicle unit rates that may vary significantly according to the region in which service is performed is the labor cost. The witness stated that the cost of providing service under monthly vehicle unit rates in San Francisco should also obtain in the other counties included in "Area A" and, for that reason, rates found to be reasonable and established in City Carriers' Tariff No. 1-A should also be reasonable minimum rates for service performed in "Area A". The reasoning also holds with respect to the rates in City Carriers' Tariff No. 2-A Highway Carriers' Tariff No. 1-A being reasonable for "Area B" and the Minimum Rate Tariff No. 5 rates being appropriate minimum rates for "Area C".

A number of shippers testified that the efficient conduct of their businesses requires the exclusive use of carrier equipment and the control of the dispatching of equipment that may be realized therefrom.

The only opposition to the petition came from the Draymen's Association of San Francisco. Its protest is not against the establishment of monthly vehicle unit rates in Minimum Rate Tariff No. 2 but against the application of such rates to shipments delivered from pool cars. It is asserted that the monthly rates in City Carriers' Tariff No. 1-A were never intended to be used with pool car distribution rates in connection with service performed in the San Francisco Bay area. Recently, according to protestant, misunderstandings and improper interpretations of the provisions of City Carriers'

Tariff No. 1-A have created serious problems with respect to depletion of carrier revenues arising from the use of vehicle unit rates on pool shipments.<sup>2</sup>

The Commission's staff, through cross-examination of the witnesses, directed attention to a number of technical problems in the establishment, application and enforcement of the rates, rules and regulations proposed by petitioner. The difficulties arise principally because the rules and regulations governing the three scales of rates are different and it is difficult to resolve those differences in cases where transportation is performed or is to be performed in more than one area.

Petitioner replied to the protest of the Draymen's Association, and respecting the problems pointed out by the staff, that it was proposing that the rates, rules and regulations prescribed in the drayage tariffs be adopted as interim rates until such time as the Commission can establish more suitable and appropriate monthly vehicle unit rates from cost studies and other evidence.

From the record it is clear that the establishment of minimum monthly vehicle unit rates for the transportation of property is in the public interest. The rates contained in the drayage tariffs appear to be reasonable for transportation within the various counties in the State. The problems pointed out by the staff arising from the differences in rules and regulations are real ones and cannot be disregarded merely because the rates are proposed to be temporary.

---

2

On October 16, 1956, the Draymen's Association of San Francisco and the Draymen's Association of Alameda County filed Petition No. 21 in Case No. 5441 seeking amendment of City Carriers' Tariff No. 1-A and City Carriers' Tariff No. 2-A - Highway Carriers' Tariff No. 1-A to provide that vehicle unit rates shall not apply to commodities distributed from pool cars.

Counsel for petitioner stated that there are several requisites involved in the establishment of reasonable, practical and enforceable minimum monthly vehicle unit rates. The rates should be limited in their application to a distance that would not exceed that which the driver and the equipment could traverse in making a round trip from the base of operations in one working day. Distances exceeding that would involve costs arising from lay-over time of the drivers that are not reflected in the rates. Petitioner proposes a limitation of a radius of 125 miles from the base of operations. Petitioner stated that the shipper and the carrier should be required, prior to the commencement of operations, to enter into a written agreement which should set forth with particularity the services to be performed by the carrier and the charges to be paid by the shipper. It was further stated that the rates should cover the exclusive use of the vehicle by the shipper and that the transporting of property other than the shipper's in the vehicle during the term of the agreement should be prohibited. The shippers were in agreement generally with the views expressed above.

With these premises in mind, consideration will now be given to the determination of suitable and appropriate minimum monthly vehicle unit rates. First of all, it appears that separate rules and regulations governing each scale of rates is not only cumbersome, but, in cases where transportation is performed between areas, would require an audit at the end of each month to determine whether the higher of the minimum rates and charges is being protected. This is contrary to the requisite mentioned by petitioner that the written agreement set forth with particularity the rates and charges to be paid by the shipper. One set of rules and regulations appears to be desirable. One of the fundamental rules concerns the basis upon which may be determined which of the rates in the various weight brackets

should apply. In City Carriers' Tariff No. 1-A the rule is that carriers shall compile a list of equipment which may be used under vehicle unit rates and shall show thereon the normal carrying capacity, in pounds, that can be loaded onto each piece of equipment and be safely transported under normal conditions. The normal carrying capacity so shown is the weight used to determine the rate applicable to transportation in the individual piece of equipment. The East Bay drayage tariff merely provides that the weight shall be the capacity of carrier's equipment in pounds without setting forth the manner in which the carrying capacity is determined. In Los Angeles, the rule in Minimum Rate Tariff No. 5 is that the weight in pounds is the gross weight of the property transported by the unit of carrier's equipment at the time the equipment is transporting the greatest (heaviest) load during the period covered by the transaction. This rule requires an audit at the end of each transaction period and also requires by inference that the carrier weigh each load carried so that the greatest (heaviest) weight can be determined. The East Bay drayage tariff rule is not precise. The San Francisco drayage tariff appears to be the more appropriate rule in that it does with some particularity permit the determination of the applicable charge prior to the time service is performed and is more suitable for enforcement purposes than the East Bay rule.

Included in the rules in City Carriers' Tariff No. 1-A governing the application of monthly vehicle unit rates are rates and charges for collection of loss and damage claims, for the marking of packages and for other accessorial services. The other drayage tariffs have rates and rules applicable to particular services, which, although usually offered by draymen, are not ordinarily furnished by highway carriers throughout the State. Such rates and rules need not be included in Minimum Rate Tariff No. 2. Accessorial services

in connection with transportation performed under the rates which will be established herein will be made subject to the charges for helpers and drivers set forth in Item 145 series of the tariff.

The rates proposed for "Area C" provide for additional charges to be assessed when the equipment is operated in excess of the maximum hours allowed thereunder. Similar charges are not specifically set forth in the proposals for "Area A" and "Area B". It is desirable that minimum rates be set forth with particularity whenever possible. The additional charges proposed for "Area C" appear to be reasonable and appropriate for the other areas.

A number of the rules and regulations in Minimum Rate Tariff No. 2, such as the rule for collection of charges and the rule requiring the issuance of a shipping document, are not appropriate in their present form for transportation performed under monthly vehicle unit rates. Rules and regulations governing the agreements entered into by carriers and shippers, the issuance by the carrier of an invoice or statement of charges, the collection of charges and other matters necessary to the application and enforcement of monthly vehicle unit rates will be established.

Having in mind the framework or structure mentioned above in connection with the establishment of monthly vehicle unit rates, the effect of such rates upon the established practices of shippers and carriers should be considered. The only apparent untoward effect is that, the rules and regulations governing the application of the rates being substantially different from those in Minimum Rate Tariff No. 5, there may be some confusion among carriers and shippers who are parties to agreements calling for operations within Los Angeles and between Los Angeles and points outside of the territory covered by Minimum Rate Tariff No. 5 as to whether the proper charges to be assessed are those contained in the drayage tariff or in Minimum Rate

Tariff No. 2. To a lesser extent, it is possible that some confusion may arise respecting the rules and regulations required to be observed where transportation is to be performed within and between the cities of Oakland and San Francisco. So as to remove the possibility of any confusion in that regard, the rates, rules and regulations which will be established herein will govern whenever the written agreement executed by the parties contemplates the performance of transportation at monthly vehicle unit rates not wholly within the territory or area covered by the individual drayage tariffs.

With respect to the protest of the Draymen's Association, the rates which will be established herein are for the transportation of property. The record here does not show wherein there is a difference in the transportation of property that has been unloaded and segregated from pool cars from the transportation of other freight. This is not an appropriate proceeding for the interpretation of rates contained in the drayage tariffs. The issue raised by the protest is whether or not the minimum monthly vehicle unit rates which will be established herein should apply to shipments unloaded from pool cars. The provisions in Item 177 series of Minimum Rate Tariff No. 2 (pool shipments) provide one set of rates to be applied to the unloading and segregating when transportation is performed by the carrier and another scale of rates to be assessed for unloading and segregating when transportation is not performed by the carrier. The rates in the aforesaid item do not include transportation. It is clear that pool shipment rates are for the service of unloading and segregating pool shipments and that transportation rates cover the service of transportation. There appears to be no question that the lower of the pool shipment rates applies when transportation is performed by the carrier regardless of whether the transportation rate assessed is a class rate, a commodity rate, an hourly rate, a monthly rate or even an unlawful rate. Protestant has not shown, nor is there any evidence



of record that would tend to show, why the monthly vehicle rates which will be established herein should not apply to the transportation of property that has been unloaded and segregated from pool cars nor why the lower rate scale in said Item 177 series for the unloading or segregating of pool shipments should not apply when transportation is performed by the carrier under monthly vehicle unit rates.

From the testimony of the witnesses, it appears that there are a number of instances in which carriers furnish, under monthly vehicle unit rates, more semitrailers than tractors and the transportation is performed in a shuttle operation. The parties of record are not in accord respecting the application of the unit rates in the drayage tariffs in cases involving this type of operation. The Commission's staff contends that each trailer is engaged in transportation as a separate unit of carrier's equipment and, therefore, the minimum rates apply to each trailer as a unit of carrier's equipment. Shippers disagreed with that construction of the tariff provisions pointing out that the term "carrier's equipment" as defined in the tariff covers tractors, semitrailers, dollies, trailers or any combination thereof. The interpretation or construction of the provisions of the drayage tariffs is not a proper issue in this proceeding. From the record it is clear that shippers and carriers intend that the monthly vehicle unit rates be used for transportation performed in a shuttle operation where the number of trailers exceed the number of tractors. The rates which will be established herein reflect the cost to the carrier of providing operators or drivers of the equipment. The number of drivers involved in a shuttle operation is the same as the number of tractors involved. It is also apparent that the rates do not reflect the fixed expenses attendant to the operation of more than one semitrailer for each tractor. Shippers testified that it was their practice to pay the minimum rate for a tractor-semitrailer unit and to pay an additional amount for each semitrailer in excess

of the unit. One shipper testified that he paid \$100 per month for each additional trailer. Other shippers indicated that \$100 appeared to approximate the prevailing rate when additional trailers are furnished. There is no cost data of record from which the sufficiency of the \$100 rate can be tested. It appears, however, that some provision respecting the furnishing of additional trailer equipment is necessary and that, until full and complete cost data is before the Commission which will permit the testing of the adequacy and sufficiency of such rate, the rate of \$100 per month should be established as minimum for each semitrailer or trailer furnished by the carrier in excess of the number of vehicles or combination of vehicles operated as a single unit in the transportation involved.

The proposals of petitioner were offered as interim minimum rates. It is not of record when cost data relating to transportation performed under monthly vehicle unit rates will be presented. In view of the circumstances an expiration date of the rates herein established is not desirable. Case No. 5432 is a continuing proceeding so the rates established herein may be modified, amended or canceled at any time whenever evidence is presented to the Commission warranting such action. Keeping Petition No. 77 open would serve no useful purpose.

Upon consideration of all of the facts and circumstances of record, the Commission is of the opinion and finds that the establishment of monthly vehicle unit rates is in the public interest, that the rates which will be established in the order that follows are just, reasonable and nondiscriminatory minimum rates for the transportation services involved, and that the rules and regulations established herein are necessary to the application and enforcement of said rates.

O R D E R

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

IT IS ORDERED:

1. That Minimum Rate Tariff No. 2 (Appendix "D" of Decision No. 31606, as amended) be and it is further amended by incorporating therein, to become effective April 15, 1957, the revised pages attached hereto and by this reference made a part hereof, which pages are identified as follows:

Second Revised Page 10 Cancels First Revised Page 10  
First Revised Page 66-A  
First Revised Page 66-B  
First Revised Page 66-C  
First Revised Page 66-D  
First Revised Page 66-E  
Second Revised Page 66-F  
Second Revised Page 68-D Cancels First Revised Page 68-D  
Original Page 68-E

2. That tariff publications authorized to be made by common carriers as a result of the order herein may be made effective not earlier than the effective date hereof 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 tariff changes herein involved.

3. That common carriers be and they are authorized to depart from the provisions of Article XII, Section 21, of the Constitution of the State of California, and Section 460 of the Public Utilities Code, and from the provisions of General Order No. 80 to the extent necessary to carry out the effect of the order herein.

4. That in all other respects said Decision No. 31606, as amended, shall remain in full force and effect.

5. That, except as otherwise provided herein, the Petition for Modification No. 77 filed in this proceeding on May 31, 1956, by

the California Trucking Associations, Inc., is denied.

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

Dated at San Francisco, California, this 5th day of March, 1957.

John E. Ketchum  
President  
Ray G. Lutz  
Maxwell D. ...  
R. Hardgo  
C. Lynn Fox  
Commissioners

ARRANGEMENT OF TARIFF

\*This is a loose-leaf tariff consisting of six sections.

SECTION NO. 1 contains rules and regulations of general application.

Except as otherwise specifically provided, the rules and regulations contained in Section No. 1 govern the rates in Section No. 2 and Section No. 3 of the tariff.

SECTION NO. 2 contains class rates.

SECTION NO. 3 contains commodity rates.

#SECTION NO. 3-A contains monthly vehicle unit rates.

SECTION NO. 4 contains routing applicable in connection with rates in Section No. 2 and Section No. 3 making specific reference thereto.

SECTION NO. 5 contains forms of documents.

\* Change )  
# Addition) Decision No. 54617

EFFECTIVE APRIL 15, 1957

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

Correction No. 702

# SECTION NO. 3-A

---

MONTHLY VEHICLE UNIT RATES,  
RULES AND REGULATIONS

Rates Named in This Section Do Not Alternate  
With Rates Provided in Sections Nos. 2 and 3  
of This Tariff, Subject to the Provisions of  
Paragraph (d) of Item No. 760

---

(1) Original Page 66-A canceled by Second Revised Page 58

# Addition, Decision No. 54617

EFFECTIVE APRIL 15, 1957

Issued by the Public Utilities Commission of the State of California  
San Francisco, California  
Correction No. 703

Item No.	SECTION NO. 3-A - MONTHLY VEHICLE UNIT RATES, RULES AND REGULATIONS
	<p data-bbox="734 541 1123 578" style="text-align: center;">APPLICATION OF RATES</p> <p data-bbox="392 606 1503 679">(a) The rates in this Section apply between all points within the State of California, except:</p> <p data-bbox="469 705 1409 841">(1) Shipments having point of origin in Alameda, Albany, Berkeley, Emeryville, Oakland or Piedmont, and point of destination in another of those cities;</p> <p data-bbox="469 869 1352 1005">(2) Shipments having both point of origin and point of destination within the San Diego Drayage Area as described in City Carriers' Tariff No. 7-Highway Carriers' Tariff No. 9;</p> <p data-bbox="469 1033 1366 1169">(3) Shipments having both point of origin and point of destination within Los Angeles and Orange Counties for which rates are named in Minimum Rate Tariff No. 5.</p> <p data-bbox="389 1195 1499 1294">(b) The rates herein are limited to 125 actual miles of the base of operations designated in the written agreement provided for in Item No. 765.</p> <p data-bbox="389 1322 1479 1421">(c) The rates in this Section will not be governed by the general rules and regulations in this tariff other than the following:</p> <p data-bbox="461 1453 1460 1726">Definitions in Item No. 10(a), (b), (c), (d), (e), (f), (g) and (i); Item No. 20, Application of Tariff-Carriers; Items Nos. 40 and 41, Application of Tariff-Commodities; Item No. 55, References to Items and Other Tariffs; Items Nos. 176, 177, 178 and 179, Pool Shipments; Item No. 180, Collect on Delivery (C.O.D.) Shipments; and Item No. 257, Units of Measurement in Quotation of Rates and Charges.</p> <p data-bbox="384 1752 1477 1979">(d) The rates in this Section apply only when, prior to the transportation of the property, the shipper enters into a written agreement with the carrier as provided in Item No. 765, and only when the property is transported by one carrier for one shipper. When such agreement is executed, rates otherwise provided in this tariff will not apply.</p> <p data-bbox="384 2007 1400 2080">(e) The rates apply only to transportation within counties specified in the written agreement.</p> <p data-bbox="384 2109 1460 2208">(f) The rates apply for a calendar month or for a period of 30 days from the date specified in the written agreement.</p> <p data-bbox="384 2236 1374 2309">(g) The rates apply for the exclusive use of the equipment furnished.</p>

#760

(h) The rates include the service of the driver only. When, at the request of shipper, carrier furnishes help in addition to the driver, an additional charge shall be made at the rate of \$3.50 per man per hour, or any fraction thereof, minimum charge one hour for each helper used. The time for computing charges shall not be less than the actual time the helpers are engaged in performing the service.

(i) When service is performed between or within more than one Rate Basis, the highest base monthly rate provided in this Section applicable to Rate Bases involved shall apply.

(j) A charge of \$100.00 per month shall be made for each semitrailer or trailer furnished by the carrier in excess of the number of vehicles or combination of vehicles operated as a single unit.

(k) The Holidays referred to in Items Nos. 785 and 790 mean New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Admission Day, Thanksgiving Day and Christmas Day.

(1) Original Page 66-B Canceled by First Revised Page 59.

#Addition, Decision No. 54617

EFFECTIVE APRIL 15, 1957

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

Correction No. 704



Item  
No.SECTION NO. 3-A - MONTHLY VEHICLE UNIT RATES, RULES  
AND REGULATIONS

## WRITTEN AGREEMENT

Prior to the transportation of the property, the shipper must enter into a written agreement with the carrier. This agreement should show:

- (a) Date transportation service is to commence and monthly period.
- (b) Identification of each piece of equipment either by license number or otherwise.
- (c) Capacity of equipment as shown on equipment list filed with the Commission.
- (d) Type of service to be performed (excluding Saturdays, Sundays and holidays or including Saturdays, Sundays and holidays).
- (e) Base rate per month.
- (f) Maximum mileage.
- (g) Rate per mile over maximum mileage.
- (h) Rate per hour for service in excess of 8 hours out of each 9 consecutive hours per day.
- (i) Counties in which service is to be performed.
- (j) Basing point of operations.
- (k) Duration of the written agreement and a clause therein that the agreement is canceled if charges are not collected as provided in Item No. 770.
- (l) The agreement shall be in substantially the following form, and the original or a copy thereof shall be retained and preserved by the carriers, subject to Commission inspection, for a period of not less than three years from the date of its issuance.

#765

Date \_\_\_\_\_

In accordance with the provisions of Section No. 3-A of Minimum Rate  
Tariff No. 2, I hereby elect to have \_\_\_\_\_

(Identify Transaction)

transported by \_\_\_\_\_ under the rates and provisions  
(Name of Carrier)

of Item No. \_\_\_\_\_ of said tariff, subject to the following terms:

Basing Point \_\_\_\_\_  
(Street Address) (City)

Counties of Service \_\_\_\_\_

Period of Agreement \_\_\_\_\_

Capacity of Equipment \_\_\_\_\_ Pounds

Identification of Equipment \_\_\_\_\_

Type of Service to be Performed \_\_\_\_\_

Maximum Mileage \_\_\_\_\_

Base Monthly Rate \$ \_\_\_\_\_

Rate per mile for excessive mileage \_\_\_\_\_

Rate per hour for excessive hours \_\_\_\_\_

Shipper \_\_\_\_\_ By \_\_\_\_\_  
(Name in Full) (Name in Full)

Confirmed:

Carrier \_\_\_\_\_ By \_\_\_\_\_  
(Name in Full)

NOTE: This agreement is canceled if the charges are not collected  
as provided for in Item No. 770 of Minimum Rate Tariff  
No. 2.

(1) Original Page 66-C Canceled by First Revised Page 60.

# Addition, Decision No. 54617

EFFECTIVE APRIL 15, 1957

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

Correction No. 705

Item No.	SECTION NO. 3-A - MONTHLY VEHICLE UNIT RATES, RULES AND REGULATIONS
#770	<p style="text-align: center;">COLLECTION OF CHARGES</p> <p>(a) Within 7 calendar days after the end of the monthly period as set forth in the written agreement, the carrier shall present a bill to the shipper which shall set forth:</p> <ol style="list-style-type: none"> <li>(1) The monthly transaction period.</li> <li>(2) Identification of equipment.</li> <li>(3) Base monthly rate.</li> <li>(4) Maximum mileage as provided in written agreement.</li> <li>(5) Mileage in excess of maximum.</li> <li>(6) Rate for excess mileage and the charges due, if any.</li> <li>(7) Number of hours in excess of 8 hours per day.</li> <li>(8) Charge due, if any, for operation in excess of 8 hours per day.</li> </ol> <p>The form of document in Item No. 913 will be suitable and proper.</p> <p>(b) Within 20 days after the completion of the monthly transaction period, the shipper shall remit and the carrier shall collect the charges, or, in the event shipper does not agree with the charges so determined, he shall within the aforementioned 20-day period notify the carrier of the exceptions taken to the charges.</p>
#775	<p style="text-align: center;">EQUIPMENT LIST</p> <p>(a) A list of carrier's equipment, as defined in Item No. 10, used in the transportation under rates in Items Nos. 785 and 790, shall be compiled by each carrier. Each unit of carrier's equipment shall be identified by number or other means and the list shall show the normal carrying capacity thereof.</p> <p>(b) The normal carrying capacity of each vehicle unit shall be determined by the carrier based upon that amount of property in pounds, which physically can be loaded therein and safely transported under normal conditions.</p> <p>(c) The equipment list shall be filed in duplicate with the Commission and an exact copy thereof shall be kept open for public inspection by the carrier. When, subsequent to the filing of the list, equipment is placed in or withdrawn from service, or its carrying capacity is changed by alteration of the equipment, the carrier shall amend its equipment list to show the change and the date it is made. An amendment to the equipment list shall be filed with the Commission not later than ten days subsequent to the date of change.</p> <p>(d) Each shipping document issued in connection with transportation under Items Nos. 785 and 790 shall, in addition to other requirements, identify the equipment used and show the carrying capacity of each vehicle employed.</p>
	<p>(1) Original Page 66-D canceled by First Revised Page 61. # Addition, Decision No. 54617</p>
	<p>EFFECTIVE      APRIL 15, 1957</p>
	<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 706</p>

(1) First Revised Page .... 66-E

MINIMUM RATE TARIFF NO. 2

Item No.	SECTION NO. 3-A - MONTHLY VEHICLE UNIT RATES, RULES AND REGULATIONS																																													
#780	<p style="text-align: center;">RATE BASES</p> <p>Rate Basis "A" includes the Counties of Lake, Marin, Mendocino, San Francisco, San Mateo and Sonoma.</p> <p>Rate Basis "B" includes the Counties of Alameda, Contra Costa, Monterey, Napa, San Benito, Santa Clara, Santa Cruz and Solano.</p> <p>Rate Basis "C" includes all of the other counties in the State not named in Rate Bases "A" or "B".</p>																																													
#785	<p style="text-align: center;">MONTHLY VEHICLE UNIT RATES (Exclusive of Saturdays, Sundays and Holidays)</p> <p>Rates per month in dollars per unit of carrier's equipment (Subject to Note 1).</p> <table border="1" data-bbox="338 1025 1501 1525"> <thead> <tr> <th data-bbox="338 1025 1077 1096" rowspan="2">Capacity of Carrier's Equipment in Pounds</th> <th colspan="3" data-bbox="1077 1025 1501 1062">Rate Basis(1)</th> </tr> <tr> <th data-bbox="1077 1062 1226 1096">A</th> <th data-bbox="1226 1062 1351 1096">B</th> <th data-bbox="1351 1062 1501 1096">C</th> </tr> </thead> <tbody> <tr> <td data-bbox="338 1096 1077 1156">2,500 or less</td> <td data-bbox="1077 1096 1226 1156">675</td> <td data-bbox="1226 1096 1351 1156"></td> <td data-bbox="1351 1096 1501 1156">678</td> </tr> <tr> <td data-bbox="338 1156 1077 1197">Over 2,500 but not over 4,500</td> <td data-bbox="1077 1156 1226 1197">750</td> <td data-bbox="1226 1156 1351 1197"></td> <td data-bbox="1351 1156 1501 1197">701</td> </tr> <tr> <td data-bbox="338 1197 1077 1239">Over 4,500 but not over 8,000</td> <td data-bbox="1077 1197 1226 1239"></td> <td data-bbox="1226 1197 1351 1239"></td> <td data-bbox="1351 1197 1501 1239">728</td> </tr> <tr> <td data-bbox="338 1239 1077 1281">Over 8,000 but not over 12,000</td> <td data-bbox="1077 1239 1226 1281">785</td> <td data-bbox="1226 1239 1351 1281"></td> <td data-bbox="1351 1239 1501 1281"></td> </tr> <tr> <td data-bbox="338 1281 1077 1322">Not over 10,500</td> <td data-bbox="1077 1281 1226 1322"></td> <td data-bbox="1226 1281 1351 1322">730</td> <td data-bbox="1351 1281 1501 1322"></td> </tr> <tr> <td data-bbox="338 1322 1077 1364">Over 10,500 but not over 20,000</td> <td data-bbox="1077 1322 1226 1364">885</td> <td data-bbox="1226 1322 1351 1364">850</td> <td data-bbox="1351 1322 1501 1364"></td> </tr> <tr> <td data-bbox="338 1364 1077 1406">Over 20,000 but not over 30,000</td> <td data-bbox="1077 1364 1226 1406"></td> <td data-bbox="1226 1364 1351 1406"></td> <td data-bbox="1351 1364 1501 1406">865</td> </tr> <tr> <td data-bbox="338 1406 1077 1447">Over 20,000</td> <td data-bbox="1077 1406 1226 1447">925(2)</td> <td data-bbox="1226 1406 1351 1447">970</td> <td data-bbox="1351 1406 1501 1447">923</td> </tr> <tr> <td data-bbox="338 1447 1077 1489">Over 30,000</td> <td data-bbox="1077 1447 1226 1489"></td> <td data-bbox="1226 1447 1351 1489"></td> <td data-bbox="1351 1447 1501 1489">1085</td> </tr> </tbody> </table> <p>(1) See Item No. 780. (2) Maximum mileage is 672 miles per month.</p> <p>NOTE 1.—Except as otherwise provided, the rates apply for a maximum mileage of 1050 miles and are limited to 8 hours out of each 9 consecutive hours per day. For operations in excess of these limitations add rates provided in Item No. 795.</p>			Capacity of Carrier's Equipment in Pounds	Rate Basis(1)			A	B	C	2,500 or less	675		678	Over 2,500 but not over 4,500	750		701	Over 4,500 but not over 8,000			728	Over 8,000 but not over 12,000	785			Not over 10,500		730		Over 10,500 but not over 20,000	885	850		Over 20,000 but not over 30,000			865	Over 20,000	925(2)	970	923	Over 30,000			1085
Capacity of Carrier's Equipment in Pounds	Rate Basis(1)																																													
	A	B	C																																											
2,500 or less	675		678																																											
Over 2,500 but not over 4,500	750		701																																											
Over 4,500 but not over 8,000			728																																											
Over 8,000 but not over 12,000	785																																													
Not over 10,500		730																																												
Over 10,500 but not over 20,000	885	850																																												
Over 20,000 but not over 30,000			865																																											
Over 20,000	925(2)	970	923																																											
Over 30,000			1085																																											
(1) Original Page 66-E canceled by First Revised Page 62.																																														
# Addition, Decision No. 54617																																														
EFFECTIVE APRIL 15, 1957																																														
Issued by the Public Utilities Commission of the State of California, San Francisco, California.																																														
Correction No. 707																																														

Item No.	SECTION NO. 3-A - MONTHLY VEHICLE UNIT RATES, RULES AND REGULATIONS				
#790	MONTHLY VEHICLE UNIT RATES (Including Saturdays, Sundays and Holidays)  Rates per month in dollars per unit of carrier's equipment (Subject to Note 1).				
	Capacity of Carrier's Equipment in Pounds		Rate Basis(1)		
			A	B	C
	2,500 or less		900		797
	Over 2,500 but not over 4,500		990		822
	Over 4,500 but not over 8,000				853
	Over 4,500 but not over 10,500		1035		
	Over 8,000 but not over 12,000				869
	Not over 10,500			900	
	Over 10,500 but not over 20,000		1150	1050	
Over 12,000 but not over 20,000				991	
Over 20,000 but not over 30,000				1056	
Over 20,000		1200(2)	1170		
Over 30,000				1227	
<p>(1) See Item No. 780.                      (2) Maximum mileage is 800 miles per month.</p> <p>NOTE 1. Except as otherwise provided, the rates apply for a maximum mileage of 1250 miles and are limited to 8 hours out of each 9 consecutive hours per day. For operations in excess of these limitations add rates provided in Item No. 795.</p>					
RATES FOR EXCESSIVE MILEAGE AND EXCESSIVE HOURS					
#795	Capacity of Carrier's Equipment in Pounds		Excessive Mileage(1) Rate Basis(3)		Excessive Hours(2) Rate Basis(3)
			A	B	All
	2,500 or less		12	9	462
	Over 2,500 but not over 4,500		13	10	462
	Over 4,500 but not over 8,000			11	462
	Over 4,500 but not over 10,500		16		462
	Over 8,000 but not over 12,000			11½	462
	Not over 10,500			16	462
	Over 10,500 but not over 20,000		20	21	462
	Over 12,000 but not over 20,000			12	462
Over 20,000 but not over 30,000			14	477	
Over 20,000		25	28	477	
Over 30,000			18	482	
<p>(1) Rates in cents per mile to be added to rates provided in Items Nos. 785 and 790.                      (2) Rates in cents per hour to be added to rates provided in Items Nos. 785 and 790.                      (3) See Item No. 780.</p>					

(1) First Revised Page 66-F canceled by Sixth Revised Page 47.

# Addition, Decision No. 54617

EFFECTIVE APRIL 15, 1957

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 708

SECTION NO. 5 - FORMS OF DOCUMENTS

Item No. 912-A Cancels 912

ACCESSORIAL SERVICE DOCUMENT

Date \_\_\_\_\_ Bill No. \_\_\_\_\_

Name of Carrier \_\_\_\_\_ Permit No. \_\_\_\_\_  
 (Name of carrier must be same as shown on permit)

Debtor \_\_\_\_\_  
 (Name of shipper, consignor or receiver against whom bill is rendered)

Address \_\_\_\_\_

Kind of Service Rendered \_\_\_\_\_  
 (State kind of delay or kind of work performed)

Reference to Shipping Document:

Date of Shipping Document \_\_\_\_\_ Shipping Document No. \_\_\_\_\_

Shipper \_\_\_\_\_ Consignee \_\_\_\_\_

Shipper's Address \_\_\_\_\_ Consignee's Address \_\_\_\_\_

Description of Equipment \_\_\_\_\_  
 (List each motor truck, trailer and semi-trailer)

Explanation of Accessorial Charges:

Equipment Time Data:	Day - Hour - Minute	AM	Day - Hour - Minute	AM
Equipment Ordered For				
Constructive Placement From			To	
Actual Placement From			To	
Equipment Not Inactivated From			To	
Unloading Time From			To	

Bases of Charges

Number of Service Men	Type of Equipment	Elapsed Time	Deductions	Time for Computation of Charges	Weight for Computation of Charges	Rate	Charges

If helper or helpers employed, state reasons therefor: \_\_\_\_\_

Certification of Data:

Shipper or Receiver \_\_\_\_\_ Carrier \_\_\_\_\_

By \_\_\_\_\_ By \_\_\_\_\_

\*\*\*

\*\*\* End of tariff eliminated, Decision No. 54617

EFFECTIVE APRIL 15, 1957

Issued by the Public Utilities Commission of the State of California,  
 San Francisco, California.  
 Correction No. 709

SECTION NO. 5-FORMS OF DOCUMENTS				
#Item No. 913				
FREIGHT BILL FOR TRANSPORTATION OF PROPERTY AT MONTHLY VEHICLE UNIT RATES				
Name of Carrier _____			Bill No. _____	
(Name of Carrier must be same as shown on Permit)			Permit No. _____	
NAME OF SHIPPER _____				
STREET ADDRESS _____				
CITY _____				
Period equipment unit is engaged and identifi- cation of equipment:(1)	Date Started	Date Completed	Base Rate	Charges
Miles Operated _____	Excess Mileage _____			
Maximum Miles _____	Rate per Mile _____			
Number of Excessive Hours _____	Rate per Hour _____			
Number of Hours for Helpers _____	Rate per Hour _____			
			Other Charges (2)	
			Total to Collect	
Certification of Data:				
Shipper _____		Carrier _____		
By _____		By _____		
END OF TARIFF				
(1) Show in terms of the governing tariff provisions the period of time for which the equipment is engaged.				
(2) Show each charge separately and what it represents.				
# Addition, Decision No. 54617				
EFFECTIVE APRIL 15, 1957				
Issued by the Public Utilities Commission of the State of California San Francisco, California				
Correction No. 710				