

ORIGINAL

Decision No. 56379

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the investigation into the)
 rates, rules, regulations, charges, allow-)
 ances and practices of all common carriers,)
 highway carriers and city carriers relating)
 to the transportation of property within) Case No. 5439
 San Diego County (including transportation)
 for which rates are provided in Minimum)
 Rate Tariff No. 9-A).)

SUPPLEMENTAL OPINION AND ORDER

Equipment unit rates in Minimum Rate Tariff No. 9-A do not specify clearly whether bridge and ferry tolls are included in such rates. It was not intended to, nor does the background data underlying these rates, include compensation for these tolls. The application of these rates should be clarified in this respect.

Therefore, good cause appearing,

IT IS ORDERED:

(1) That Minimum Rate Tariff No. 9-A (Appendix "B" of Decision No. 55256, as amended) be and it is further amended by incorporating therein to become effective April 28, 1958, First Revised Page 30 and First Revised Page 31, which revised pages are attached hereto and by this reference made a part hereof.

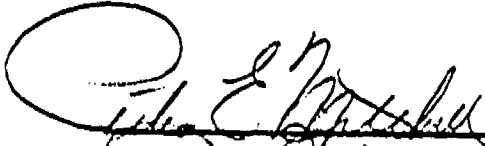
(2) That tariff publications required to be made by common carriers as a result of the order herein may be made effective not earlier than the effective date hereof on not less than five days' notice to the Commission and to the public, and that such tariff publications shall be made effective not later than April 28, 1958.

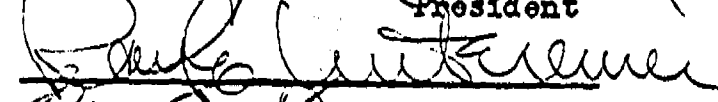
(3) That common carriers be and they are authorized to depart from the provisions of Article 12, Section 21, of the Constitution of the State of California, and Section 460 of the Public Utilities Code, and from the provisions of General Order No. 80 to the extent necessary to carry out the effect of the order herein.


(4) That in all other respects said Decision No. 55256, as amended, shall remain in full force and effect.

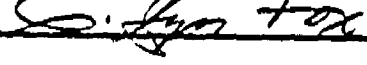
The effective date of this order shall be 20 days after the date hereof.

Dated at San Francisco, California, this 17th day of March, 1958.



President






Commissioners

SECTION NO. 3 - EQUIPMENT RATES, RULES AND REGULATIONS (Continued)			Item No.
FREIGHT, regardless of classification, subject to Note 1:			
Weight in Pounds (See Item 410 (b))	(1)(2) Rates in Cents Per Hour		
	Column 1	Column 2	Column 3
Less than 12,000 -----	505	570	715
12,000 but not over 20,000 --	555	620	765
Over 20,000 -----	635	700	840
<p>(1) Minimum Charge - The charge for one hour.</p> <p>#(2) Rates do not include bridge or ferry tolls. Such tolls, when incurred by the carrier, shall be added to the transportation charges. ✓</p> <p>Column 1 - Rates per unit of equipment with driver, except for time equipment is operated in excess of 8 hours out of 9 consecutive hours, and except when operated on Sundays or holidays.</p> <p>Column 2 - Rates per unit of equipment with driver for time equipment is operated in excess of 8 hours out of 9 consecutive hours, except on Sundays or holidays.</p> <p>Column 3 - Rates per unit of equipment with driver when equipment is operated on Sundays or holidays.</p> <p><u>NOTE 1.</u>-(a) Subject to paragraph (b) below, rates in this item apply from the time the truck and driver report for service pursuant to the shipper's order to the time of completion of the last trip under such order. <u>Exception</u> - If the single transaction covers a period in excess of one day, time consumed in driving from last point of destination to the carrier's terminal at the close of one day's business, and from the carrier's terminal to the point of origin at the beginning of the next day's business will not be included in computing the chargeable time.</p> <p>(b) In computing time for trailer shuttle service no time shall be charged for the movement of truck tractors without load or for trailers or semitrailers without power unit except when such trailers are being loaded or unloaded.</p> <p>(c) In computing time under the basis outlined in paragraphs (a) and (b) hereof the various time factors shall be not less than the actual time involved in minutes. After the total time has been determined under the provisions of paragraph (a) hereof, it shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the following table:</p> <p style="padding-left: 40px;">Less than 8 minutes --- omit.</p> <p style="padding-left: 40px;">8 minutes or more but less than 23 minutes shall be 1/4 hour.</p> <p style="padding-left: 40px;">23 minutes or more but less than 38 minutes shall be 1/2 hour.</p> <p style="padding-left: 40px;">38 minutes or more but less than 53 minutes shall be 3/4 hour.</p> <p style="padding-left: 40px;">53 minutes or more shall be 1 hour.</p>			
* Change } # Addition }			*420-4 Cancels 420
Decision No. 56379			
EFFECTIVE APRIL 28, 1958			
Issued by the Public Utilities Commission of the State of California, San Francisco, California.			
Correction No. 7			

SECTION NO. 3 - EQUIPMENT RATES, RULES AND REGULATIONS (Continued)						Item No.
FREIGHT, regardless of classification:						
Weight in Pounds (See Item 410(b))	Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Less than 12,000 -----	178	214	746	869	462	11½
12,000 but not over 20,000 -----	203	243	865	991	462	12
20,000 but not over 30,000 -----	233	280	923	1056	477	14
Over 30,000 -----	260	300	1085	1227	482	18
<p>*Column 1 - Rates in dollars per unit of equipment with driver for a period of five successive days or any portion thereof, excluding Sundays and holidays, and limited to 8 hours out of each 9 consecutive hours. When equipment is operated in excess of 8 hours in each 9 consecutive hours, add rates provided in Column 5. When equipment is operated in excess of 250 miles during such period, add rates provided in Column 6. (See Note)</p> <p>*Column 2 - Rates in dollars per unit of equipment with driver for a period of six successive days or any portion thereof, excluding Sundays and holidays, and limited to 8 hours out of each 9 consecutive hours. When equipment is operated in excess of 8 hours in each 9 consecutive hours, add rates provided in Column 5. When equipment is operated in excess of 300 miles during such period, add rates provided in Column 6. (See Note)</p> <p>*Column 3 - Rates in dollars per unit of equipment with driver for a period of twenty-one successive days, or when the equipment is not operated on Saturdays, Sundays and holidays, for a period of twenty-one successive days exclusive of Saturdays, Sundays and holidays, or any portion of such periods, and limited to 8 hours out of each 9 consecutive hours. When equipment is operated in excess of 8 hours in each 9 consecutive hours, add rates provided in Column 5. When equipment is operated in excess of 1,050 miles during the period, add rates provided in Column 6. (See Note)</p> <p>*Column 4 - Rates in dollars per unit of equipment with driver for a period of twenty-five successive days or, when the equipment is not operated on Sundays and holidays, for a period of twenty-five successive days, exclusive of Sundays and holidays, or any portion of such periods. When equipment is operated in excess of 8 hours in each 9 consecutive hours, add rates provided in Column 5. When equipment is operated in excess of 1,250 miles during the period, add rates provided in Column 6. (See Note)</p> <p>*Column 5 - Rates in cents per hour to be added to the Column 1, 2, 3 and 4 rates when the unit of equipment is operated in excess of the maximum hours allowed thereunder. (See Note)</p> <p>*Column 6 - Rates in cents per mile to be added to the Column 1, 2, 3 and 4 rates when the unit of equipment is operated in excess of the maximum mileage allowed thereunder. (See Note)</p> <p>#NOTE.-Rates do not include bridge or ferry tolls. Such tolls, when incurred by the carrier, shall be added to the transportation charges.</p> <p style="text-align: center;">END OF TARIFF</p>						
* Change # Addition						#430-A Cancels 430
Decision No. 56379						
EFFECTIVE APRIL 28, 1958						
Issued by the Public Utilities Commission of the State of California, San Francisco, California.						
Correction No. 8						