

ORIGINAL

Decision No. 57749

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 within San Diego County)
 (including transportation for which)
 rates are provided in Minimum Rate)
 Tariff No. 9-A).

Case No. 5439
 Petition No. 4

Arlo D. Poe, J. C. Kaspar and J. Quintrall,
 for California Trucking Associations, Inc.,
 petitioner.

Lester Parker, Arno W. Mueller, Don Glardon,
Roger L. Ramsey, Joe Araiza by Bernard R.
Derringer, W. Ross Starkey, Fred W. Bergen,
Jackson W. Kendall and Richard L. Smith,
 for various respondent carriers.

Mary E. Oprian, Ralph B. Harlan and
A. E. Norrbom, for various interested
 parties.

Grant L. Malquist and Leonard Diamond, for
 the Commission's staff.

O P I N I O N

By this petition, filed September 19, 1958, the California Trucking Associations, Inc., seeks increases in the rates and charges in Minimum Rate Tariff No. 9-A which apply for the transportation of general commodities by for-hire highway carriers in and about the City of San Diego. Petitioner alleges that the sought increases are necessary to compensate for increases in the carriers' costs of operation which have become effective since September 1, 1957, when said minimum rates and charges were established at their present level.

On October 14, 1958, after notice to persons and organizations deemed to be interested, public hearing on the petition was held before Examiner C. S. Abernathy at San Diego. Evidence was

presented by petitioner through its assistant director of research, by a representative of United Parcel Service, and by an engineer and by a rate expert of the Commission's staff. Representatives of shippers' organizations participated in the development of the record.

According to evidence presented by petitioner's witness, highway carriers serving the San Diego area entered into labor agreements on or about September 16, 1958, which provide for the payment of increased wages and related benefits for virtually all classes of employees. The wage agreements followed prolonged negotiations which culminated in strike action by various of the employees. The granting of the increases in wages and benefits increased the carriers' operating costs by amounts ranging from about 5 to 10 percent, depending upon the class of service involved.

Petitioner's witness and the representatives of the Commission's staff both submitted data to show how the effect of the cost increases was measured and the extent that adjustments should be made in the minimum rates to compensate therefor. Generally speaking, both followed the same procedure in arriving at these determinations: Applying present wage costs and an allowance for an increase in social security rates to the same underlying factors as those upon which the present rates were developed, they calculated present costs of the various classes of service.¹ Comparison of these data with the corresponding and former cost data disclosed the extent, percentagewise, that the total costs of the various types of carriers' service had been affected by the increases in wage costs and social security rates. With minor exceptions the sought rate increases correspond to the cost increases which were so developed.

¹ An allowance for an increase in fuel costs was also included in the calculations of the engineer. ✓

Granting of the petition, insofar as it involves parcel rates contained in Item No. 310 of the tariff, was supported by the representative of United Parcel Service. He pointed out that said rates were established to correspond to the rates which his company maintained in 1955, when hearings on the level of the rates in Minimum Rate Tariff No. 9-A were held, and that, furthermore, the rates are based on cost considerations that prevailed at that time. He said that subsequent cost increases have impelled his company to effect increases in its rates. The parcel rates which petitioner seeks are the same as those which United Parcel Service now maintains, with Commission approval.

Extensive discussion of the record in this matter is not necessary. The evidence is clear that highway carriers which are engaged in the transportation of general commodities in and about the City of San Diego have experienced substantial increases in their costs of operation since the present rates in Minimum Rate Tariff No. 9-A were established. It appears that these cost increases have not been materially offset by other factors affecting the carriers' costs of operation. The data which were developed by petitioner's witness and by the Commission engineer to show the extent of the cost increases differ in some respects. Generally speaking, however, the measurements of the cost increases which were developed by the engineer substantiate those of petitioner's witness.

With two exceptions it appears that the increased rates and charges which were proposed by petitioner's witness reasonably reflect the increases in operating costs. With respect to the increases which petitioner proposes be made in the charges for split-delivery services and in certain of the hourly vehicle rates, it appears that such increases are excessive.

The proposed charges for split-delivery service are the same as the charges which apply for said service under the provisions of Minimum Rate Tariff No. 2. As justification for its proposal in this respect, petitioner's witness pointed out that in September, 1957, when Minimum Rate Tariff No. 9-A became effective, the charges therein provided were the same as the corresponding charges in Minimum Rate Tariff No. 2. The latter charges since have been increased and exceed those in Minimum Rate Tariff No. 9-A by amounts ranging from 26 to 60 percent. As a matter of policy petitioner would have the split-delivery charges in Minimum Rate Tariff No. 9-A restored to, and maintained at, the same level as those in Minimum Rate Tariff No. 2. However, it does not necessarily follow from adjustments in the charges in Minimum Rate Tariff No. 2 that corresponding adjustments should be made in the rates in Minimum Rate Tariff No. 9-A. The two tariffs are based on different transportation conditions. Minimum Rate Tariff No. 2 is a tariff of statewide application. By its nature it is not designed to reflect specifically the local transportation conditions upon which Minimum Rate Tariff No. 9-A was developed. Because of the inherent differences between the tariffs a uniformity of charges between the tariffs may be reasonably maintained, with minor exceptions, only when it appears that substantially similar transportation conditions underlie the services involved. The record herein does not show such a similarity now exists between the split-delivery services performed under Minimum Rate Tariffs Nos. 2 and 9-A respectively. On the showing here under consideration, it appears that instead of the increases of 26 to 60 percent sought by petitioner an increase of 8 percent in the charges for split-delivery service would be sufficient to restore said charges to a level conforming to the increases in operating costs

which the carriers have experienced. The differences between such an increase and the increases that would be made were petitioner's proposals adopted are so great that adoption of the proposals for the principal purposes of uniformity would not be reasonable nor justified. Furthermore, it may be pointed out that increases which are sought in the split-delivery charges are substantially in excess of those specified in the petition. Appropriate notice thereof was not provided interested shippers. For these reasons it appears that the sought increases go beyond the scope of the present phase of this proceeding. To the extent that the proposals involve increases in the split-delivery charges of more than approximately 8 percent, the petition should be denied.

With respect to the increases which petitioner seeks in the hourly vehicle rates, the record is clear that the purpose of the sought increases is the same as that underlying other of the sought rate adjustments, namely, to compensate for the increases in the carriers' operating costs referred to heretofore. However, it appears that although the cost increases have been measured reasonably, various errors have been made in translating the increased costs into rates, with the result that the rates which are proposed are excessive in some instances. In other instances adoption of the proposed rates would result in unjustified reductions. The adjustments in the hourly rates which are hereinafter prescribed will be such as to give appropriate effect to the cost increases, consistent with the maintenance of said rates on a just and reasonable level.

Petitioner asks that in connection with establishment of the increased rates common carriers subject to said rates be authorized to depart from the long-and-short-haul prohibitions of Section 460 of the Public Utilities Code and of Section 21 of Article XII of the State Constitution to the extent necessary to carry out the

effect of the order in this matter. In response to this request outstanding authorizations will be modified to this extent.

Upon careful consideration of all of the facts and circumstances of record, it is found and concluded that except as otherwise indicated hereinabove the sought increases in the minimum rates and charges in Minimum Rate Tariff No. 9-A have been shown to be justified. It is further found and concluded that the revisions in the minimum rates, rules and regulations in Minimum Rate Tariff No. 9-A which are hereinafter prescribed will result in just, reasonable and nondiscriminatory minimum rates for transportation governed by said tariff.

O R D E R

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

IT IS HEREBY 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 January 16, 1959, the revised pages attached hereto and listed in Appendix "A" also attached hereto, which pages and appendix, by this reference, are 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 January 16, 1959.
3. That common carriers, in establishing and maintaining the rates and charges provided by this order, be and they are authorized to depart from the provisions of Article XII, Section 21, of the

Constitution of the State of California, and of Section 460 of the Public Utilities Code, to the extent necessary to adjust long-and-short-haul departures now maintained under outstanding authorizations; that such outstanding authorizations be and they are hereby modified only to the extent necessary to comply with this order; and that common carriers, in publishing rates under the authority conferred in this ordering paragraph, shall make reference in their schedules to the prior orders authorizing the long-and-short-haul departures and to this order.

4. That in all other respects the aforesaid Decision No. 55256, as amended, shall remain in full force and effect.

5. That, except as otherwise provided by this order, Petition No. 4 in this proceeding be and it hereby is denied.

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

Dated at San Francisco, California, this 16th day of December, 1958.

E. J. Fox
President
Paul J. ...
...
Herbert J. ...
Commissioners

Commissioner Roger E. Mitchell, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX "A" TO DECISION NO. 57749

Revised Pages to Minimum Rate Tariff
No. 9-A Authorized by Said Decision

First Revised Page 14

Second Revised Page 16

First Revised Page 18

Second Revised Page 20

Second Revised Page 24

First Revised Page 25

First Revised Page 27

Second Revised Page 30

Third Revised Page 31

(End of Appendix "A")

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.												
<p style="text-align: center;">ACCESSORIAL SERVICE</p> <p>When carrier performs any accessorial or incidental service which is not authorized to be performed under rates named in this tariff, and for which a charge is not otherwise provided, additional charges shall be assessed as provided in Item No. 90. The charge therein provided for unit of equipment shall apply whenever the accessorial or incidental service requires its use, or whenever the unit of equipment is inactivated by reason of its driver or helper being engaged in such service.</p>	70												
<p style="text-align: center;">DELAYS TO EQUIPMENT</p> <p>When consignor or consignee is responsible for delay to carrier's equipment at or in vicinity of either point of loading or point of unloading in excess of 30 minutes (exclusive of time actually involved in loading or unloading) additional charges for delay time in excess of 30 minutes shall be assessed as provided in Item No. 90.</p>	80												
<p style="text-align: center;">CHARGES FOR ACCESSORIAL SERVICES OR DELAYS</p> <p>For accessorial services or delays under the conditions specified in Items Nos. 70 and 80, charges shall be assessed for each period or fraction thereof, as follows:</p> <table border="0" style="width: 100%; margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th colspan="2" style="text-align: center;">Charges in Cents</th> </tr> <tr> <th></th> <th style="text-align: center;">For First 30 Minutes</th> <th style="text-align: center;">For Each Additional 15 Minutes</th> </tr> </thead> <tbody> <tr> <td>(a) For driver, helper or other employee, per man</td> <td style="text-align: center;">\$220</td> <td style="text-align: center;">\$110</td> </tr> <tr> <td>(b) For unit of equipment</td> <td style="text-align: center;">30</td> <td style="text-align: center;">15</td> </tr> </tbody> </table>		Charges in Cents			For First 30 Minutes	For Each Additional 15 Minutes	(a) For driver, helper or other employee, per man	\$220	\$110	(b) For unit of equipment	30	15	*90-A Cancels 90
	Charges in Cents												
	For First 30 Minutes	For Each Additional 15 Minutes											
(a) For driver, helper or other employee, per man	\$220	\$110											
(b) For unit of equipment	30	15											
<p style="text-align: center;">APPLICATION OF CLASSIFICATION</p> <p>(a) Except as otherwise provided, this tariff is governed by the Current Classification, as defined in Item No. 10.</p> <p>(b) Where the ratings, rules and regulations or other provisions or conditions provided in the Current Classification are in conflict with those provided in this tariff, the provisions of this tariff will apply.</p>	100												
<p>*Change } .Increase } Decision No. 57749</p>													
<p>EFFECTIVE JANUARY <u>16</u>, 1959</p>													
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 20</p>													

SECTION NO. 1 - RULES AND REGULATIONS (Continued)

Item
No.

SPLIT DELIVERY

The rate for transportation of a split delivery shipment shall be the rate applicable for the rate base determined as follows:

- (a) When point of origin and all points of destination are within a single zone, apply rate for rate base B, subject to Notes 1, 2, and 3;
- (b) When point of origin and all points of destination are within the area encompassed by two adjoining zones, apply rate for rate base C, subject to Notes 1, 2, and 3 (Zone 5 does not adjoin any other zone for the purposes of this rule);
- (c) For all other shipments, apply rates for rate base E, subject to Notes 1, 2, and 3.

NOTE 1.-For each split delivery shipment a single bill of lading or shipping order shall be issued. It shall describe the kind and quantity of property for the entire shipment, and bear the date such property is physically accepted by the carrier. At the time of or prior to the tender of the shipment the carrier shall be furnished with written instructions showing the name of each consignee, the point or points of destination, and a description of the kind and quantity of property in each component part of the split delivery shipment.

NOTE 2.- If shipping instructions do not conform with the requirements of Note 1 hereof, each component part of the split delivery shipment shall be rated as a separate shipment under other provisions of this tariff.

NOTE 3.- In addition to the rate for transportation, the following additional charges shall be assessed for split delivery service:

NOTE 4.-Rates provided in this tariff do not apply to transportation of split delivery shipments unless point of origin and all points of destination are within the San Diego Drayage Area.

Weight of Component Part (Pounds)		♦ Split Delivery Charge for Each Component Part in Cents
Over	But not Over	
0	500	110
500	1000	140
1000	2000	195
2000	4000	270
4000	10000	320
10000		375

*Change }
 ♦Increase } Decision No. **57749**

EFFECTIVE JANUARY 16, 1959

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

Correction No. 12

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">POOL SHIPMENT</p> <p>(a) For the service of unloading, segregating, or unloading and segregating a pool shipment tendered to the carrier, the following shall be assessed in addition to transportation rates. (See Notes 1 and 2.)</p> <p style="padding-left: 40px;">Class 100 commodities -- of $5\frac{1}{2}$ cents per 100 pounds</p> <p>(b) When a rail shipment is unloaded and segregated at and delivery is made from carrier's established depot, said depot will be considered as being located within Zone 1 for the purpose of assessing transportation charges under this tariff, and transportation rates shall be applied from Zone 1 as point of origin.</p> <p>NOTE 1.-The rates provided in this item shall apply to shipments delivered at all points within the San Diego Drayage Area, including the point of distribution.</p> <p>NOTE 2.-No additional charge shall be made under this item on shipments weighing 20,000 pounds or more, or on shipments for which charges are based on a minimum weight of 20,000 pounds, when the carrier performing the distribution service receives a transportation charge on such shipment from the distribution point.</p>	<p>*160-A Cancels 160</p>
<p>* Change o Increase) Decision No. 57749</p>	
<p>EFFECTIVE JANUARY 16, 1959</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 13</p>	

SECTION NO. 1 - RULES AND REGULATIONS (Continued)

Item
No.

ALTERNATIVE APPLICATION OF COMMON CARRIER RATES

Common carrier rates (including common carrier rail-road switching 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 between the same points of origin and destination and for the same accessorial services than results from the application of the rates herein provided. When the common carrier rate used does not include accessorial services performed by the carrier the following charges for such accessorial services shall be added: (See Note)

- (a) For loading onto carrier's equipment, the charges provided in paragraph (d).
- (b) For unloading from carrier's equipment, the charges provided in paragraph (d).
- (c) For other accessorial services for which charges are provided in this tariff, the additional charge or charges so provided.
- (d) Class 100 Commodities -- 4 cents per 100 pounds.

NOTE:--In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.

*180-B
Cancels
180-A

* Change)
o Increase) Decision No. 57749

EFFECTIVE JANUARY 16, 1959

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

Correction No. 14

SECTION NO. 2 - RATE BASES, RATES AND CHARGES							Item No.																																										
<p>PARCEL RATES</p> <p>FREIGHT, regardless of classification (Subject to Note 1),</p> <p>16 cents per package or piece, plus $2\frac{1}{2}$ cents for each pound or fraction thereof of its gross weight, subject to an additional service charge of \$2.00 per week.</p> <p>NOTE 1.--The consignor must elect in writing in advance to utilize the rate in this item for packages weighing 70 pounds or less tendered to the carrier during any calendar week.</p>							<p>*310-B Cancels 310-A</p>																																										
<p>MINIMUM CHARGES (In Cents per Shipment)</p> <p>FREIGHT, regardless of classification:</p> <p>Except as provided in Item No. 310, the minimum charge per shipment shall be as follows:</p>																																																	
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">POUNDS</th> <th colspan="5" style="text-align: center;">Rate Bases</th> </tr> <tr> <th style="text-align: center;">Over</th> <th style="text-align: center;">But not Over</th> <th style="text-align: center;">A</th> <th style="text-align: center;">B</th> <th style="text-align: center;">C</th> <th style="text-align: center;">D</th> <th style="text-align: center;">E</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">25</td> <td style="text-align: center;">135</td> <td style="text-align: center;">155</td> <td style="text-align: center;">175</td> <td style="text-align: center;">195</td> <td style="text-align: center;">215</td> </tr> <tr> <td style="text-align: center;">25</td> <td style="text-align: center;">50</td> <td style="text-align: center;">150</td> <td style="text-align: center;">170</td> <td style="text-align: center;">195</td> <td style="text-align: center;">215</td> <td style="text-align: center;">235</td> </tr> <tr> <td style="text-align: center;">50</td> <td style="text-align: center;">75</td> <td style="text-align: center;">180</td> <td style="text-align: center;">200</td> <td style="text-align: center;">220</td> <td style="text-align: center;">240</td> <td style="text-align: center;">260</td> </tr> <tr> <td style="text-align: center;">75</td> <td style="text-align: center;">100</td> <td style="text-align: center;">195</td> <td style="text-align: center;">215</td> <td style="text-align: center;">235</td> <td style="text-align: center;">260</td> <td style="text-align: center;">280</td> </tr> </tbody> </table>							POUNDS		Rate Bases					Over	But not Over	A	B	C	D	E	0	25	135	155	175	195	215	25	50	150	170	195	215	235	50	75	180	200	220	240	260	75	100	195	215	235	260	280	<p>320-B Cancels 320-A</p>
POUNDS		Rate Bases																																															
Over	But not Over	A	B	C	D	E																																											
0	25	135	155	175	195	215																																											
25	50	150	170	195	215	235																																											
50	75	180	200	220	240	260																																											
75	100	195	215	235	260	280																																											
<p>NOTE.--For shipments weighing over 100 pounds, minimum charges in Item No. 325 shall apply.</p>																																																	
<p>* Change. } ◊ Increase } Decision No. 57749</p>																																																	
<p>EFFECTIVE JANUARY 16, 1959</p>																																																	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>																																																	
<p>Correction No. 15</p>																																																	

SECTION NO. 2 - RATE BASES, RATES AND CHARGES

Item
No.

CLASS 100 MINIMUM CHARGES IN CENTS PER SHIPMENT
 (See Note 1)

P o u n d s		Rate Bases				
Over	But not Over	A	B	C	D	E
100	150	217	237	257	279	299
150	200	230	252	276	301	324
200	250	242	268	294	323	349
250	300	255	284	313	344	373
300	400	274	306	342	378	411
400	500	297	337	378	420	462
500	600	322	369	415	465	512
600	700	347	401	454	509	562
700	800	371	434	492	554	611
800	900	396	467	530	597	661
900	1000	420	500	570	640	710

325-A
Cancels
325

NOTE 1.-Shipments weighing more than 100 pounds but not over 1000 pounds, consisting of articles rated higher than Class 200, shall be subject to the charge established for Class 200.

CLASS 100 RATES IN CENTS PER 100 POUNDS
 Subject to Minimum Charges Named in Items Nos. 320 and 325

Minimum Weight (In Pounds)	Rate Bases				
	A	B	C	D	E
AQ	42	50	57	64	71
2,000	34	40	46	52	58
4,000	26	31	36	42	47
10,000	19	23	28	32	36
20,000	15	18	21	24	27
30,000	13	15	17	19	21

330-A
Cancels
330

Increase, Decision No. 57749

EFFECTIVE JANUARY 16, 1959

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

Correction No. 16

Cancels

SECTION NO. 3 - EQUIPMENT RATES, RULES AND REGULATIONS

Item No.

RULES AND REGULATIONS

(a) Rates named in this section are subject to Item No. 10, Definition of Technical Terms; Item No. 20, Application of Tariff; Items Nos. 30 through 38, Application of Tariff-Territorial; Items Nos. 50 and 60, Application of Tariff-Commodities; Item No. 170, Collect on Delivery (C.O.D.); and Item No. 190, Collection of Charges. They are not subject to the other rules and regulations provided in Section No. 1.

(b) Rates named in this section are subject to the following rules of the Current Classification: Item No. 130, Disposition of Fractions in Computing Rates; Item No. 160, Reference to Rules, Items, Notes and Pages; Items Nos. 190 and 195, Issuance of Shipping Document; Item No. 200, Quotation of Rates and Charges; and Items Nos. 210 and 215, Definition of Technical Terms. They are not subject to other rules of the Current Classification.

400-A
Cancels
400

(c) Rates named in this section apply only when the property is transported by one carrier for one shipper.

(d) Prior to the transportation of the property, the shipper must enter into a written agreement with the carrier to ship at rates no lower than those provided in this section, stating specifically the class of service desired. (See Item No. 415.) Except as herein provided, no single agreement shall cover shipments transported over a period in excess of 31 days. EXCEPTION 1.: The agreement will not be necessary for transportation of overweight and/or oversize shipments for which a special permit has been issued pursuant to the provisions of Section No. 710 of the Vehicle Code, State of California, and attached to or identified on the shipping document. EXCEPTION 2.: An agreement covering transportation performed subject to the rates provided in Columns 3 or 4 of Item No. 430 may be made for a period in excess of 31 days.

(e) Rates named in Items Nos. 420 and 430 are subject to an additional charge at the rate of \$3.90 per man, per hour, minimum charge one-half hour, when carrier furnishes help in addition to the driver. The time for computing the additional charge shall be not less than the actual time in minutes the helper or helpers are engaged in performing the services. The total time so computed shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the table provided in Note 1(c), Item No. 420.

(Continued in Item No. 405)

*Change)
Increase)

Decision No. 57749

EFFECTIVE JANUARY 16, 1959

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

Correction No. 17

SECTION NO. 3 - EQUIPMENT RATES, RULES AND REGULATIONS (Continued)	Item No.																				
<p>FREIGHT, regardless of classification, subject to Note 1:</p>																					
<table border="0"> <thead> <tr> <th data-bbox="324 429 606 507">Weight in Pounds (See Item 410 (b))</th> <th colspan="3" data-bbox="819 429 1289 468">(1)(2) Rates in Cents Per Hour</th> </tr> <tr> <td></td> <th data-bbox="828 468 965 507">Column 1</th> <th data-bbox="999 468 1135 507">Column 2</th> <th data-bbox="1169 468 1306 507">Column 3</th> </tr> </thead> <tbody> <tr> <td data-bbox="273 533 742 572">Less than 12,000 _____</td> <td data-bbox="862 533 913 572">545</td> <td data-bbox="1033 533 1084 572">615</td> <td data-bbox="1204 533 1255 572">765</td> </tr> <tr> <td data-bbox="273 572 742 611">12,000 but not over 20,000 --</td> <td data-bbox="862 572 913 611">600</td> <td data-bbox="1033 572 1084 611">665</td> <td data-bbox="1204 572 1255 611">820</td> </tr> <tr> <td data-bbox="273 611 742 651">Over 20,000 _____</td> <td data-bbox="862 611 913 651">680</td> <td data-bbox="1033 611 1084 651">750</td> <td data-bbox="1204 611 1255 651">895</td> </tr> </tbody> </table>	Weight in Pounds (See Item 410 (b))	(1)(2) Rates in Cents Per Hour				Column 1	Column 2	Column 3	Less than 12,000 _____	545	615	765	12,000 but not over 20,000 --	600	665	820	Over 20,000 _____	680	750	895	
Weight in Pounds (See Item 410 (b))	(1)(2) Rates in Cents Per Hour																				
	Column 1	Column 2	Column 3																		
Less than 12,000 _____	545	615	765																		
12,000 but not over 20,000 --	600	665	820																		
Over 20,000 _____	680	750	895																		
<p>(1) Minimum Charge - The charge for one hour. (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>*420-B Cancel 420-A</p>																				
<p>NOTE 1.-(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>Less than 8 minutes — omit. 8 minutes or more but less than 23 minutes shall be 1/4 hour. 23 minutes or more but less than 38 minutes shall be 1/2 hour. 38 minutes or more but less than 53 minutes shall be 3/4 hour. 53 minutes or more shall be 1 hour.</p>																					
<p>* Change) ◊ Increase) Decision No. 57749</p>																					
<p>EFFECTIVE JANUARY 16, 1959</p>																					
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>																					
<p>Correction No. 18</p>																					

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 ^o 2	Column ^o 3	Column ^o 4	Column 5	Column 6
Less than 12,000 -----	192	230	803	926	503	11½
12,000 but not over 20,000 -----	227	260	924	1058	503	12
20,000 but not over 30,000 -----	248	298	984	1126	518	14
Over 30,000 -----	277	320	1157	1308	523	18

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 1)

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 1)

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 Notes 1 and 2)

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 Notes 1 and 2)

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 1)

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 1)

NOTE 1 - Rates do not include bridge or ferry tolls. Such tolls, when incurred by the carrier, shall be added to the transportation charges.

*430-C
Cancel
430-B

C. 5439 (Pet. 4)*

NOTE 2.-Transportation performed under the rates in Columns 3 and 4 may be combined with transportation performed under the monthly vehicle unit rates in Section 3-A of Minimum Rate Tariff No. 2 under the same written agreement. Such combined transportation shall be subject to the highest charge applicable under the provisions of either tariff.

END OF TARIFF

* Change)
◊ Increase) Decision No. 57749

EFFECTIVE JANUARY 16, 1959

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

Correction No. 19