

ORIGINALDecision No. 60238

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 (transportation for
 which rates are provided in Minimum
 Rate Tariff No. 9-A).

Case No. 5439
 (Petition for Modification
 No.9)

Arlo D. Poe, James Quintrall and J. C. Kaspar, for
 California Trucking Associations, Inc., petitioner.
Roger L. Ramsey, for United Parcel Service;
W. Ross Starkey and Rodney Ross Starkey, for
 Pacific Messenger Service; Don J. Glardon, for
 Harbor Transfer Company; A. E. Compher, for
 Pacific Transfer Van & Truck Company,
 respondents.
Milton Hallen, for San Diego Traffic Services,
 California Shippers Associates, Cough Industries,
 Marston Company, Walker-Scott and Germaine's
 Seeds, Inc., protestants.
Edgar J. Langhofer, for The San Diego Chamber of
 Commerce; and Fred W. Bergen, for San Diego
 Forwarding Company, interested parties.
Norman B. Haley and Grant Malquist, for the
 Commission staff.

O P I N I O N

By this petition, filed March 17, 1960, the California Trucking Associations, Inc., seeks increases in the rates and charges named in Minimum Rate Tariff No. 9-A applying on the transportation of general commodities by for-hire highway carriers in and about San Diego. According to the petition, the sought increases are to compensate for increased costs incurred since the last general adjustment of these minimum rates effective January 16, 1959, pursuant to Decision No. 57749, dated December 16, 1958.

Public hearing of the petition was held before Examiner William E. Turpen at San Diego on April 21, 1960. Evidence was

presented by petitioner's assistant director of research and by an engineer and a rate expert of the Commission's staff. Representatives of various shippers and carriers and of the San Diego Chamber of Commerce also participated in the development of the record.

Both petitioner's witness and the staff witnesses presented exhibits showing increases in costs since the last adjustment of the rates in 1958, and the extent of rate increases necessary to recover the increased costs. The increased costs reflect higher labor rates effective May 1, 1960. As in the 1958 adjustment, these exhibits were presented as supplements to the basic cost study prepared in 1955. Petitioner's study showed increases in costs for the various services named in Minimum Rate Tariff No. 9-A generally of from 3 to 4.5 percent over the costs shown in the previous cost revision. Petitioner then increased the tariff rates by these percentages to arrive at its proposals. The exhibits presented by the staff witnesses showed substantially the same results.

A traffic consultant, representing several shippers, protested the sought increases. He contended that the studies presented in evidence do not show a correct picture of the transportation costs and that complete new studies should be made. He also claimed that the classification governing the rates and the present zoning system cause rate inequalities. The method of supplementing previous cost studies, as done here by both the petitioner and the staff, has been used many times in minimum rate proceedings and found to be reasonably reliable. The matter of changes in the classification and zone boundaries is beyond the scope of this phase of the proceeding.

With three exceptions, discussed herein below, it appears that the increased rates and charges proposed by petitioner reasonably reflect the increases in operating costs.

Item No. 170 of the classification names charges for collecting and remitting C.O.D. bills. Petitioner proposes that these charges be increased to the same level as the charges named in Minimum Rate Tariff No. 2 for this service. The staff rate witness proposed that no change be made in these charges. The record does not show that the cost of performing this service has increased. The desire to maintain such charges on the same level as in other tariffs is not sufficient justification for increasing these charges. No change will be made in this item.

Item No. 180 of the tariff provides a charge of 4 cents per 100 pounds for accessorial services performed in connection with the use of common carrier rates. Petitioner proposes that this rate be increased to $4\frac{1}{2}$ cents. The staff rate witness proposes that it be increased to $4\frac{1}{2}$ cents. The staff proposal appears to be more consistent with the other rate increases than petitioner's proposal. The $4\frac{1}{2}$ -cent rate will be adopted.

Item No. 310 of the tariff names a rate for parcel deliveries of 16 cents per package plus $2\frac{1}{2}$ cents for each pound. Petitioner proposes that the $2\frac{1}{2}$ cent per pound rate be increased to 3 cents, while the staff recommends that it be increased to $2\frac{3}{4}$ cents. A witness for United Parcel Service supported petitioner's proposal. He explained that United Parcel Service publishes in its tariff and charges the rates as proposed here by petitioner. On the other hand, a representative of Pacific Messenger Service urged that no change be made in the present item. This witness stated that his company is the second largest parcel carrier in San Diego and that most of his parcel business is conducted under rates the same as those now in Item No. 310 except that the basic charge per package is a few cents higher than the minimum rate of 16 cents when

deliveries are made the same day as the pickup. He claimed that his company operates profitably under the present item and that a change in the per-pound rate would cause difficulties in adjusting his rates. It appears that the largest parcel carrier, United Parcel Service, is able to maintain a rate higher than the minimum rate and that the second largest parcel carrier is able to operate satisfactorily under the present minimum rates. Accordingly, it appears that no change should be made in this item at this time. This item also provides for an additional service charge of \$2.00 per week. The witness for United Parcel Service said that his company is instituting a service where shippers will tender packages at the carrier's terminal and he requested that the \$2.00 charge be made inapplicable for that type of service. However, no evidence in support of this proposal was offered. It will not be adopted. If United Parcel Service desires to establish such provisions in its tariff, it may seek appropriate authority to do so.

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 July 29, 1960, 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 July 29, 1960.

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. 9 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 6th
day of June, 1960.

Everett W. Leary
 President
 L. H. H. H.
 Theodore Jensen

Commissioners

Matthew J. Dooley
Commissioner S. C. Lyn Fox, being
necessarily absent, did not participate
in the disposition of this proceeding.

APPENDIX "A" TO DECISION NO. 60238

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

Second Revised Page 14

Fourth Revised Page 16

Third Revised Page 18

Fourth Revised Page 20

Fourth Revised Page 24

Third Revised Page 25

Third Revised Page 27

Third Revised Page 30

Fourth 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> <tr> <td></td><th colspan="2">Charges in Cents</th></tr> <tr> <td></td><th>For First 30 Minutes</th><th>For Each Additional 15 Minutes</th></tr> <tr> <td>(a) For driver, helper or other employee, per man</td><td>¢ 230</td><td>¢ 115</td></tr> <tr> <td>(b) For unit of equipment</td><td>30</td><td>15</td></tr> </table>			Charges in Cents			For First 30 Minutes	For Each Additional 15 Minutes	(a) For driver, helper or other employee, per man	¢ 230	¢ 115	(b) For unit of equipment	30	15	*90-R Can- cels 90-A
	Charges in Cents													
	For First 30 Minutes	For Each Additional 15 Minutes												
(a) For driver, helper or other employee, per man	¢ 230	¢ 115												
(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. 60238</p>														
EFFECTIVE JULY 29, 1960														
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 46</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, except Zone 11, for the purposes of this rule);		
(c) For all other shipments, apply rates for rate base F, 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. When shipping instructions do conform with the requirements of Note 1 hereof, component parts of split delivery shipments shall not be treated as separate shipments.		
NOTE 3.-In addition to the rate for transportation, the following additional charges shall be assessed for split delivery service:		
Weight of Component Part (Pounds)	Split Delivery Charge for Each Component Part in Cents	
Over	But not Over	
0	500	115
500	1000	145
1000	2000	205
2000	4000	280
4000	10000	330
10000		385

*130-D
Cancels
130-C

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. When point of origin or one or more points of destination are located outside of the San Diego Drayage Area rates in Minimum Rate Tariff No. 2 shall apply.

*Change)
Increase)

Decision No. 60238

EFFECTIVE JULY 29, 1960

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

Correction No. 49

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">POOL LOT</p> <p>For the service of segregating, or unloading and segregating a pool lot, the following shall be assessed for each shipment destined to points in the San Diego Drayage Area, in addition to transportation rates:</p> <p>(1) Class 100 commodities - \$16 cents per 100 pounds.</p> <p>(2) Shipments consisting of articles rated higher than Class 200 shall be subject to the rate established for Class 200.</p> <p>NOTE 1.--No additional charge shall be made under this item on shipments weighing 20,000 pounds or more, or on shipments for which transportation 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>NOTE 2.--See Item No. 110 for mixed shipments.</p> <p>NOTE 3.--When a pool lot is 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 4.--Rates named in this item alternate with rates for the same services contained in tariffs filed with the Commission pursuant to the provisions of the Public Utilities Act, and in effect on the date the services are provided.</p>	<p>*160-C Cancels 160-B</p>
<p>*Change) Increase) Decision No. 60238</p>	
EFFECTIVE JULY 29, 1960	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 5C</p>	

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p align="center">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Common carrier rates (including common carrier railroad 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 Notes 1 and 2)</p> <p>(a) For loading onto carrier's equipment, the charges provided in paragraph (d).</p> <p>(b) For unloading from carrier's equipment, the charges provided in paragraph (d).</p> <p>(c) For other accessorial services for which charges are provided in this tariff, the additional charge or charges so provided.</p> <p>(d) Class 100 Commodities -- $4\frac{1}{2}$ cents per 100 pounds.</p> <p>NOTE 1.--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.</p> <p>NOTE 2.--When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p>	<p>*180-D Cancels 180-C</p>
<p>* Change) ♦ Increase) Decision No. 60238</p>	
EFFECTIVE JULY 29, 1960	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 51</p>	

SECTION NO. 2 - RATE BASES, RATES AND CHARGES																	Item No.	
PARCEL RATES																	310-B Cancels 310-A	
FREIGHT, regardless of classification (Subject to Note 1), 16 cents per package or piece, plus 2½ cents for each pound or fraction thereof of its gross weight, subject to an additional service charge of \$2.00 per week.																		
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.																		
CHARGES IN CENTS PER SHIPMENT																	320-D Cancels 320-C	
Pounds		RATE BASES																
		A								B								
But Not Over		Classes								Classes								
Over	Over	100	150	200	250	300	400	500	600	100	150	200	250	300	400	500	600	
0	25	140	140	140	140	140	140	140	140	160	160	160	160	160	160	160	160	
25	50	155	155	155	155	155	155	155	155	175	175	175	175	175	175	175	175	
50	75	190	190	190	190	190	190	190	190	210	210	210	210	210	210	210	210	
75	100	205	205	205	205	205	205	205	231	225	225	225	225	225	225	228	273	
100	150	226	339	452	452	452	452	452	452	246	369	492	492	492	492	492	492	
150	200	239	359	478	478	478	478	478	478	262	393	524	524	524	524	524	546	
200	250	251	377	502	502	502	502	502	594	279	419	558	558	558	558	585	702	
250	300	266	399	532	532	532	532	605	726	297	446	594	594	594	594	715	858	
300	400	285	428	570	570	570	616	770	924	319	479	638	638	638	728	910	1092	
400	500	309	464	618	618	618	792	990	1188	350	525	700	700	702	936	1170	1404	
500	600	335	503	670	670	726	968	1210	1452	384	576	768	768	858	1144	1430	1716	
600	700	361	542	722	722	858	1144	1430	1716	417	626	834	845	1014	1352	1690	2028	
700	800	386	579	772	825	990	1320	1650	1980	451	677	902	975	1170	1560	1950	2340	
800	900	413	620	826	935	1122	1496	1870	2244	486	729	972	1105	1326	1768	2210	2652	
900	1000	440	660	880	1045	1254	1672	2090	2508	520	780	1040	1235	1482	1976	2470	2964	
◊ Increase, Decision No. 60238																		
EFFECTIVE JULY 29, 1960																		
Issued by the Public Utilities Commission of the State of California, San Francisco, California.																		
Correction No. 52																		

SECTION NO. 2 - RATE BASES, RATES AND CHARGES																	Item No.
CHARGES IN CENTS PER SHIPMENT																	
Pounds		RATE BASES															
But Not Over	Over	C								D							
		Classes								Classes							
		100	150	200	250	300	400	500	600	100	150	200	250	300	400	500	600
0	25	180	180	180	180	180	180	180	180	205	205	205	205	205	205	205	205
25	50	200	200	200	200	200	200	200	200	225	225	225	225	225	225	225	225
50	75	230	230	230	230	230	230	230	230	250	250	250	250	250	250	250	250
75	100	245	245	245	245	245	245	259	309	270	270	270	270	270	270	293	352
100	150	266	399	532	532	532	532	532	532	289	434	578	578	578	578	578	578
150	200	287	431	574	574	574	574	574	620	313	470	626	626	626	626	626	704
200	250	306	459	612	612	612	612	664	797	336	504	672	672	672	672	754	905
250	300	326	489	652	652	652	652	811	974	358	537	716	716	716	737	921	1106
300	400	356	534	712	712	712	826	1033	1239	393	590	786	786	786	938	1173	1407
400	500	392	588	784	784	797	1062	1328	1593	436	654	872	872	905	1206	1508	1809
500	600	432	648	864	864	974	1298	1623	1947	484	726	968	968	1106	1474	1843	2211
600	700	472	708	944	959	1151	1534	1918	2301	529	794	1058	1089	1307	1742	2178	2613
700	800	512	768	1024	1106	1328	1770	2213	2655	576	864	1152	1256	1508	2010	2513	3015
800	900	551	827	1102	1254	1505	2006	2508	3009	621	932	1242	1424	1709	2278	2848	3417
900	1000	590	885	1180	1401	1682	2242	2803	3363	670	1005	1340	1591	1910	2546	3183	3819
CHARGES IN CENTS PER SHIPMENT																	
Pounds		RATE BASES															
But Not Over	Over	E								F							
		Classes								Classes							
		100	150	200	250	300	400	500	600	100	150	200	250	300	400	500	600
0	25	225	225	225	225	225	225	225	225	245	245	245	245	245	245	245	245
25	50	245	245	245	245	245	245	245	245	265	265	265	265	265	265	265	265
50	75	270	270	270	270	270	270	270	278	290	290	290	290	290	290	290	304
75	100	290	290	290	290	290	290	324	389	310	310	310	310	310	310	354	425
100	150	309	464	618	618	618	618	618	618	331	497	662	662	662	662	662	662
150	200	336	504	672	672	672	672	672	777	360	540	720	720	720	720	720	851
200	250	362	543	724	724	724	724	833	999	389	584	778	778	778	778	911	1094
250	300	388	582	776	776	776	814	1018	1221	419	629	838	838	838	891	1114	1337
300	400	426	639	852	852	852	1036	1295	1554	461	692	922	922	922	1134	1418	1701
400	500	478	717	956	956	999	1332	1665	1998	522	783	1044	1044	1094	1458	1823	2187
500	600	530	795	1060	1060	1221	1628	2035	2442	580	870	1160	1160	1337	1782	2228	2673
600	700	582	873	1164	1203	1443	1924	2405	2886	638	957	1276	1316	1580	2106	2633	3159
700	800	632	948	1264	1388	1665	2220	2775	3330	694	1041	1388	1519	1823	2430	3038	3645
800	900	684	1026	1368	1573	1887	2516	3145	3774	752	1128	1504	1721	2066	2754	3443	4131
900	1000	740	1110	1480	1758	2109	2812	3515	4218	810	1215	1620	1924	2309	3078	3848	4617

325-
C
Cancels
325-
B

327-
A
Cancels
327

CLASS 100 RATES IN CENTS PER 100 POUNDS

Minimum Weight (In Pounds)	RATE BASES					
	A	B	C	D	E	F
1,000	44	52	59	67	74	81
2,000	36	42	48	54	60	66
4,000	27	32	37	43	49	54
10,000	20	24	29	33	37	41
20,000	16	19	22	25	28	31
30,000	14	16	18	20	22	24

0330-C
Cancels
330-B

♦ Increase, Decision No. 60238

EFFECTIVE JULY 29, 1960

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

Correction No. 53

SECTION NO. 3 - EQUIPMENT RATES, RULES AND REGULATIONS	Item No.
<p style="text-align: center;">RULES AND REGULATIONS</p> <p>(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. 120, Charges for Escort Service; Item No. 125, Charges for Permit Shipments; Item No. 170, Collect on Delivery (C.O.D.) Shipments; and Item No. 190, Collection of Charges. They are not subject to the other rules and regulations provided in Section No. 1.</p> <p>(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 Documents; Item No. 200, Quotation and Assessment of Rates and Charges; and Items Nos. 210 and 215, Definitions of Technical Terms. They are not subject to the other rules of the Current Classification.</p> <p>(c) Rates named in this section apply only when the property is transported by one carrier for one shipper.</p> <p>(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. <u>EXCEPTION 1.</u>: 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. <u>EXCEPTION 2.</u>: 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.</p> <p>(e) Rates named in Items Nos. 420 and 430 are subject to an additional charge at the rate of \$4.10 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.</p> <p style="text-align: center;">(Continued in Item No. 405)</p>	<p>*400-C Cancels 400-E</p>

* Change)
◇ Increase)

Decision No. 60238

EFFECTIVE JULY 29, 1960

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 54

SECTION NO. 3 - EQUIPMENT RATES, RULES AND REGULATIONS (Continued)				Item No.
FREIGHT, regardless of classification, subject to Note 1:				
Weight in Pounds (See Item 420 (b))	(1)(2) Rates in Cents Per Hour			
	Column 1	Column 2	Column 3	
Less than 12,000 _____	565	640	795	
12,000 but not over 20,000 —	620	685	845	
Over 20,000 _____	700	770	920	
(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.				
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.				
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.				
Column 3 - Rates per unit of equipment with driver when equipment is operated on Sundays or holidays.				
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.				
(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.				
(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:				
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.				
* Change) o Increase) Decision No. 60238				*420-C Cancels 420-B
EFFECTIVE JULY 29, 1960				
Issued by the Public Utilities Commission of the State of California, San Francisco, California.				
Correction No. 55				

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 -----	199	239	833	970	520	11½
12,000 but not over 20,000 --	224	269	954	1092	520	12
20,000 but not over 30,000 --	255	307	1014	1160	535	14
Over 30,000 -----	285	329	1187	1342	540	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-D
Cancels
430-C

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. - 60238

EFFECTIVE JULY 29, 1960

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 56