

Decision No. 62841

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

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

Case No. 5439

Petition No. 16, Filed
September 19, 1961.

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

Don J. Glardon, for Harbor Transfer Co.,
respondent.

Fred W. Bergen, for San Diego Forwarding Co.,
respondent.

W. Ross Starkey, for Pacific Messenger Service,
respondent.

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

O P I N I O N

Petitioner herein, the California Trucking Associations, Inc., seeks increases in the rates and charges in Minimum Rate Tariff No. 9-A. The rates, charges, rules and regulations in said tariff are those which apply as minimum for the transportation of property by for-hire highway carriers between points in the area within and about the City of San Diego.¹ Petitioner alleges that

¹ For convenience said area will be referred to as the San Diego drayage area.

the costs of providing the transportation services involved have been substantially increased recently, and that in relation to present costs of service the rates and charges are unreasonably low. The increases which petitioner seeks range from about 6 to 10 percent in amount.

Public hearing on the petition was held before Examiner C. S. Abernathy at San Diego on October 10, 1961. Evidence was presented by petitioner's assistant director of research, and by an engineer and by a rate expert of the Commission's staff. A representative of a parcel delivery carrier also participated in the development of the record.

According to the assistant director of research, the carriers that are engaged in providing the transportation services involved herein have recently entered into a new labor contract with the International Brotherhood of Teamsters. Under the terms of this contract the carriers are committed to the payment of increased wages to their drivers, freight handlers, automotive maintenance employees, office workers and employees of various other classifications. The contract also provides for increases in the carriers' allowances for vacations, pensions, and health and welfare for the employees affected. Under retroactive provisions of the contract the increased costs became effective in part as of July 1, 1961. In other respects the increases become effective November 1, 1961. The witness said that in addition to the increases in labor costs the carriers have been subjected to increases in federal highway taxes that apply to their operations. These increases became effective July 1, 1961.

Assertedly, petitioner seeks increases in the present minimum rates and charges only to the extent necessary to include compensation therein for the measurable increases in labor costs and for the increases in taxes. The assistant director of research stated that under the new labor contract the carriers will experience increases in costs not only as a result of the increased wage rates which they will have to pay but also as a consequence of additional payments which they will have to make in connection with such items as the handling of noxious cargo or a guaranteed minimum work week for a specified percentage of their employees. He said that the additional costs which will apply as a result of the labor provisions of the latter type have not been given effect in the rate increase proposals in issue herein.

Much of the evidence which was submitted by the assistant director of research and by the Commission engineer was directed towards a showing of the effect of the more-readily measurable increases in labor costs upon the costs of the various transportation services which the carriers provide. In general, both followed the same procedure in making these determinations: Applying present labor rates to cost exhibits of record upon which the present rates were developed, they recalculated the data in the exhibits to the basis of present labor costs. By comparing the resultant figures with corresponding data in the exhibits, they arrived at the extent, percentagewise, that the total costs of the various transportation services which the carriers provide have been affected by the increases in the labor costs.²

² The calculations of the assistant director of research also include allowance for the increase in federal highway taxes.

The assistant director of research also submitted an exhibit setting forth the increased rates and charges which petitioner seeks in this matter. For the most part, these rates and charges were calculated by increasing the present rates and charges by approximately the same percentages that the witness had calculated that the costs of service have increased. The Commission rate expert submitted a similar rate exhibit based on the increases in costs which were developed by the engineer. Although differing in some respects, the respective rate exhibits are substantially alike in their showings of the increased rates and charges needed to compensate for the increases in costs.

Advance notice of the hearing in this matter was given to persons and organizations believed to be interested. No one appeared in opposition to granting of the petition. A representative of a parcel delivery carrier in the San Diego area supported petitioner's proposals insofar as they would result in increases in the parcel delivery rates in Minimum Rate Tariff No. 9-A.

The evidence in this matter is clear that in recent months those carriers that are engaged in transportation subject to the rates and charges in Minimum Rate Tariff No. 9-A have experienced substantial increases in their costs of operation. It appears that the extent of the increased costs has been reasonably measured in the showings herein. Except as noted below the sought increases in the rates and charges in Minimum Rate Tariff No. 9-A appear reasonable in relation to the increases in costs, and should be established in order to restore said rates and charges to a reasonable and sufficient level.

The proposed increases which do not appear justified, or fully justified, are those which would be made in the rates and/or charges in the following tariff items:

- Item No. 180 - Alternative Application of Common Carrier Rates.
- Item No. 310 - Parcel Rates.
- Item No. 170* - Collect on Delivery (C.O.D.) Shipments.

* Classification No. 1³

Item No. 180 of Minimum Rate Tariff No. 9-A now prescribes a charge of 4½ cents per 100 pounds shall be assessed for loading or unloading services performed in connection with transportation provided at common carrier rates when said rates do not include the loading or unloading services. Petitioner proposes that this rate be increased to 5 cents per 100 pounds. The Commission rate witness recommended that the rate be increased to 4½ cents per 100 pounds.

The difference between the rate which petitioner proposes and that which the rate witness recommends stems principally from the manner in which the rates were constructed. In both instances the present rate was increased by an amount corresponding to the increases in costs. The result was then rounded off by petitioner to the nearest cent and by the Commission rate witness to the nearest ½ cent. The procedure which was followed by the rate witness avoids the disproportionate increase which would result under the

³ Classification No. 1 is the governing classification for Minimum Rate Tariff No. 9-A.

rate which petitioner proposes. The rate of $4\frac{1}{2}$ cents per 100 pounds which the rate witness recommended will be adopted.⁴

The parcel rates which are set forth at the present time in Item No. 310 of Minimum Rate Tariff No. 9-A are at the rate of 16 cents per package plus $2\frac{1}{2}$ cents for each pound or fraction thereof of the package's gross weight. Petitioner proposes that the package rate be increased to 18 cents and that the poundage rate be increased to 3 cents. The Commission rate witness recommended rates of 17 cents and $2\frac{3}{4}$ cents respectively.

The parcel rates which petitioner seeks are those which are being assessed by United Parcel Service for parcel delivery service in the San Diego area and elsewhere in southern California territory. Petitioner asserts that the rates of that carrier have been adopted heretofore as being reasonable for minimum rate purposes for parcel delivery service, and that the present parcel rates in Minimum Rate Tariff No. 9-A should therefore be increased accordingly.

A similar proposal was submitted in 1960 in a proceeding which resulted in adjustments of the rates in Minimum Rate Tariff

⁴ In the development of the exhibit of the rate witness fractional rates of less than 10 cents were rounded off to the nearest $\frac{1}{2}$ cent, and fractional rates of more than 10 cents but less than 20 cents were rounded off to the nearest $\frac{1}{2}$ cent. This procedure was followed in order that the mechanics of the construction of the rates would not unduly distort the rates themselves. The procedure which the rate witness used with respect to rates of less than 10 cents appears reasonable and will be followed herein. However, the rule which will otherwise be followed will result in the rounding off of fractional rates of more than 10 cents but less than 30 cents to the nearest $\frac{1}{2}$ cent; fractional rates of more than 30 cents will be rounded off to the nearest cent. This procedure is similar to that followed in the adjustment of the rates in Minimum Rate Tariff No. 5 for the Los Angeles drayage area (Decision No. 60622, dated August 23, 1960).

No. 9-A to their present level. The increases in the parcel rates which were then sought were denied. In its decision on the matter (Decision No. 60238, dated June 6, 1960) the Commission pointed out that the record then before it indicated that United Parcel Service could voluntarily maintain its rates on a higher plane than the minimum rates, and that the next largest parcel carrier in the San Diego drayage area, Pacific Messenger Service, was operating profitably under the minimum rates. In view of the action taken in Decision No. 60238 it is obvious that the Commission rejected the premise which petitioner urges herein that for minimum rate purposes United Parcel Service is the rate-making carrier for parcel delivery service in the San Diego drayage area and that the parcel rates in Minimum Rate Tariff No. 9-A should be increased to maintain them at a parity with the rates of United Parcel Service.

Insofar as the present matter is concerned, it appears that the only changes in circumstances which have occurred since the level of the parcel rates was last considered are the increases in labor costs and in federal highway taxes. It appears that the increases in the parcel rates which were recommended by the Commission rate witness reasonably give effect to such cost increases. The recommendations of the rate witness in this respect should be adopted.

The increases which petitioner seeks in the minimum charges for the services of collecting and remitting amounts of C.O.D. bills collected on C.O.D. shipments would establish said charges at the level of those which are set forth in Minimum Rate Tariff No. 2 for these services. Assertedly, a uniform basis of charges for such services, whether performed in connection with

shipments moving within the San Diego drayage area or statewide, would be desirable. However, as pointed out in Decision No. 60238 with respect to a similar proposal, the desire to maintain such charges on the same level as in other tariffs is not sufficient justification for increasing the charges. The record does not show to what extent the costs of performing these services have increased. With one exception the sought increases should be denied.

The exception relates to the increase which petitioner seeks in a C.O.D. charge that is set forth in Item No. 170 of Minimum Rate Tariff No. 9-A. This charge is 20 cents for each \$100 or fraction thereof of the amount collected and remitted, and applies in connection with shipments of 100 pounds or less. Such charge is an exception to the C.O.D. charges which otherwise apply and which, for collections of \$100 or less, range from 30 cents when the amount collected is \$2.50 or less to 91 cents when the amount collected is more than \$80 but not more than \$100. Since the charges apply for the identical services, namely the services of collecting and remitting, the continuance of the charge in question at a level well below those that otherwise apply does not appear justified. The increase of this charge to 30 cents per shipment, irrespective of the amount collected, will be prescribed as petitioner proposes.

Petitioner asks that in connection with the establishment of increased rates and charges pursuant to this matter, common carriers be relieved from the long-and-short-haul prohibitions of Article XII, Section 20, of the State Constitution and of Section 460 of the Public Utilities Code to the extent necessary to comply with the order prescribing the increased rates and charges. Relief from said prohibitions is necessary because of the fact that the

rates which are promulgated in Minimum Rate Tariff No. 9-A for transportation within the San Diego drayage area result in higher charges, in some instances, than the charges which apply under the provisions of Minimum Rate Tariff No. 2 for like transportation over the same routes to points beyond the San Diego drayage area. Where the aforesaid common carriers have been heretofore authorized to depart from the long-and-short-haul prohibitions, their outstanding authorities will be modified to the extent necessary to carry out the effect of the order herein.

Upon careful consideration of the facts and circumstances of record, the Commission finds and concludes that the increased rates and charges hereinafter prescribed have been shown to be justified, and that said rates and charges are, and will be, just, reasonable and nondiscriminatory minimum rates and charges for the transportation services to which they apply.

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 6, 1962 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 common carriers subject to the Public Utilities Act, to the extent that they are subject also to said Decision

No. 55256, as amended, be, and they hereby are, directed to establish in their tariffs the increases necessary to conform to the further adjustments herein of that decision.

3. 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 6, 1962.

4. 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.

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

6. That, except as otherwise provided by this order,
Petition No. 16 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 21st day of November, 1961.

Carroll B. Ray
President
W. L. L. L. L. L.
E. L. L. L. L.
George H. Trover
Fredrick B. Hobbhoff
Commissioners

APPENDIX A TO DECISION NO. 62841

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

Third Revised Page 14
First Revised Page 15-A
Fifth Revised Page 16
Fourth Revised Page 18
First Revised Page 19
Fifth Revised Page 20
Sixth Revised Page 24
Fourth Revised Page 25
Fourth Revised Page 27
Fourth Revised Page 30
Fifth Revised Page 31

END OF APPENDIX A LIST

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 style="width: 100%; margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th><th colspan="2">Charges in Cents</th></tr> <tr> <th></th><th>For First 30 Minutes</th><th>For Each Additional 15 Minutes</th></tr> </thead> <tbody> <tr> <td>(a) For driver, helper or other employee, per man</td><td>¢250</td><td>¢125</td></tr> <tr> <td>(b) For unit of equipment</td><td>30</td><td>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	¢250	¢125	(b) For unit of equipment	30	15	*90
	Charges in Cents													
	For First 30 Minutes	For Each Additional 15 Minutes												
(a) For driver, helper or other employee, per man	¢250	¢125												
(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. 62841</p>														
EFFECTIVE JANUARY 6, 1962														
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 58</p>														

SECTION NO. 1 - RATES AND REGULATIONS(Continued)		Item No.
CHARGES FOR ESCORT SERVICE		
In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring escort service;		
(a) A charge of \$5.50 per hour, plus 8 3/4 cents per actual mile, shall be made for each escort vehicle and driver furnished, for the time and distance said vehicle and driver are engaged in such service. (See Notes 1 and 2.)		
(b) A charge shall be made equal to the actual cost of any bridge or ferry tolls incurred for each escort car.		
NOTE 1. -- Service shall commence with departure of each escort vehicle from its point of dispatch and terminate with the return of each escort car to its point of dispatch, excluding off-duty hours.		*120
NOTE 2. -- Charges for fractions of an hour shall be determined in accordance with the following table:		
MINUTES		
Over	But Not Over	
0	8 omit
8	23shall be 1/4 hour
23	38shall be 1/2 hour
38	53shall be 3/4 hour
53	60shall be 1 hour
CHARGES FOR PERMIT SHIPMENTS		
In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring transportation permits:		
(a) A charge of \$6.60 shall be made for the service of securing each permit, and		
(b) A charge shall be made equal to the fee, if any, assessed by the governmental agency for issuing each permit.		*125
*Change Increase } Decision No. 62841		
EFFECTIVE JANUARY 6, 1962		
Issued by the Public Utilities Commission of the State of California, San Francisco, California.		
Correction No. 59		

SECTION NO. 1 - RULES AND REGULATIONS (Continued)		Item No.																								
<p style="text-align: center;">SPLIT DELIVERY</p> <p>The rate for transportation of a split delivery shipment shall be the rate applicable for the rate base determined as follows:</p> <p>(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;</p> <p>(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);</p> <p>(c) For all other shipments, apply rates for rate base F, subject to Notes 1, 2, and 3.</p> <p>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.</p> <p>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.</p> <p>NOTE 3.--In addition to the rate for transportation, the following additional charges shall be assessed for split delivery service:</p> <table> <tr> <th colspan="2">Weight of Component Part (Pounds)</th><th>Split Delivery Charge for Each Component Part in Cents</th></tr> <tr> <th>Over</th><th>But not Over</th><th></th></tr> <tr> <td>0</td><td>500</td><td>125</td></tr> <tr> <td>500</td><td>1000</td><td>155</td></tr> <tr> <td>1000</td><td>2000</td><td>215</td></tr> <tr> <td>2000</td><td>4000</td><td>295</td></tr> <tr> <td>4000</td><td>10000</td><td>345</td></tr> <tr> <td>10000</td><td></td><td>405</td></tr> </table>		Weight of Component Part (Pounds)		Split Delivery Charge for Each Component Part in Cents	Over	But not Over		0	500	125	500	1000	155	1000	2000	215	2000	4000	295	4000	10000	345	10000		405	*130
Weight of Component Part (Pounds)		Split Delivery Charge for Each Component Part in Cents																								
Over	But not Over																									
0	500	125																								
500	1000	155																								
1000	2000	215																								
2000	4000	295																								
4000	10000	345																								
10000		405																								

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. 62841

EFFECTIVE JANUARY 6, 1962

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 60

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 - $\phi 17\frac{1}{2}$ 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 style="text-align: center;">*160</p>
<p>*Change) ϕIncrease) Decision No. 62841</p>	
EFFECTIVE JANUARY 6, 1962	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 61</p>	

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p data-bbox="310 486 1172 519">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p data-bbox="203 550 1281 873">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 Notes 1 and 2)</p> <ul style="list-style-type: none"> <li data-bbox="299 901 1116 970">(a) For loading onto carrier's equipment, the charges provided in paragraph (d). <li data-bbox="299 998 1154 1067">(b) For unloading from carrier's equipment, the charges provided in paragraph (d). <li data-bbox="299 1095 1116 1195">(c) For other accessorial services for which charges are provided in this tariff, the additional charge or charges so provided. <li data-bbox="299 1223 1281 1266">(d) Class 100 Commodities -- $0\frac{1}{2}$ cents per 100 pounds. <p data-bbox="203 1289 1252 1447">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 data-bbox="203 1477 1288 1635">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 data-bbox="1323 1098 1397 1131">*180</p>
<p data-bbox="203 1765 938 1829">* Change) ◊ Increase) Decision No. 62841</p>	
EFFECTIVE JANUARY 6, 1962	
<p data-bbox="203 2005 1430 2071">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p data-bbox="227 2099 533 2132">Correction No. 63</p>	

SECTION NO. 2 - RATE BASES, RATES AND CHARGES (Continued)																	Item No.	
PARCEL RATES																	*310	
FREIGHT, regardless of classification:																		
.017 cents per package or piece, plus .02 $\frac{3}{4}$ cents for each pound or fraction thereof of its gross weight, subject to an additional service charge of \$2.00 per week. (Subject to Notes 1 and 2)																		
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.																		
NOTE 2.-The service charge of \$2.00 per week shall not apply where packages are tendered at carrier's terminal.																		
CHARGES IN CENTS PER SHIPMENT																	*320	
Pounds		RATE BASES																
		A								B								
But Not		Classes								Classes								
Over	Over	100	150	200	250	300	400	500	600	100	150	200	250	300	400	500		600
0	25	150	150	150	150	150	150	150	150	170	170	170	170	170	170	170		170
25	50	165	165	165	165	165	165	165	165	190	190	190	190	190	190	190		190
50	75	205	205	205	205	205	205	205	205	225	225	225	225	225	225	225		225
75	100	220	220	220	220	220	220	220	247	240	240	240	240	240	240	245		294
100	150	243	365	456	486	486	486	486	486	263	395	526	526	526	526	526		526
150	200	257	386	514	514	514	514	514	514	280	420	560	560	560	560	560		566
200	250	270	405	540	540	540	540	540	635	297	446	594	594	594	594	630		756
250	300	284	428	568	568	568	568	646	773	315	473	630	630	630	630	770		924
300	400	304	456	608	608	608	658	823	987	336	507	676	676	676	784	900		1176
400	500	329	494	658	658	658	846	1058	1269	371	557	742	742	756	1008	1260		1512
500	600	357	536	714	714	776	1034	1293	1551	408	612	816	816	924	1232	1540		1848
600	700	384	576	768	768	917	1222	1528	1833	443	665	886	910	1092	1456	1820		2184
700	800	412	618	824	861	1058	1410	1763	2115	480	720	960	1050	1260	1680	2100		2520
800	900	442	663	884	999	1199	1598	1998	2397	521	782	1042	1190	1428	1904	2300		2856
900	1000	470	705	940	1116	1340	1786	2233	2679	560	840	1120	1330	1596	2128	2660		3192
* Change) Increase) Decision No. 62841																		
EFFECTIVE JANUARY 6, 1962																		
Issued by the Public Utilities Commission of the State of California, San Francisco, California.																		
Correction No. 64																		

SECTION NO. 2 - RATE BASES, RATES AND CHARGES (Concluded)										Item No.
CHARGES IN CENTS PER SHIPMENT										
Pounds		RATE BASES								
Over	But Not Over	C								
		Classes								
		100	150	200	250	300	400	500	600	
0	25	190	190	190	190	190	190	190	190	
25	50	210	210	210	210	210	210	210	210	
50	75	245	245	245	245	245	245	245	245	
75	100	260	260	260	260	260	260	276	331	
100	150	283	425	566	566	566	566	566	566	
150	200	305	458	610	610	610	610	610	662	
200	250	325	488	650	650	650	650	709	851	
250	300	346	519	692	692	692	693	866	1040	
300	400	377	566	754	754	754	882	1103	1323	
400	500	415	623	830	830	851	1134	1418	1701	
500	600	457	686	914	914	1040	1386	1733	2079	
600	700	500	750	1000	1024	1229	1638	2048	2457	
700	800	543	815	1086	1181	1418	1890	2363	2835	
800	900	585	878	1170	1339	1607	2142	2678	3213	
900	1000	630	945	1260	1496	1796	2394	2993	3591	
		D								
		Classes								
		100	150	200	250	300	400	500	600	
0	25	220	220	220	220	220	220	220	220	
25	50	240	240	240	240	240	240	240	240	
50	75	265	265	265	265	265	265	265	265	
75	100	285	285	285	285	285	285	311	373	
100	150	308	462	616	616	616	616	616	616	
150	200	333	500	666	666	666	666	666	746	
200	250	357	536	714	714	714	714	799	959	
250	300	379	569	758	758	758	781	976	1172	
300	400	417	626	834	834	834	994	1243	1491	
400	500	461	692	922	922	959	1278	1598	1917	
500	600	513	770	1026	1026	1172	1562	1953	2343	
600	700	561	842	1122	1154	1385	1846	2308	2769	
700	800	611	917	1222	1331	1598	2130	2663	3195	
800	900	660	990	1320	1509	1811	2414	3018	3621	
900	1000	710	1065	1420	1686	2024	2698	3373	4047	
CHARGES IN CENTS PER SHIPMENT										
Pounds		RATE BASES								
Over	Not But Over	E								
		Classes								
		100	150	200	250	300	400	500	600	
0	25	240	240	240	240	240	240	240	240	
25	50	260	260	260	260	260	260	260	260	
50	75	285	285	285	285	285	285	285	293	
75	100	310	310	310	310	310	310	341	410	
100	150	328	492	656	656	656	656	656	656	

0325

150	200	356	534	712	712	712	712	712	819
200	250	383	575	766	766	766	766	878	1053
250	300	410	615	820	820	820	858	1073	1287
300	400	450	675	900	900	900	1092	1365	1638
400	500	504	756	1008	1008	1053	1404	1755	2106
500	600	557	836	1114	1114	1287	1716	2145	2574
600	700	611	917	1222	1268	1521	2028	2535	3042
700	800	664	996	1328	1463	1755	2340	2925	3510
800	900	718	1077	1436	1658	1989	2652	3315	3978
900	1000	780	1170	1560	1853	2223	2964	3705	4446
F									
Classes									
		100	150	200	250	300	400	500	600
0	25	260	260	260	260	260	260	260	260
25	50	280	280	280	280	280	280	280	280
50	75	310	310	310	310	310	310	310	319
75	100	330	330	330	330	330	330	372	446
100	150	351	527	702	702	702	702	702	702
150	200	382	573	764	764	764	764	764	893
200	250	412	618	824	824	824	824	956	1148
250	300	443	665	886	886	886	935	1169	1403
300	400	487	731	974	974	974	1190	1488	1785
400	500	551	827	1102	1102	1148	1530	1913	2295
500	600	609	914	1218	1218	1403	1870	2338	2805
600	700	670	1005	1340	1381	1658	2210	2763	3315
700	800	729	1094	1458	1594	1913	2550	3188	3825
800	900	790	1185	1580	1806	2168	2890	3613	4335
900	1000	850	1275	1700	2019	2423	3230	4038	4845

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CLASS 100 RATES IN CENTS PER 100 POUNDS						
Minimum Weight (In Pounds)	RATE BASES					
	A	B	C	D	E	F
1,000	47	56	63	71	78	85
2,000	38	45	51	57	63	70
4,000	28½	34	39	45	51	56
10,000	21	26	31	34	38	42
20,000	17	20	23	26	29	32
30,000	15	17	19	21	23	25

0 330

♦ Increase, Decision No. 62841.

EFFECTIVE JANUARY 6, 1962

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

Correction No. 65

SECTION NO. 3 - EQUIPMENT RATES, RULES AND REGULATIONS	Item No.
<p data-bbox="591 417 976 453" style="text-align: center;">RULES AND REGULATIONS</p> <p data-bbox="185 512 1311 797">(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 data-bbox="185 823 1311 1108">(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 data-bbox="185 1133 1311 1207">(c) Rates named in this section apply only when the property is transported by one carrier for one shipper.</p> <p data-bbox="185 1233 1311 1709">(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 data-bbox="185 1735 1311 2058">(e) Rates named in Items Nos. 420 and 430 are subject to an additional charge at the rate of \$4.45 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 data-bbox="563 2109 1053 2145" style="text-align: center;">(Continued in Item No. 405)</p>	

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* Change)
◊ Increase) Decision No. 62841

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Correction No. 66

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 -----	600	680	845	
12,000 but not over 20,000 --	660	725	895	
Over 20,000 -----	740	810.	970	
(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 #0 Saturdays, 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 #0 Saturdays, Sundays or holidays.				
*Column 3 - Rates per unit of equipment with driver when equipment is operated on #0 Saturdays, 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)	Decision No. 62841			*420
# Addition)				
o Increase)				
EFFECTIVE JANUARY 6, 1962				
Issued by the Public Utilities Commission of the State of California, San Francisco, California.				
Correction No. 67				

SECTION NO. 3 - EQUIPMENT RATES, RULES AND REGULATIONS (Concluded)						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 -----	211	254	885	1031	560	11½
12,000 but not over 20,000--	238	285	1012	1159	560	12
20,000 but not over 30,000--	269	324	1069	1223	575	14
Over 30,000 -----	301	347	1252	1415	580	18
<p><u>Column 1</u> - 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)</p> <p><u>Column 2</u> - 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)</p> <p><u>Column 3</u> - 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)</p> <p><u>Column 4</u> - 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)</p> <p><u>Column 5</u> - 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)</p> <p><u>Column 6</u> - 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)</p> <p>NOTE 1.-Rates do not include bridge or ferry tolls. Such tolls, when incurred by the carrier, shall be added to the transportation charges.</p>						

*430

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	}	Decision No. 62841
o Increase		

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Correction No. 68