

ORIGINAL

64168

Decision No. \_\_\_\_\_

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. 20  
Filed April 9, 1962

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

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

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

W. H. Lofstrom, for Aztec Transportation Company, respondent.

Milton Hallen and Edward Haimsohn, for Home Furnishings Institute of San Diego County, protestant.

William R. Daly, for Harbor Commission, City of San Diego, interested party.

E. J. Langhofer, for San Diego Chamber of Commerce, interested party.

Lester A. Bey (by Mike Koo) for William Volker & Company, interested party.

A. R. Day, R. A. Lubich, and Norman B. Haley, for the Transportation Division of the Commission's staff.

O P I N I O N

By this petition the California Trucking Associations, Inc., seeks increases in the rates and charges which apply as minimum for the transportation of general commodities within the San Diego Drayage Area, a defined area in and about the City of San Diego and adjacent cities and communities. Said rates and charges are set forth in the Commission's Minimum Rate Tariff No. 9-A.

Public hearing on the petition was held before Examiner C. S. Abernathy at San Diego on May 25 and June 1, 1962. Evidence was presented by petitioner through its assistant director of research, by representatives of the San Diego Chamber of Commerce, by an interested shipper, and by an engineer and by a transportation rate expert of the Commission's staff. Several other parties participated in the hearing through examination of the witnesses or through the submission of statements of position.

The increases which petitioner seeks to have made in the rates and charges in Minimum Rate Tariff No. 9-A range from about 3 to 5 percent in amount. According to the petition and to testimony of the assistant director of research, the sought rate increases are necessary to compensate for increased operating costs which for-hire carriers in the San Diego area must pay, commencing July 1, 1962. The increased costs are in the form of wage increases and related fringe benefits to which the carriers are committed under their present contract with the International Brotherhood of Teamsters.

The assistant director of research submitted and explained figures which he had developed to measure the extent that the costs of the carriers' various services will be increased by the increases in wage and related costs. In general, these figures were developed by applying the increased wage rates to cost exhibits of record upon which the present minimum rates were developed. By comparison of the resultant figures with the corresponding figures in the exhibits the amounts of the increases in costs were calculated and the increases in rates necessary to compensate for the increased costs were determined.

The engineer and the rate expert submitted and explained similar data which they had developed in substantially the same manner.

Granting of the petition was opposed by the San Diego Chamber of Commerce through its president-elect and through its director of transportation; by a representative of the Home Furnishings Institute of San Diego County, and by a manufacturer and shipper of aluminum solder. For the most part these parties assailed the present minimum rate structure for the San Diego Drayage Area as being unreasonably discriminatory against commerce within the area. By way of example they pointed out that the rates which apply under the provisions of Minimum Rate Tariff No. 9-A for transportation within the San Diego Drayage Area are higher in some instances than those which apply as minimum under the Commission's Minimum Rate Tariff No. 2 for the transportation of like shipments to the same destinations from points of origin in the Los Angeles area, more than 130 miles away. In addition they assailed the

freight classification for Minimum Rate Tariff No. 9-A, which classification is on a different basis than the classification which governs the statewide minimum rates in Minimum Rate Tariff No. 2 and the Los Angeles Drayage Area rates in Minimum Rate Tariff No. 5. They asserted that for purposes of comparability and reasonableness of freight charges and for general understanding of the rate structure, the classification for the minimum rates in the San Diego area should be on the same basis as that for minimum rates elsewhere in the State. With respect to the specific rate increases which petitioner seeks herein, the parties said they were not opposed to rate increases necessary to sustain for-hire carriage in the San Diego area, but they do oppose increases which do not properly reflect present transportation conditions in San Diego and accentuate the now-existing discrimination against San Diego commerce.<sup>1</sup>

A representative of William Volker & Company urged that no increases be authorized in the monthly vehicle rates in Minimum Rate Tariff No. 9-A. He pointed out that the Commission is investigating the monthly rates in other phases of this and related proceedings (Order Setting Hearing, dated April 24, 1962, Cases Nos. 5432, 5435, 5439, 5441 and 5603), and he said adjustment of the monthly rates should be deferred pending the results of said investigations in order to avoid confusion from a multiplicity of rate changes within a short period of time.

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<sup>1</sup> The director of transportation for the San Diego Chamber of Commerce entered a motion that no action be taken on petitioner's proposals pending revision of Minimum Rate Tariff No. 9-A to correct the alleged inequities. This motion was denied by the examiner as involving matters outside of the scope of this phase of Case No. 5439.

Replying to various of these objections, a representative of the Transportation Division of the Commission's staff stated that staff studies are to be undertaken which may result in revision of various provisions of Minimum Rate Tariff No. 9-A to conform to current conditions. He indicated that the studies would be begun in the near future.

The evidence in this matter is clear that as of July 1, 1962, for-hire carriers operating in the San Diego Drayage Area are being subjected to increases in their costs of service for which no provision is made in the present level of the rates in Minimum Rate Tariff No. 9-A. In the circumstances we find that compensating increases should be made in the rates to restore them to a just and reasonable level.

The increases in the rates should be prescribed notwithstanding the opposition thereto which was registered in this phase of Case No. 5439. A denial of the increases as requested would result in the continuation of a level of rates which we find to be insufficient in present circumstances for the maintenance of the transportation services involved.

It should be pointed out in this connection that although increases in the rates as a whole were opposed, the objections in essence were directed against specific aspects of the minimum rate structure instead of to the level of the rates. In its forthcoming studies of the minimum rate provisions governing the transportation of general commodities within the San Diego Area, the Commission's staff will be directed to give particular attention to the matters which have been pointed up by objectors herein and should develop and submit with

respect thereto appropriate recommendations together with adequate supporting evidence.

With some exceptions, the increases in the rates and charges in Minimum Rate Tariff No. 9-A which are prescribed hereinafter follow the showings presented by the witnesses of the Commission's staff. Although the showings of petitioner's assistant director of research and of the staff witnesses were developed in substantially the same manner, we are persuaded that the showing of the staff witnesses provides the better measure of the cost increases incurred.

In addition to increases in the rates and charges in Minimum Rate Tariff No. 9-A, petitioner's proposals in this matter also include a request that certain common carriers be authorized to make corresponding increases in their rates for the transportation of exempt commodities -- commodities which are not subject to the rates in Minimum Rate Tariff No. 9-A.<sup>2</sup> As requested in the petition, the rate increase authority would apply in connection with all of the rates of the common carriers involved for the transportation of exempt commodities within the San Diego Drayage Area.

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<sup>2</sup> The commodities which are exempted from the rates in Minimum Rate Tariff No. 9-A are listed in Items Nos. 50-C and 60-B of the tariff. Some of such commodities are subject to minimum rates published in other minimum rate tariffs of the Commission. Rates for various other of such commodities are contained in the tariffs of the individual carriers involved, and are considered by the Commission in application proceedings of such carriers.

However, at the hearings petitioner modified this request to apply only to the common carriers' class rates for exempt commodities. The common carriers for which this request is made are those which are so designated in the Public Utilities Act and which are required by minimum rate orders of the Commission to assess rates and charges for non-exempt transportation of general commodities not less than those applicable as minimum under the provisions of Minimum Rate Tariff No. 9-A.

As explained by petitioner's assistant director of research, the minimizing of tariff complexities is a principal purpose of the increases sought in the rates for exempt commodities. Were the carriers not permitted to increase their class rates for exempt commodities to correspond with the increases prescribed in the rates for the nonexempt commodities, they would be obliged to maintain separate scales of class rates for the exempt and nonexempt commodities respectively. Petitioner's witness asserted, furthermore, that the carriers transport the exempt and the nonexempt commodities at the same time on the same vehicles under the same level of costs, and that in these circumstances the same class rates should apply both to the exempt and nonexempt shipments.

To the extent that the exempt commodities are transported at the level of the minimum class rates and under the same transportation conditions as those which apply to transportation subject to the minimum class rates, it appears, as petitioner argues, that increases in the rates for the exempt commodities should be authorized. Where, however, the transportation

is being performed under transportation circumstances different from those on which the minimum class rates are based, petitioner's showing herein does not provide a measure of the extent the rates of exempt commodities should be increased to compensate for the cost increases of July 1, 1962. In this respect petitioner's request that increases be authorized in rates for exempt commodities should be denied.

Upon consideration of the facts and circumstances of record, the Commission finds (a) that the increased minimum rates and charges which are prescribed in the following order have been shown to be justified; (b) that said increased rates and charges are, and will be, just, reasonable and nondiscriminatory minimum rates and charges for the transportation services to which they will apply; and (c) that to the extent the provisions of Minimum Rate Tariff No. 9-A have been found heretofore to constitute reasonable minimum rates, rules and regulations for common carriers as defined in the Public Utilities Act, said provisions, as hereinafter adjusted, are, and will be, reasonable minimum rate provisions for said common carriers. To the extent the existing rates and charges of said common carriers for the transportation involved are less in volume or effect than the minimum rates and charges herein designated as reasonable for said carriers, such rates and charges of said carriers are hereby found to be, now and for the future, unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the costs of other means of transportation.

The Commission also finds that increases in the class rates of common carriers, as defined in the Public Utilities Act, for the transportation of exempt commodities are justified to the extent that increases in class rates for said commodities are authorized by the following Order.

In connection with the establishment of increased rates in conformity with the order herein, petitioner asks that common carriers be relieved from the so-called long- and short-haul prohibitions of Article XII, Section 21, of the Constitution of the State of California, and of Section 460 of the Public Utilities Code. Where 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.

O R D E R

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

IT IS ORDERED that:

1. Minimum Rate Tariff No. 9-A (Appendix "B" of Decision No. 55256, as amended) is further amended by incorporating therein, to become effective October 20, 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. 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 are directed to establish in their tariffs

the rate increases necessary to conform to the further increases herein in the rates and charges established by said decision.

3. Except as is otherwise stated hereinbelow, the increased class rates, surcharges, minimum charges and accessorial service charges which are established by Ordering Paragraph 1 hereof be, and they hereby are, authorized to be made applicable to the transportation of the commodities listed in Items Nos. 50-C and 60-B of Minimum Rate Tariff No. 9-A by common carriers (as defined in Section 211 of the Public Utilities Act), except common carriers by railroad with respect to their carload rates and charges and common carriers by vessel, provided (a) that said transportation is performed between origins and destinations which are both located within the San Diego Drayage Area (as described in Minimum Rate Tariff No. 9-A); and (b) that said transportation is now subject to class rates in the tariffs of said common carriers.

EXCEPTIONS: The rate increase authority which is granted by this paragraph does not apply,

- (1) To transportation for which minimum rates apply in accordance with the provisions of other minimum rate tariffs of the Commission; and
- (2) To transportation which is being performed by dump or tank vehicles.

4. Tariff publications required or authorized to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order, on not less than ten days' notice to the Commission and to the public; that such tariff publications as are required shall be made effective not later than October 20, 1962, and that as to tariff publications which are authorized but not

required, the authority herein granted shall expire unless exercised within sixty days after the effective date hereof.

5. 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 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.

6. In all other respects said Decision No. 55256, as amended, shall remain in full force and effect.

7. Except as is otherwise provided herein Petition No. 20 in Case No. 5439 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 28th day of AUGUST, 1962.

George J. Grover  
President

J. J. Fox

Robert W. Benge

Frederick B. Halchiff

Commissioners

APPENDIX A TO DECISION NO. 64168

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

Fourth Revised Page 14  
Second Revised Page 15-A  
Sixth Revised Page 16  
Fifth Revised Page 18  
Sixth Revised Page 20  
Seventh Revised Page 24  
Fifth Revised Page 25  
Fifth Revised Page 27  
Fifth Revised Page 30  
Sixth Revised Page 31

(END OF APPENDIX A LIST)

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.												
<p style="text-align: center;"><b>ACCESSORIAL SERVICE</b></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;"><b>DELAYS TO EQUIPMENT</b></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;"><b>CHARGES FOR ACCESSORIAL SERVICES OR DELAYS</b></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="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 <u>30 Minutes</u></th> <th style="text-align: center;">For Each Additional <u>15 Minutes</u></th> </tr> </thead> <tbody> <tr> <td>(a) For driver, helper or other employee, per man</td> <td style="text-align: center;">♦265</td> <td style="text-align: center;">♦130</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 <u>30 Minutes</u>	For Each Additional <u>15 Minutes</u>	(a) For driver, helper or other employee, per man	♦265	♦130	(b) For unit of equipment	30	15	90
	Charges in Cents												
	For First <u>30 Minutes</u>	For Each Additional <u>15 Minutes</u>											
(a) For driver, helper or other employee, per man	♦265	♦130											
(b) For unit of equipment	30	15											
<p style="text-align: center;"><b>APPLICATION OF CLASSIFICATION</b></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												
<table style="width: 100%; border: none;"> <tr> <td style="width: 30%; border: none;">                 †Change ♦Increase             </td> <td style="width: 10%; border: none; text-align: center;">}</td> <td style="width: 30%; border: none;">Decision No.</td> <td style="width: 30%; border: none; text-align: center; font-size: 1.2em;">6416S</td> </tr> </table>		†Change ♦Increase	}	Decision No.	6416S								
†Change ♦Increase	}	Decision No.	6416S										
<p>EFFECTIVE OCTOBER 20, 1962</p>													
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 70</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 \$5.80 per hour, plus 83cents 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.

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	23	.....shall be 1/4 hour
23	38	.....shall be 1/2 hour
38	53	.....shall be 3/4 hour
53	60	.....shall be 1 hour

ø120

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 \$6.95 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.

ø125

{ Change  
Increase } Decision No. 64168

EFFECTIVE OCTOBER 20, 1962

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

Correction No. 71

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.																				
<p style="text-align: center;"><b>SPLIT DELIVERY</b></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 border="1" data-bbox="244 1953 1247 2280"> <thead> <tr> <th data-bbox="244 1953 602 2028">Weight of Component Part (Pounds)</th> <th data-bbox="669 1953 1247 2028">Split Delivery Charge for Each Component Part in Cents</th> </tr> </thead> <tbody> <tr> <td data-bbox="244 2041 346 2079">Over 0</td> <td data-bbox="1015 2079 1082 2116">130</td> </tr> <tr> <td data-bbox="371 2079 602 2116">But not Over 500</td> <td data-bbox="1015 2116 1082 2154">160</td> </tr> <tr> <td data-bbox="244 2116 346 2154">500</td> <td data-bbox="1015 2154 1082 2192">225</td> </tr> <tr> <td data-bbox="371 2154 602 2192">1000</td> <td data-bbox="1015 2192 1082 2230">310</td> </tr> <tr> <td data-bbox="244 2192 346 2230">2000</td> <td data-bbox="1015 2230 1082 2268">360</td> </tr> <tr> <td data-bbox="371 2230 602 2268">4000</td> <td data-bbox="1015 2268 1082 2305">420</td> </tr> <tr> <td data-bbox="244 2268 346 2305">4000</td> <td></td> </tr> <tr> <td data-bbox="371 2268 602 2305">10000</td> <td></td> </tr> <tr> <td data-bbox="244 2305 346 2343">10000</td> <td></td> </tr> </tbody> </table>	Weight of Component Part (Pounds)	Split Delivery Charge for Each Component Part in Cents	Over 0	130	But not Over 500	160	500	225	1000	310	2000	360	4000	420	4000		10000		10000		<p>130</p>
Weight of Component Part (Pounds)	Split Delivery Charge for Each Component Part in Cents																				
Over 0	130																				
But not Over 500	160																				
500	225																				
1000	310																				
2000	360																				
4000	420																				
4000																					
10000																					
10000																					

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.

o Change )  
o Increase) Decision No. 6416S

EFFECTIVE OCTOBER 20, 1962

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 72

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 - <math>18\frac{1}{2}</math> 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</p>
<p>Change ) Decision No. Increase) <span style="margin-left: 100px;">64168</span></p>	
<p>EFFECTIVE OCTOBER 20, 1962</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 73</p>	

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-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 -- <math>04\frac{1}{2}</math> 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>ø180</p>
<p>ø Change            )          ø Increase        ) Decision No.    64168</p>	
<p>EFFECTIVE OCTOBER 20, 1962</p>	
<p>Issued by the Public Utilities Commission of the State of California,          San Francisco, California.</p> <p>Correction No. 74</p>	

SECTION NO. 2 - RATE BASES, RATES AND CHARGES (Continued)

Item No.

PARCEL RATES

FREIGHT, regardless of classification:

017½ cents per package or piece, plus 03 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.

0310

CHARGES IN CENTS PER SHIPMENT

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	155	155	155	155	155	155	155	155	175	175	175	175	175	175	175	175
25	50	170	170	170	170	170	170	170	170	200	200	200	200	200	200	200	200
50	75	215	215	215	215	215	215	215	215	235	235	235	235	235	235	235	235
75	100	230	230	230	230	230	230	230	255	250	250	250	250	250	250	254	305
100	150	255	383	510	510	510	510	510	510	275	413	550	550	550	550	550	550
150	200	269	404	538	538	538	538	538	538	293	440	586	586	586	586	586	609
200	250	280	420	560	560	560	560	560	660	310	465	620	620	620	620	653	783
250	300	295	444	590	590	590	590	674	809	328	492	656	656	656	656	798	955
300	400	315	474	630	630	630	685	858	1029	354	531	708	708	708	810	1015	1218
400	500	341	512	682	682	682	880	1103	1323	386	579	772	772	783	1044	1305	1565
500	600	372	558	744	744	809	1078	1348	1615	423	635	846	846	955	1275	1595	1914
600	700	400	600	800	800	955	1274	1593	1910	458	687	916	942	1130	1508	1885	2260
700	800	430	645	860	919	1103	1470	1838	2205	498	747	996	1088	1305	1740	2175	2610
800	900	460	690	920	1040	1250	1665	2083	2499	540	810	1080	1233	1479	1970	2465	2958
900	1000	490	735	980	1164	1395	1860	2328	2793	580	870	1160	1378	1653	2204	2755	3305

0320

Change )  
Increase ) Decision No. 64168

EFFECTIVE OCTOBER 20, 1962

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

Correction No. 75



C. 5439, Pet. 20\*

150	200	370	555	740	740	740	740	740	840
200	250	398	597	796	796	796	796	900	1080
250	300	426	639	852	852	852	800	1100	1320
300	400	467	701	934	934	934	1120	1400	1680
400	500	522	783	1044	1044	1080	1140	1800	2160
500	600	577	866	1154	1154	1320	1760	2200	2640
600	700	629	944	1258	1300	1560	2080	2600	3120
700	800	684	1026	1368	1500	1800	2400	3000	3600
800	900	740	1110	1480	1700	2040	2720	3400	4080
900	1000	800	1200	1600	1900	2280	3040	3800	4560

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Classes

		100	150	200	250	300	400	500	600
0	25	270	270	270	270	270	270	270	270
25	50	290	290	290	290	290	290	290	290
50	75	325	325	325	325	325	325	325	326
75	100	345	345	345	345	345	345	381	457
100	150	365	548	730	730	730	730	730	730
150	200	397	596	794	794	794	794	794	914
200	250	428	642	856	856	856	856	979	1175
250	300	460	690	920	920	920	957	1196	1436
300	400	505	758	1010	1010	1010	1218	1523	1827
400	500	570	855	1140	1140	1175	1566	1958	2349
500	600	630	945	1260	1260	1436	1914	2393	2871
600	700	690	1035	1380	1414	1697	2262	2828	3393
700	800	750	1125	1500	1631	1958	2610	3263	3915
800	900	814	1221	1628	1849	2219	2958	3698	4437
900	1000	870	1305	1740	2066	2480	3306	4233	4959

o 327

CLASS 100 RATES IN CENTS PER 100 POUNDS

Minimum Weight (In Pounds)	RATE BASES					
	A	B	C	D	E	F
1,000	49	58	66	74	80	87
2,000	40	47	53	59	65	72
4,000	30	35	41	47	52	57
10,000	22	27	32	35	39	43
20,000	17½	20½	23½	27	30	33
30,000	15½	17½	19½	21½	24	26

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o Increase, Decision No. **64168**

EFFECTIVE OCTOBER 20, 1962

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San Francisco, California.  
Correction No. 76

## 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. 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.

(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.

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

4400

(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 \$4.70 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.

64168

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Correction No. 77

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 _____	625	710	880	
12,000 but not over 20,000 —	685	755	930	
Over 20,000 _____	765	840	1000	
<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 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 Saturdays, Sundays or holidays.            Column 3 - Rates per unit of equipment with driver when equipment is operated on Saturdays, Sundays or holidays.</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.            (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:</p> <p>Less than 2 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>				
#420				
Change Increase		Decision No. 6416S		
EFFECTIVE OCTOBER 20, 1962				
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Correction No. 78				

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 -----	220	265	925	1077	590	11½	
12,000 but not over 20,000 --	248	297	1050	1205	590	12	
20,000 but not over 30,000 --	278	336	1106	1267	605	14	
Over 30,000 -----	311	359	1296	1466	610	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>							

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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. 6416S
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