

ORIGINAL

Decision No. 65072

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 any and all com-)
 modities between and within all points)
 and places in the State of California)
 (including, but not limited to,)
 transportation for which rates are)
 provided in Minimum Rate Tariff No. 2).)

Case No. 5432
 (Order Setting Hearing
 dated April 24, 1962,
 as amended June 12, 1962)

And Related Matters

Cases Nos. 5435, 5439,
 5441 and 5603

(Appearances are listed in Appendix A)

O P I N I O N

Public hearings were held before Examiner Thompson at San Francisco on June 28 and 29, 1962, and at Los Angeles on July 24, 1962. The matters were submitted August 24, 1962, on filing of memoranda of points and authorities.

These proceedings concern the adjustment or establishment of vehicle unit rates, rules and regulations for the transportation of property for which minimum rates are provided in the following minimum rate tariffs issued by the Commission:

City Carriers' Tariff No. 1-A (San Francisco)
 City Carriers' Tariff No. 2-A - Highway
 Carriers' Tariff No. 1-A (East Bay)
 Minimum Rate Tariff No. 2 (State-wide - General)
 Minimum Rate Tariff No. 5 (Los Angeles)
 Minimum Rate Tariff No. 9-A (San Diego)
 Minimum Rate Tariff No. 11-A (Uncrated Furniture)

The first five tariffs listed above contain monthly vehicle unit rates. The four regional tariffs, which we will

sometimes refer to herein as the drayage tariffs, contain hourly vehicle unit rates and, except as to City Carriers' Tariff No. 1-A, also provide weekly vehicle unit rates.

Evidence was presented by the Commission's staff and by interested parties. The staff proposed that monthly vehicle unit rates be removed from the present tariffs and be established in a new tariff which it called Minimum Rate Tariff No. 15. It proposed a schedule of minimum rates based upon cost studies made by transportation engineers of the Commission. Respondents and interested parties were generally of the opinion that the monthly vehicle unit rates should be established in one tariff but were not wholly in accord with the level of the rates proposed nor with the rules and regulations suggested to govern those rates.

While the proceedings cover all vehicle unit rates, almost all of the evidence concerns the monthly rates. We will discuss that issue first.

Monthly rates are necessary to meet the transportation requirements of some shippers and are also necessary in many instances to afford carriers opportunity to retain traffic that might otherwise be diverted to proprietary operations. Some shippers regularly have numerous shipments within their distribution areas, the freight cost of which if shipped at class rates would greatly exceed the cost of acquiring and operating motor vehicle equipment. Under those circumstances, prudent management would take steps to purchase, lease or otherwise acquire motor vehicle equipment and operate it with its own personnel. Aside from the savings in transportation charges, there are other advantages to shippers of performing their own transportation, such as better control over distribution through dispatching and routing of deliveries, and the elimination of the necessity of classifying articles for rating purposes. The latter is an important consideration to a shipper who distributes a wide

variety of merchandise. There are disadvantages to the operation of vehicles by shippers, one of which is the necessity of employing drivers, and in some instances mechanics and servicemen, who usually are represented by labor unions different from those representing other employees of the shipper. When the shipper engages a for-hire carrier at vehicle unit rates it obtains most of the advantages of proprietary operations without the disadvantages described above, as long as the rates are close to the cost of conducting proprietary operations.

The matter of the establishment of just and reasonable minimum vehicle unit rates is not a simple calculation. The transportation requirements of shippers are not the same, the costs of conducting proprietary operations by various shippers are not the same, and the costs to the carriers of providing transportation under vehicle unit rates are not the same. It is not merely a matter, as indicated by some shippers, of establishing rates which will meet the cost of conducting proprietary operations. In a number of instances, because of taxes, regulatory fees and administrative expenses incurred by carriers, the cost to a shipper of operating motor vehicle equipment is less than the lowest cost that can be achieved by a for-hire carrier. Minimum rates based upon the cost of such shipper operations would be unreasonably low. Carriers cannot effectively compete with all proprietary operations but they should be given opportunity to compete for traffic at rates which will provide reasonable profit. The cost to the carrier, rather than the cost to the shipper, of conducting proprietary operations must be the foundation of reasonable minimum vehicle unit rates.

The Commission staff presented a study of the cost to carriers of transporting property at monthly vehicle unit rates. A number of issues were raised by the parties concerning this study which require some discussion.

Manufacturers of motor vehicle equipment provide a wide range of types and sizes of trucks, many of which are used by carriers in transporting property at monthly vehicle unit rates. The costs of operating the various types and sizes differ so that for the purpose of rate making it is necessary to classify vehicles with similar cost characteristics into rate groups. The establishment of categories is not an easy one. The staff engineer classified vehicles into groups depending upon the weight carrying capacities of trucks, the type of body, the number of axles and the type of fuel used. The rate expert witness for the staff proposed rate groups which classify the vehicles according to the length of the loading space, the type of body and the type of fuel.

While many of the cost factors appear to depend upon the carrying capacities of the vehicles, rate groupings according to weight carrying capacity have not proven satisfactory. One reason is the difficulty of determining the carrying capacity in pounds of a particular unit of equipment. In addition, the shipments transported under monthly vehicle unit rates usually are not of heavy density and are of different sizes of packages so that the shipper is interested in the capacity of the vehicles in terms of cubic feet of loading space rather than in terms of weight. From the evidence we find that with a few modifications the rate groupings proposed by the rate expert appropriately reflect the requirements of the shippers and the differences in the costs to the carriers of operating various types of motor vehicle equipment.

California Trucking Associations, Inc., hereinafter called CTA, contends that the vehicle groupings for small trucks do not properly recognize that there are compact trucks with loading space in excess of eight feet. It proposes that the grouping of vehicles having loading space of less than 12 feet be divided into two

categories; those with wheel base under 100 inches and those with wheel base of 100 inches or more. Implicit in this proposal is that the so-called economy compact vehicles have wheel bases of less than 100 inches. The director of research of CTA testified that it was his information and belief that such is the case but that he had not made any independent survey to confirm that information. A parcel carrier in its memorandum of points and authorities asserted that many of the so-called economy compact trucks of American manufacture have wheel bases in excess of 100 inches. The evidence indicates that the predominant number of vehicles of the economy compact type would be within the classification of vehicles having less than 9 feet of loading space. Admittedly there probably are other types of trucks that would also be within that group; however, it does not appear that shippers have special needs for those other type trucks under monthly rates. We find that the proposed groupings of vehicles for rate purposes proposed by the rate expert, modified to provide that the proposed group for vehicles with less than 8 feet of lineal loading space be changed to vehicles with lineal loading space of less than 9 feet, provides the best basis for the establishment of reasonable minimum monthly vehicle unit rates. ✓

It was pointed out that the proposed minimum rate tariff does not prescribe rates for certain types of vehicles.¹ There is sufficient evidence herein from which reasonable minimum rates for those vehicles can be determined.

¹ Such vehicles are van type trucks with trailers and van type 3-axle trucks with lineal loading space of 12 feet or more.

The proposed minimum rate tariff prescribes only rates which would be applicable on a month-to-month basis. Many of the arrangements between carriers and shippers for transportation at vehicle unit rates are for periods of a year or more. Interested parties have shown that vehicle unit rates based upon operations to be conducted for a calendar year should be established in addition to rates which would be applicable on a month-to-month basis. CTA proposed that the tariff provide for a 5 percent reduction in the monthly rates when the carrier and shipper enter into a written agreement covering transportation at vehicle unit rates to be performed for a future twelve-month period. Without analyzing the differences in the costs of providing the services we are unable at this point to determine whether the discounted rates would be reasonable for the services involved. The cost data presented by the engineer, however, are sufficient to enable the determination of reasonably reliable estimates of the costs of providing transportation services with the various types of vehicles for a calendar year. Before concerning ourselves with that however, the contentions of the parties regarding certain cost factors used by the engineer will be considered.

The engineer used a ratio of indirect expense to direct expense of 19 percent. His estimate of the indirect expense ratio was based upon an analysis made by him of the expenses of several carriers, one of which is solely engaged in the transportation of the property at vehicle unit rates. Shippers contended that this ratio is too high and pointed out that very little supervision is required by the carrier for such transportation as compared to services performed under class rates or commodity rates. It was contended that the billing and collecting costs for transportation under vehicle

unit rates obviously are lower than those which would be incurred by carriers engaged in transportation under class rates or commodity rates. Exhibit No. 6 contains a comparison of the indirect expense ratios used by the Commission staff and by CTA in cost studies offered by them in proceedings involving minimum class rates and minimum commodity rates. The indirect expense ratios shown therein for shipments of general commodities weighing 20,000 pounds or more transported under class rates are less than 19 percent.

It is readily apparent from the very nature of the operations conducted under monthly unit rates that there is less dispatching, rating, billing and collection expense than is the case of transportation of general commodities under class rates. There is more supervision, however, than that indicated by some shippers. The carrier must maintain a day-to-day record of the hours worked by the driver and of the miles traversed by the vehicle while it is in service. The charges to be assessed by the carrier are predicated upon those data. Insofar as the indirect expenses are concerned, the transportation of property under monthly vehicle unit rates closely resembles the transportation of commodities in large volume for which commodity rates have been established. After consideration we find that an indirect expense ratio of 13 percent is reasonable.

Continental Can Company objected to the method used by the engineer to determine cost factors per hour related to payroll taxes and so-called fringe benefit expenses (health and welfare provisions and pension plans in labor agreements). The engineer calculated the costs per hour by dividing the amount payable for the account of one driver by the number of hours the driver worked. Continental Can contends that because the expenses are based upon the wages paid to the driver and therefore the number of days or hours for which the driver was paid, the number of paid hours should be the divisor.

In the cost estimates, the engineer assumed that the regular driver would work 234 days and would be paid additionally for 14 days' vacation, 4 days' sick leave and for 9 holidays. Continental Can's contention is best illustrated by a summary of the maximum payroll expense incurred by the carrier for services of one driver employed in the San Francisco Bay area:

Federal Insurance Contribution Act	\$150.00
California Unemployment Fund	83.60
Federal Unemployment Fund	24.00
Total Payroll Expense	<u>\$257.60</u>

\$257.60 divided by 1872 hours worked = \$0.138 per hour

\$257.60 divided by 2088 hours paid = \$0.123 per hour

Continental Can's assertion regarding the manner in which the payroll taxes are assessed is correct; however, it overlooked the object of making these calculations, which is to estimate the cost to the carrier of providing the service. As indicated above, the payroll tax expense to the carrier for employing one driver for one year is \$257.60. That driver is paid for 2088 hours for 1872 hours' work. The carrier furnishes to the shipper the equipment with a driver for 2016 hours so that when the regular driver is not working during the 14 days' vacation and 4 days' sick leave the carrier must furnish a substitute driver whose wages are also subject to payroll taxes. Assuming that the substitute driver is regularly employed by the carrier, which assumption provides the lowest payroll expense per paid hour, the additional payroll expense incurred by the carrier is \$17.71. While the carrier performs transportation only 2016 hours per year, the monthly vehicle unit rates do not give effect to the number of holidays in any particular month so that for the purposes here it can be said that the charges are based upon 2088 hours per year. The carrier's total payroll expense is \$275.31 which divided by 2088 hours is \$0.132 per hour. The engineer's

estimate was \$0.131 per hour.² The estimates of payroll costs obtained by the engineer through the use of his "short-cut" method are close, the margin of error would not exceed \$1.00 per month in the over-all results. For the purposes here such margin of error is insignificant. Our findings here apply also to the contentions concerning the estimates of expenses for health, welfare and pension.

In response to questioning by CTA the engineer stated that because of recent changes in the rates for compensation insurance his estimate of that expense may be low. The present rates for said insurance are not of record so that we cannot make an estimate here of that expense. It would take a very substantial change in those rates, however, for that factor to result in having a significant influence upon the cost of providing the transportation service.

We have found that vehicle unit rates should be established for transportation services to be performed over a period of one year as well as for periods of 30 days. The data developed by the engineer can be used to estimate the cost of providing service for that period. Certain factors should be changed to reflect the cost savings to the carrier for this type of service. The use factor of equipment which will be used for the yearly service will be 11½ months, and for the monthly service will be 9 months, except for hopper-bottom trailing equipment.³ We have found that an indirect expense ratio of 13 percent should be used to determine the cost of providing service under monthly rates. We find that an indirect expense ratio of 12 percent is reasonable in the case of yearly rates. The cost estimates that we find to be reasonable for the

² The engineer used a total payroll expense of \$245.60 and divided that amount by 1872 working hours.

³ Hopper trailers are used principally for the transportation of grain which is a seasonal operation. Use factor for these trailers will be 7 months and 5 months, respectively.

services at monthly rates are set forth in Appendix B; those reasonable for services under yearly rates are set forth in Appendix C. The level of the vehicle unit rates will be established to reflect those cost estimates. The profit factor for the monthly rates will be somewhat higher than that for the yearly rates for the reason that the carrier runs some risk of not being able to secure business during the times that said equipment is not employed under monthly vehicle unit rates, whereas that risk is not as great in the case of service performed under the yearly rates.

Rules and regulations governing the applicability of the yearly rates necessarily will be established. In addition, the evidence shows that some modification, as well as additions, should be made in the rules proposed by the Commission staff. Charges and rules governing the transportation of permit shipments and for providing escort service should be established. While minimum charges for the collection and remitting of C.O.D. monies are not necessary or desirable for this transportation, the minimum rate tariff should provide rules and regulations concerning the handling of C.O.D. which are consistent with the general orders of the Commission concerning that subject. The "Base of Operations" which the carrier will be required to show upon the shipping documents should be defined so as to clearly require that said point must be a point which the carrier will regularly serve in connection with operations performed under the vehicle unit rates in order to prevent the designation of a point which would permit one-way operations in excess of 125 miles. The minimum rates which will be established herein reflect the cost of conducting transportation which will enable the equipment and driver to start from its terminal and return on the same day.

CTA recommended that the weekly vehicle unit rates set forth in the drayage tariff be canceled. The evidence will not support a finding that weekly vehicle unit rates are no longer necessary to meet the needs of the public. We find that minimum weekly rates should be established in the tariff naming minimum vehicle unit rates and that said weekly rates should be established at levels which will not undermine or defeat the minimum monthly rates and yearly rates.

Upon careful consideration of all the facts and circumstances of record, the Commission is of the opinion and finds:

1. That the rates, charges, accessorial charges, rules and regulations set forth in Minimum Rate Tariff No. 15, which is designated as Appendix D of the order herein, are and will be for the future the just, reasonable and nondiscriminatory minimum rates, charges and accessorial charges to be assessed, charged and collected and just, reasonable and nondiscriminatory rules and regulations to be observed in applying such rates, charges and accessorial charges by any and all radial highway common carriers, highway contract carriers and city carriers for transportation and other services, including accessorial services rendered incident thereto, for which rates, charges, accessorial charges, rules and regulations are provided in said Minimum Rate Tariff No. 15.

2. That concurrently with the establishment of the rates, charges, accessorial charges, rules and regulations set forth in said Minimum Rate Tariff No. 15, there should be canceled the monthly vehicle unit rates, charges, rules and regulations set forth in Section No. 3-A of Minimum Rate Tariff No. 2 (Appendix "D" of Decision No. 31606, as amended); the monthly vehicle unit rates, charges, rules and regulations set forth in Section No. 5 of City Carriers' Tariff No. 1-A (Appendix "A" of Decision No. 41363, as amended); the monthly and weekly vehicle unit rates, charges, rules

and regulations set forth in Section No. 5 of City Carriers' Tariff No. 2-A - Highway Carriers' Tariff No. 1-A (Appendix "A" of Decision No. 41362, as amended); the unit rates for periods of five, six, twenty-one and twenty-five successive days, respectively, and the charges, rules and regulations pertaining thereto set forth in Section No. 5 of Minimum Rate Tariff No. 5 (Appendix "A" of Decision No. 32504, as amended); and the equipment rates for periods of five, six, twenty-one and twenty-five successive days, respectively, and the charges, rules and regulations pertaining thereto set forth in Section No. 3 of Minimum Rate Tariff No. 9-A (Appendix "B" of Decision No. 55256, as amended).

3. That any and all radial highway common carriers, highway contract carriers and city carriers should be required to assess, charge and collect, for the transportation and other services, including accessorial services, to which said Minimum Rate Tariff No. 15 is applicable, rates, charges and accessorial charges no lower in volume or effect than those set forth in said tariff, and to observe rules and regulations no lower in volume or effect than those set forth therein. ✓

4. That the existing rates, charges, accessorial charges, rules and regulations maintained by common carriers, as defined in the Public Utilities Act, for transportation at vehicle unit rates over the public highways within California, and for accessorial services incidental thereto, are and will for the future be unreasonable, insufficient and not justified by the actual competitive rates of competing carriers, or by the cost of other means of transportation, insofar as they are lower in volume or effect than those set forth in said Minimum Rate Tariff No. 15 for the performance of the same transportation and the same accessorial services by radial highway common carriers, highway contract carriers and city carriers.

5. That rates, charges, accessorial charges, rules and regulations set forth in said Minimum Rate Tariff No. 15 will be just, reasonable and sufficient minimum rates, charges, accessorial charges, rules and regulations for the transportation by common carriers as defined in the Public Utilities Act.

The order which follows will establish Minimum Rate Tariff No. 15. In order to avoid duplication of tariff distribution, City Carriers' Tariff No. 1-A, City Carriers' Tariff No. 2-A - Highway Carriers' Tariff No. 1-A and Minimum Rate Tariffs Nos. 2, 5 and 9-A and Classification No. 1 will be amended by separate orders to cancel therefrom the superseded rates, charges, accessorial charges, rules and regulations.

O R D E R

IT IS ORDERED that:

1. The rates, rules and regulations set forth in Minimum Rate Tariff No. 15 which is designated as Appendix D of the order herein and by this reference is incorporated in and made a part of this order, are hereby established and approved, effective May 1, 1963, as the just, reasonable and nondiscriminatory minimum rates, charges and accessorial charges to be assessed, charged and collected and the rules and regulations to be observed by any and all radial highway common carriers, highway contract carriers and city carriers for the transportation and other services, including accessorial services rendered incident thereto, for which rates, charges, rules and regulations are provided in said Minimum Rate Tariff No. 15.

2. All radial highway common carriers, highway contract carriers and city carriers are hereby ordered and directed to cease and desist on May 1, 1963, and thereafter abstain from assessing,

charging or collecting vehicle unit rates, charges or accessorial charges lower in volume or effect than those set forth in said Minimum Rate Tariff No. 15, and from observing rules or regulations lower in volume or effect than those set forth therein.

3. All ~~common carriers~~, as defined in the Public Utilities Act, maintaining rates, charges, accessorial charges, rules and regulations for transportation over the public highways within California and for accessorial services incidental thereto, found by Finding No. 4 in the opinion preceding this order to be unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the cost of other means of transportation, are hereby ordered and directed to cancel said rates, charges, accessorial charges, rules and regulations on not less than ten days' notice to the Commission and to the public, and to establish in their stead rates, charges, accessorial charges, rules and regulations no lower in volume or effect than those set forth in said Minimum Rate Tariff No. 15. ✓

4. All common carriers referred to and described in Ordering Paragraph No. 3 are hereby ordered and directed to cease and desist from publishing or maintaining in their tariffs vehicle unit rates, charges, accessorial charges, rules or regulations lower in volume or effect than those set forth in Minimum Rate Tariff No. 15. ✓

5. Tariff publications required 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 or not less than ten days' notice to the Commission and to the public and shall be made effective not later than May 1, 1963.

6. Tariff publications which are authorized but not required 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, and may be made effective on not less than ten days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order.

7. Common carriers, in establishing and maintaining the rates authorized hereinabove, are hereby authorized to depart from the provisions 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 are hereby modified only to the extent necessary to comply with this order; and that schedules containing the rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

This order shall become effective twenty days after the date hereof.

Dated at San Francisco, California, this 12th day of MARCH, 1963.

George G. Traver
President
Robert L. ...
Robert L. ...
Frederick B. ...
William W. ...
Commissioners

APPENDIX A

APPEARANCES

Respondents

Harold M. Brake, for Brake Delivery Service
Scott Elder, for Trans Bay Motor Express Co.
Emil P. Fleschner, for Southern California Truck
Leasing, Inc.
Roy Olson, for Walkup Drayage & Warehouse Co.
Harold Shifflet, for Shifflet Bros.
Nat H. Williams, for Williams Transfer Co.
W. H. Schaeffer and Chas. A. Peterson, for
Consolidated Freightways

Interested Parties

V. A. Bordelon, for Los Angeles Chamber of Commerce
Ronald O. Watson, for Sperry & Hutchinson Co.
Theodore V. Curtis, for Anaconda Copper Company
Robt. W. Brown and David Person, for Eastman Kodak Co.
Gordon G. Gale and Earl Matson, for The Clorox Co.
E. J. Bertana, for Pacific Cement & Aggregates, Inc.
Russell Bevans, for Draymen's Association of
San Francisco
Keith M. Brown, for Spreckels Sugar Co.
C. J. Campbell, for Cannery League of California
E. R. Chapman, for Foremost Dairies, Inc.
Chas. H. Costello, for Continental Can Co., Inc.
Leo V. Cox, for Safeway Stores
T. W. Curley, for Swift & Co.
W. R. Czaban, for Purex Corp., Ltd.
W. R. Donovan, for C & H Sugar
Ralph J. Graffis, for Morton Salt Co.
J. P. Hellmann, for Allied Chemical Corp.
E. J. Langhofer, for San Diego Chamber of Commerce
Gordon Larsen, for American Can Co.
Tad Muraoka, for International Business Machines
Arlo D. Poe, J. C. Kaspar and James Quintrall, for
California Trucking Associations, Inc.
Eugene A. Read, for California Manufacturers
Association
C. G. Rickenbaugh, for Radio Corp. of America
Ben Roth and O. H. Stieber, for Crown Zellerbach Corp.
A. L. Russell, for Sears, Roebuck & Co. and
Traffic Managers Conference of California
Sanford H. Sanger, for Falcon Parcel Service
W. Paul Tarter, for Wm. Volker & Co.
Milton A. Walker, for Fibreboard Paper Products Corp.

The Commission Staff

R. A. Lubich and M. J. Gagnon

APPENDIX B
SUMMARY OF VEHICLE UNIT COSTS (Month-to-Month Basis)
AS OF JULY 1, 1952

Sheet 1 of 3

Line No.	Type of Equipment	Bed Length Each	No. Axles		Type of Body				Cost per Month #1	Cost per Month #2	Running Cost
			Each	Piece	Panel Or Van	Ins. Van	Flat-bed	Hopper	Joint Council No. 7 Area 100 O.R.	Joint Councils Nos. 38 & 42 Areas 100 O.R.	per Mile- Statewide 100 O.R.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)		
<u>Trucks, With Driver</u>											
1	Compact	less than 8'	2	x				\$ 847.62	\$747.00	\$0.077	
2	Not Over 4,500 Lbs.	less than 12'	2	x				870.50	769.88	0.101	
3	Not Over 10,500 Lbs.	12' and Over	2	x				885.37	784.74	0.120	
4	Not Over 10,500 Lbs.	12' and Over	2		x			906.14	805.52	0.128	
5	Over 10,500 Lbs.	12' and Over	3			x		1,004.48	875.22	0.138	
<u>Trailing Equipment Only, Without Driver</u>											
6	One Semitrailer	21-27 Feet	1	x				\$ 56.43	\$ 56.43	\$0.019	
7	One Semitrailer	21-27 Feet	1			x		43.67	43.67	0.019	
8	One Semitrailer	21-27 Feet	1		x			95.75	95.75	0.021	
9	Two Semis with Dolly	21-27 Feet	1	x				132.70	132.70	0.050	
10	Two Semis with Dolly	21-27 Feet	1			x		107.18	107.18	0.050	
11	Two Semis with Dolly	21-27 Feet	1		x			211.34	211.34	0.054	
12	One Semitrailer	35-40 Feet	2	x				85.87	85.87	0.026	
13	One Semitrailer	35-40 Feet	2			x		75.88	75.88	0.024	
14	One Semitrailer	35-40 Feet	2		x			149.79	149.79	0.028	
15	One Semitrailer	20-23 Feet	1				x	78.83	78.83	0.027	
16	One Trailer	20-23 Feet	2				x	104.87	104.87	0.039	
17	One Semitrailer & One Trailer	20-23 Feet	1 & 2				x	183.70	183.70	0.066	

NOTE: Footnotes on Sheet 3 of 3 .

APPENDIX B
 SUMMARY OF VEHICLES UNIT COSTS (Month-to-Month Basis)
 As Of JULY 1, 1962

Sheet 2 of 3

Line No.	Type of Equipment	Bed Length: Each	No.		Type of Body			Cost/No. #	Cost per Month #	Running Cost
			axles:	pieces:	Van	Van	Flat-			
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
								100 O.R.	100 O.R.	100 O.R.
								No. 7 Area	Nos. 38 & 42 Areas	Statewide
Tractor and Semitrailer(s) With Driver										
1	LTL Tractor (Gas, 2 Axles) & One Semi.	21-27 Ft.	1	x				\$ 971.07	\$ 845.20	\$0.157
2	LTL Tractor (Gas, 2 Axles) & One Semi.	21-27 Ft.	1			x		958.31	832.44	0.157
3	LTL Tractor (Gas, 2 Axles) & One Semi.	21-27 Ft.	1		x			1,010.40	884.53	0.160
4	LTL Tractor (Gas, 2 Axles) & One Semi.	20-23 Ft.	1				x	993.48	867.31	0.166
5	TL Tractor (Gas, 2 Axles), Two Semis & Dolly	21-27 Ft.	1	x				1,139.77	1,003.35	0.199
6	TL Tractor (Gas, 2 Axles), Two Semis & Dolly	21-27 Ft.	1			x		1,114.26	977.85	0.199
7	TL Tractor (Gas, 2 Axles), Two Semis & Dolly	21-27 Ft.	1		x			1,218.41	1,082.00	0.204
8	TL Tractor (Gas, 2 Axles), 1 Semi & 1 Trailer	20-23 Ft.	1 & 2				x	1,190.77	1,054.36	0.215
9	TL Tractor (Diesel, 2 Axles), Two Semis & Dolly	21-27 Ft.	1	x				1,219.74	1,083.32	0.187
10	TL Tractor (Diesel, 2 Axles), Two Semis & Dolly		1			x		1,194.22	1,057.80	0.187
11	TL Tractor (Diesel, 2 Axles), Two Semis & Dolly	21-27 Ft.	1		x			1,298.38	1,161.73	0.192
12	TL Tractor (Diesel, 2 Axles), 1 Semi & 1 Trailer	20-23 Ft.	1 & 2				x	1,270.74	1,134.33	0.204
13	TL Tractor (Gas, 3 Axles) & 1 Semitrailer	35-40 Ft.	2	x				1,113.37	1,005.59	0.185
14	TL Tractor (Gas, 3 Axles) & 1 Semitrailer	35-40 Ft.	2			x		1,103.38	995.60	0.182
15	TL Tractor (Gas, 3 Axles) & 1 Semitrailer	35-40 Ft.	2		x			1,177.29	1,069.51	0.187
16	TL Tractor (Diesel, 3 Axles) & 1 Semitrailer	35-40 Ft.	2	x				1,177.28	1,089.50	0.168
17	TL Tractor (Diesel, 3 Axles) & 1 Semitrailer	35-40 Ft.	2			x		1,187.28	1,079.50	0.166
18	TL Tractor (Diesel, 3 Axles) & 1 Semitrailer	35-40 Ft.	2		x			1,261.20	1,153.42	0.170

NOTE: Footnotes on Sheet 3 of 3.

APPENDIX B
SUMMARY OF VEHICLE UNIT COSTS (Month-to-Month Basis)
AS OF JULY 1, 1962

Sheet 3 of 3

Line No.	Type of Equipment (1)	For Use with Equip. Indicated			Cost per Month #	Cost per Month #	Running Cost
		One 21-27 Ft. Seris. (2)	Two 21-27 Ft. Seris. (3)	One 35-40 Ft. Seris. (4)	Joint Council #7 Area 100 O.R. (5)	Joint Council Nos. 38 & 42 Areas 100 O.R. (6)	per Mile- Statewide 100 O.R. (7)

Tractor only, With Driver

1	LTL Gas - 2 Axles	x			\$ 914.65	\$ 788.78	\$0.138
2	TL Gas - 2 Axles		x		1,007.07	870.65	0.149
3	TL Gas - 3 Axles			x	1,027.50	919.72	0.159
4	TL Diesel - 2 Axles		x		1,087.04	950.62	0.137
5	TL Diesel - 3 Axles			x	1,111.40	1,003.61	0.142

Additional Monthly Costs For the Provision of
a Helper

789.75

679.49

- * Not suitable for use with trailing equipment.
- ♂ Insulated van.
- # Exclusive of any running or mileage costs.

APPENDIX C
SUMMARY OF VEHICLE UNIT COSTS (12 Months' Basis) (a)
AS OF JULY 1, 1962

Sheet 1 of 3

Line No.	Type of Equipment	Bed Length Each	No. Axles Each	Type of Body			Cost per Month # Joint Council No. 7 Area 100 O.R.	Cost per Month # Joint Councils Nos. 38 & 42 Areas 100 O.R.	Running Cost per Mile- Statewide 100 O.R.
				Panel Or Van	Ins. Van	Flat-Hop- bed:per			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
<u>Trucks*, With Driver</u>									
1	Compact	Less than 8'	2	x			\$830.19	\$730.46	\$0.076
2	Not Over 4,500 Lbs.	Less than 12'	2	x			847.95	748.22	0.100
3	Not Over 10,500 Lbs.	12' and Over	2	x			859.47	759.75	0.118
4	Not Over 10,500 Lbs.	12' and Over	2		x		875.60	775.87	0.127
5	Over 10,500 Lbs.	12' and Over	3			x	958.04	829.93	0.137
<u>Trailing Equipment Only, Without Driver</u>									
6	One Semitrailer	21-27 Feet	1	x			\$ 43.77	\$ 43.77	\$0.019
7	One Semitrailer	21-27 Feet	1			x	33.87	33.87	0.019
8	One Semitrailer	21-27 Feet	1		x		74.27	74.27	0.021
9	Two Semis with Dolly	21-27 Feet	1	x			102.93	102.93	0.050
10	Two Semis with Dolly	21-27 Feet	1			x	83.14	83.14	0.050
11	Two Semis with Dolly	21-27 Feet	1		x		163.94	163.94	0.054
12	One Semitrailer	35-40 Feet	2	x			66.61	66.61	0.026
13	One Semitrailer	35-40 Feet	2			x	58.87	58.87	0.023
14	One Semitrailer	35-40 Feet	2		x		116.20	116.20	0.028
15	One Semitrailer	20-23 Feet	1			x	55.81	55.81	0.027
16	One Trailer	20-23 Feet	2			x	74.25	74.25	0.039
17	One Semitrailer & One Trailer	20-23 Feet	1 & 2			x	130.06	130.06	0.066

NOTE: Footnotes on Sheet 3 of 3.

APPENDIX C
 SUMMARY OF VEHICLE UNIT COSTS (12 Months' Basis) (a)
 AS OF JULY 1, 1962

Sheet 2 of 3

Line No.	Type of Equipment (1)	Bed Length: Each (2)	No. Axles: Each (3)	Type of Body			Cost per Month #: Joint Council No. 7 Area 100 O.R. (8)	Cost per Month #: Joint Councils Nos. 38 & 42 Areas 100 O.R. (9)	Running Cost per Mile- Statewide 100 O.R. (10)
				Ins. ⌀	Flat	Hop			
<u>Tractor and Semitrailer(s) With Driver</u>									
1	LTL Tractor (Gas, 2 Axles) & One Semi.	21-27 Ft.	1	x			932.13	807.37	0.156
2	LTL Tractor (Gas, 2 Axles) & One Semi.	21-27 Ft.	1			x	922.24	797.48	0.156
3	LTL Tractor (Gas, 2 Axles) & One Semi.	21-27 Ft.	1		x		962.64	837.69	0.158
4	LTL Tractor (Gas, 2 Axles) & One Semi.	20-23 Ft.	1			x	947.14	822.39	0.164
5	TL Tractor (Gas, 2 Axles), Two Semis & Dolly	21-27 Ft.	1	x			1,069.17	933.96	0.197
6	TL Tractor (Gas, 2 Axles), Two Semis & Dolly	21-27 Ft.	1			x	1,049.37	914.17	0.197
7	TL Tractor (Gas, 2 Axles), Two Semis & Dolly	21-27 Ft.	1		x		1,130.17	994.96	0.202
8	TL Tractor (Gas, 2 Axles), 1 Semi & 1 Trailer	20-23 Ft.	1 & 2			x	1,101.50	966.29	0.214
9	TL Tractor (Diesel, 2 Axles), Two Semis & Dolly	21-27 Ft.	1	x			1,132.19	995.98	0.185
10	TL Tractor (Diesel, 2 Axles), Two Semis & Dolly	21-27 Ft.	1			x	1,111.40	976.19	0.185
11	TL Tractor (Diesel, 2 Axles), Two Semis & Dolly	21-27 Ft.	1		x		1,192.20	1,056.99	0.190
12	TL Tractor (Diesel, 2 Axles), 1 Semi & 1 Trailer	20-23 Ft.	1 & 2			x	1,166.35	1,031.14	0.202
13	TL Tractor (Gas, 3 Axles), & 1 Semitrailer	35-40 Ft.	2	x			1,042.51	935.68	0.183
14	TL Tractor (Gas, 3 Axles), & 1 Semitrailer	35-40 Ft.	2			x	1,034.77	927.94	0.181
15	TL Tractor (Gas, 3 Axles), & 1 Semitrailer	35-40 Ft.	2		x		1,092.10	985.27	0.185
16	TL Tractor (Diesel, 3 Axles), & 1 Semi.	35-40 Ft.	2	x			1,107.61	1,000.78	0.167
17	TL Tractor (Diesel, 3 Axles), & 1 Semi.	35-40 Ft.	2			x	1,099.86	993.03	0.164
18	TL Tractor (Diesel, 3 Axles), & 1 Semi.	35-40 Ft.	2		x		1,157.18	1,050.35	0.169

NOTE: Footnotes on Sheet 3 of 3.

APPENDIX C
SUMMARY OF VEHICLE UNIT COSTS (12 Months Basis) (a)
AS OF JULY 1, 1962

Sheet 3 of 3

Line No.	Type of Equipment (1)	For Use with Equip. Indicated			Cost Per Month #	Cost Per Month #	Running Costs per
		One 21-27 Ft. Semi. (2)	Two 21-27 Ft. Semis (3)	One 35-40 Ft. Semi. (4)	Joint Council #7 Area 100 O.R. (5)	Joint Councils Nos. 38 & 42 Areas 100 O.R. (6)	Mile-Statewide 100 O.R. (7)

Traactor only, With Driver

1	LTL Gas - 2 Axles	x			\$ 888.37	\$763.61	\$0.137
2	TL Gas - 2 Axles		x		966.22	831.01	0.148
3	TL Gas - 3 Axles			x	975.90	869.07	0.157
4	TL Diesel - 2 Axles		x		1,028.26	893.05	0.136
5	TL Diesel - 3 Axles			x	1,040.99	934.16	0.141

Additional Monthly Costs For The Provision of
a Helper

782.76

673.48

- * Not suitable for use with trailing equipment.
- ♠ Insulated van.
- # Exclusive of any running or mileage costs.
- (a) Or for entire season for hopper (grain) equipment.

APPENDIX D

TO

DECISION NO. 65072

IN CASE NO. 5432

ISSUED BY THE
PUBLIC UTILITIES COMMISSION
OF THE
STATE OF CALIFORNIA

CONSISTING OF A TARIFF NAMING MINIMUM YEARLY,
MONTHLY AND WEEKLY VEHICLE UNIT RATES, RULES
AND REGULATIONS FOR THE TRANSPORTATION OF PROPERTY

OVER THE PUBLIC HIGHWAYS WITHIN THE
STATE OF CALIFORNIA

BY

CITY CARRIERS
RADIAL HIGHWAY COMMON CARRIERS
AND
HIGHWAY CONTRACT CARRIERS

MINIMUM RATE TARIFF NO. 15

NAMING

MINIMUM YEARLY, MONTHLY AND WEEKLY VEHICLE UNIT

RATES, RULES AND REGULATIONS

FOR THE

TRANSPORTATION OF PROPERTY OVER THE

PUBLIC HIGHWAYS WITHIN THE

STATE OF CALIFORNIA

BY

CITY CARRIERS

RADIAL HIGHWAY COMMON CARRIERS

AND

HIGHWAY CONTRACT CARRIERS

The original tariff contains rates, rules and regulations established in
Decision No. in Cases Nos. 5432, 5435, 5439, 5441 and 5603.
Changes will be made by issuing revised or added pages or by issuing
supplements.

EFFECTIVE MAY 1, 1963

Issued by the
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA
State Building, Civic Center
San Francisco, California

CORRECTION NUMBER CHECKING SHEET

This tariff is issued in loose-leaf form. All added and revised pages will be numbered consecutively in the lower left-hand corner. These correction numbers should be checked below on this checking sheet before pages are filed in tariff.

CORRECTION NUMBERS

1	31	61	91	121	151	181
2	32	62	92	122	152	182
3	33	63	93	123	153	183
4	34	64	94	124	154	184
5	35	65	95	125	155	185
6	36	66	96	126	156	186
7	37	67	97	127	157	187
8	38	68	98	128	158	188
9	39	69	99	129	159	189
10	40	70	100	130	160	190
11	41	71	101	131	161	191
12	42	72	102	132	162	192
13	43	73	103	133	163	193
14	44	74	104	134	164	194
15	45	75	105	135	165	195
16	46	76	106	136	166	196
17	47	77	107	137	167	197
18	48	78	108	138	168	198
19	49	79	109	139	169	199
20	50	80	110	140	170	200
21	51	81	111	141	171	201
22	52	82	112	142	172	202
23	53	83	113	143	173	203
24	54	84	114	144	174	204
25	55	85	115	145	175	205
26	56	86	116	146	176	206
27	57	87	117	147	177	207
28	58	88	118	148	178	208
29	59	89	119	149	179	209
30	60	90	120	150	180	210

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

ARRANGEMENT OF TARIFF

This is a loose-leaf tariff arranged as follows:

- SECTION NO. 1 - Rules and Regulations
- SECTION NO. 2 - Yearly Vehicle Unit Rates
- SECTION NO. 3 - Monthly Vehicle Unit Rates
- SECTION NO. 4 - Weekly Vehicle Unit Rates
- SECTION NO. 5 - Mileage Rates and Other Accessorial Charges
- SECTION NO. 6 - Form of Document

TABLE OF CONTENTS	Item Number Except As Shown
Correction Number Checking Sheet	Page 1
Form of Freight Bill	600
Rates	200-560
Rules and Regulations:	
Application of Rates	50-51
Application of Tariff-Carriers	20
Application of Tariff-Commodities	40
Application of Tariff-Territorial	30
C.O.D. Shipments	110
Collection of Charges	100
Definition of Technical Terms	10
Escort Service, Charges for	120
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Units of Measurement in Quotation of Rates and Charges	70
Written Agreement	90-91

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San Francisco, California.

SECTION NO. 1

RULES AND REGULATIONS

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

SECTION NO. 1 - RULES AND REGULATIONS	Item No.
<p>DEFINITION OF TECHNICAL TERMS</p> <p>(a) AIR MILE means a statute mile measured in a straight line without regard to terrain features or differences in elevation.</p> <p>(b) BASE OF OPERATIONS means the single point described in the written agreement which shall be a point at which the shipper will regularly tender freight to the carrier or will regularly receive freight from the carrier.</p> <p>(c) CARRIER means a radial highway common carrier or a highway contract carrier as defined in the Highway Carriers' Act, or a carrier as defined in the City Carriers' Act.</p> <p>(d) CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles operated as a single unit.</p> <p>(e) CHILLED TEMPERATURE CONTROL SERVICE means the service of providing protection against heat and maintaining the commodity at a temperature higher than 32 degrees Fahrenheit.</p> <p>(f) ESCORT SERVICE means the furnishing of pilot cars or vehicles by a carrier as may be required by any governmental agency to accompany a shipment for highway safety.</p> <p>(g) FROZEN TEMPERATURE CONTROL SERVICE means the service of providing protection against heat and maintaining the commodity at a temperature of 32 degrees Fahrenheit or lower.</p> <p>(h) HOLIDAYS referred to in this tariff mean New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Admission Day(1), Thanksgiving Day, December 24(2) and Christmas Day.</p> <p>(1) Applicable only in connection with Rate Bases "A" and "C" rates.</p> <p>(2) Applicable only in connection with Rate Bases "B" and "D" rates.</p> <p>(i) PERMIT SHIPMENT means a shipment which because of its width, length, height, weight or size requires special authority from a governmental agency regulating the use of highways, roads or streets for the transportation of such shipment in whole or in part.</p> <p>(j) RATE includes charge and also rules and regulations governing and the accessorial charges applying in connection therewith.</p> <p>(k) TEMPERATURE CONTROL SERVICE means the protection from heat by the use of ice (either water or solidified carbon dioxide) or by mechanical refrigeration.</p>	10
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">APPLICATION OF TARIFF - CARRIERS</p> <p>Rates provided in this tariff are minimum rates, established pursuant to the City Carriers' Act and the Highway Carriers' Act, and apply for transportation of property by carriers as defined in said City Carriers' Act and radial highway common carriers and highway contract carriers as defined in the Highway Carriers' Act.</p>	20
<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL</p> <p>This tariff applies between all points within the State of California.</p>	30
<p style="text-align: center;">APPLICATION OF TARIFF - COMMODITIES</p> <p>This tariff applies for the transportation of all commodities except those for which rates are provided in Minimum Rate Tariffs Nos. 3-A, 4-A, 6, 7, 8, 10, 12 and 13.</p>	40
<p style="text-align: center;">APPLICATION OF RATES (Items Nos. 50 and 51)</p> <p>(a) This tariff applies only when, prior to the transportation of the property, the shipper enters into a written agreement with the carrier as provided in Items Nos. 90 and 91 and only when the property is transported by one carrier for one shipper. When such agreement is executed, rates otherwise provided in the Commission's Minimum Rate Tariffs will not apply.</p> <p>(b) The rates shall be governed by the Rate Bases as described in Item No. 60.</p> <p>(c) The rates herein, except those contained in Section No. 4, Weekly Vehicle Unit Rates, are limited to service performed within a radius of 125 air miles from the base of operations designated in the written agreement provisions of Items Nos. 90 and 91.</p> <p>(d) The base yearly, monthly and weekly rates as set forth in Items Nos. 200 through 411 apply as follows:</p> <ol style="list-style-type: none"> 1) The yearly rates in Items Nos. 200, 210 and 211 apply when the shipper enters into a written agreement with the carrier for a period of one year or more. The rates set forth are one-twelfth of the annual charge. The rates do not include service performed on Saturdays, Sundays or Holidays. For service performed on these days the additional charges provided in Item No. 520 are applicable. 	50

- 2) The monthly rates in Items Nos. 300, 310 and 311 will apply for periods of 30 consecutive days. The rates do not include service performed on Saturdays, Sundays or Holidays. For service performed on these days the additional charges provided in Item No. 520 are applicable.
- 3) The weekly rates in Items Nos. 400, 410 and 411 will apply for a period of 5 consecutive days excluding Saturdays, Sundays or Holidays. The daily rates for Saturdays, Sundays and Holidays as set forth in Item No. 520 may be combined with the weekly rates when the days of service are continuous.

(Continued in Item No. 51)

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San Francisco, California.

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">APPLICATION OF RATES (Concluded) (Items Nos. 50 and 51)</p> <p>(e) The number of driver's hours of service for each day will be computed from the time at which carrier's driver commences either operating the motor vehicle or performing other related service, whichever is sooner, and ending at the time that carrier's driver either ceases operating the motor vehicle or performing other related service, whichever is later.</p> <p>The number of helper's hours of service for each day shall be computed from the time helper is engaged to perform loading, unloading and other related service or required to ride carrier's vehicle, whichever is sooner, and ending at the time the loading or unloading service is completed, or the helper is returned to the point at which he was engaged at start of day, whichever is later.</p> <p>Included in each 8 hours service out of 9 consecutive hours will be two rest periods, not to exceed 15 minutes each. Time taken for lunch of one hour or less will not be included in hours of service performed.</p> <p>(f) The rates apply for the exclusive use of the equipment furnished.</p> <p>(g) In the event that a unit of equipment has become temporarily inoperable while engaged in transportation under this tariff, the carrier may substitute another unit of equipment at the rates agreed upon in the written agreement until such time as the original unit of equipment is operable.</p> <p>(h) The rates in Items Nos. 200 through 411 and Items Nos. 520 through 540 include the service of the driver only. When the carrier furnishes help in addition to the driver, the additional charges as provided in Item No. 550 will be assessed.</p> <p>(i) Rates do not include weighmaster fees and bridge or ferry tolls. Such fees and tolls, when incurred by the carrier, shall be added to the transportation charges.</p> <p>(j) When in response to shipper's request carrier's equipment is painted, lettered or marked, or when special equipment or accessories, e.g., forklifts, uniforms, etc., are furnished by the carrier, in connection with transportation which is performed subject to the rates named in this tariff, a reasonable charge therefor shall be made by the carrier against the shipper. In no event shall the charge be less than the cost of the painting, lettering or marking or the costs applicable to the use of the special equipment or accessories.</p> <p>(k) Rates in this tariff are subject to the articles shipped being released by the shipper at a valuation of not in excess of fifty cents per pound per article.</p>	51
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">RATE BASES</p> <p>Rate Basis "A" applies when the base of operations as set forth in the written agreement is located within the County of Alameda, Contra Costa, Lake, Marin, Mendocino, Monterey, Napa, San Benito, San Francisco, San Mateo, Santa Clara, Santa Cruz, Solano or Sonoma.</p> <p>Rate Basis "B" applies when the base of operations as set forth in the written agreement is located within one of the other counties in the State not named in Rate Basis "A".</p> <p>Rate Basis "C" applies when the base of operations as set forth in the written agreement is located within the City of Alameda, Albany, Berkeley, Emeryville, Oakland or Piedmont and service is performed wholly within the external boundaries of these cities.</p> <p>Rate Basis "D" applies when the base of operations as set forth in the written agreement is located within:</p> <p>(a) The Metropolitan Los Angeles Zone consisting of Los Angeles and Orange Counties and service is performed wholly within the exterior boundaries of these counties; or</p> <p>(b) The San Diego Drayage Area, as defined in Minimum Rate Tariff No. 9-A, and service is performed wholly within the exterior boundaries of said drayage area.</p>	60
<p style="text-align: center;">UNITS OF MEASUREMENT IN QUOTATION OF RATES AND CHARGES</p> <p>Rates or accessorial charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.</p>	70
<p style="text-align: center;">REFERENCES TO ITEMS AND OTHER TARIFFS</p> <p>Unless otherwise provided, references herein to item numbers in this or other tariffs include references to such numbers with letter suffix, and references to other tariffs include references to amendments and successive issues of such other tariffs.</p>	80
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">WRITTEN AGREEMENT (Items Nos. 90 and 91)</p> <p>Prior to the transportation of the property, the shipper must enter into a written agreement with the carrier. This agreement shall show:</p> <ul style="list-style-type: none"> (a) Provisions agreeing to the rules and regulations of Minimum Rate Tariff No. 15 and to rates at a level no lower than those of said tariff. (b) A clause governing adjustment of the rates and charges in the event that the provisions of Minimum Rate Tariff No. 15 are changed. (c) Date transportation service is to commence. (d) Type of carrier's motor power equipment. (e) Type of trailer or semi-trailer equipment, when applicable. (f) Identification of each piece of equipment either by license number or otherwise. (g) Lineal loading space of each unit of equipment in feet. (h) Base of operations. (i) Base rate. (j) Rate per mile. (k) Duration of the written agreement. (l) Declared valuation. (m) The agreement shall be in substantially the following form, and the original or a copy thereof shall be retained and preserved by the carrier, at a location within the State of California, subject to Commission's inspection, for a period of not less than three years from the date of its issuance. <p style="text-align: center;">(Continued in Item No. 91)</p>	90
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">WRITTEN AGREEMENT (Concluded) (Items Nos. 90 and 91)</p> <p style="text-align: right;">Date _____</p> <p>In accordance with the provisions of Minimum Rate Tariff No. 15, I hereby elect to have _____ transported (Identify Transaction)</p> <p>by _____ under rates and charges at a level (Name of Carrier)</p> <p>no lower than those of said tariff, subject to the following terms:</p> <p>Date transportation service is to commence _____</p> <p>Duration of agreement _____</p> <p>Base of Operations _____ (Street Address) (City)</p> <p>Type of Carrier's Motor Power Equipment and Identification _____</p> <p>Type of Trailer or Semi-trailer Equipment and Identification, when applicable _____</p> <p>Lineal Loading Space _____</p> <p>Base Rate</p> <p style="padding-left: 20px;">Weekly: \$ _____</p> <p style="padding-left: 20px;">Monthly: \$ _____</p> <p style="padding-left: 20px;">Yearly: \$ _____ per calendar month.</p> <p>Rate Per Mile (In Cents) _____</p> <p>The property transported under this agreement is released by the shipper at a valuation of not in excess of 50 cents per pound per article.</p> <p>In the event that a change is made in the minimum rates, the portion of the week or month prior to the effective date of the change will be prorated at the former rates and the remaining days in the week or month will be prorated at the new rates.</p> <p>Shipper _____ By _____ (Name in Full) (Name in Full)</p> <p>Confirmed:</p> <p>Carrier _____ By _____ (Name in Full)</p>	91
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">COLLECTION OF CHARGES</p> <p>(a) Within 7 calendar days after the billing date, the carrier shall present a bill to the shipper which shall show the following information:</p> <ol style="list-style-type: none"> (1) The transaction period. (2) Identification and type of each unit of carrier's equipment. (3) Base rate for each unit of equipment. (4) Rate per mile and number of miles operated. (5) Rate for premium pay and excess hours and number of hours, when applicable. (6) Rate for Saturday, Sunday or Holiday service and dates of such service, when performed. (7) Rate per hour for helpers and number of hours used. (8) Rate for Temperature Control Service, when applicable. (9) Additional charges and explanation of each. <p>(b) The billing date referred to in paragraph (a) shall be:</p> <p><u>Yearly Rates:</u> The calendar date each month corresponding to the date when service commenced under the written agreement provided for in Items Nos. 90 and 91.</p> <p><u>Monthly Rates:</u> The 31st day after the commencement of service under the written agreement provided for in Items Nos. 90 and 91.</p> <p><u>Weekly Rates:</u> The eighth day after the commencement of service under the written agreement provided for in Items Nos. 90 and 91.</p> <p><u>Provided however:</u> that when the billing date determined above falls on a Saturday, Sunday or Holiday, said billing date is extended to the following day other than Saturday, Sunday or Holiday.</p> <p>(c) The form of document in Item No. 600 will be suitable and proper. A copy of each freight bill shall be retained and preserved by the issuing carrier, at a location within the State of California, subject to the Commission's inspection, for a period of not less than three years from the date of its issuance.</p> <p>(d) Carriers may extend credit to shippers for a period not to exceed 7 days, excluding Sundays and Holidays, from the first 12 o'clock midnight following presentation of the freight bill.</p> <p>(e) Where a carrier has collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the shipper, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill.</p>	100
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SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">COLLECT ON DELIVERY (C.O.D.) SHIPMENTS</p> <p>(a) No carrier shall handle any C.O.D. shipment unless and until it has on file with the Commission a good and sufficient bond in such form as the Commission may deem proper, in a sum of not less than Two Thousand Dollars.</p> <p>(b) The bond required by paragraph (a) hereof, shall be filed by the carrier as principal and by some solvent surety company, authorized to do business in the State of California, as surety, payable to the State of California, and/or any person or persons to whom any amount may be due on any C.O.D. shipment transported by said carrier and not remitted to the person or persons to whom it is due within ten days after delivery of any such shipment; however, when the carrier has filed with any municipality or board thereof, pursuant to ordinance, a bond in a sum not less than Two Thousand Dollars, payable to said board or municipality and/or any person or persons to whom any amount may be due on any C.O.D. shipment transported by said carrier and not remitted to the person or persons to whom it is due within ten days after delivery of any such shipment, the filing by such carrier of a certified copy of said bond with this Commission shall be deemed compliance herewith. Each bond filed pursuant to the foregoing shall specify the extent to which the carrier's operations are covered thereby and may cover more than one operative authority held by the same carrier. When a carrier with such a bond or bonds on file with the Commission obtains additional operative authority, said bond or bonds shall be revised or reissued to show whether or not the additional operative authority is covered thereby. No C.O.D. bond shall be canceled on less than thirty days' notice to the Commission.</p> <p>(c) In the handling of C.O.D. shipments carrier shall, promptly upon collection of any and all C.O.D. moneys, and in no event later than ten days after delivery to consignee, unless consignor instructs otherwise in writing, remit to consignor all C.O.D. moneys collected by it on such shipments.</p>	110
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Issued by the Public Utilities Commission of the State of California, San Francisco, California.	

SECTION NO. 1 - RULES AND REGULATIONS (Concluded)	Item No.
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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 \$5.65 per hour, plus 8 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 Note).

(b) A charge shall be made equal to the actual cost of any bridge or ferry tolls incurred for each escort car.

(c) A charge of \$6.85 per twenty-four (24) hour period shall be assessed for subsistence for each escort driver if service requires over-night delay.

120

NOTE-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 $\frac{1}{2}$ hour
23	38	----- shall be $\frac{3}{4}$ hour
38	53	----- shall be $\frac{1}{2}$ hour
53	60	----- shall 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 all permit shipments:

(a) A charge of \$6.85 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.

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Issued by the Public Utilities Commission of the State of California,
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SECTION NO. 2

YEARLY VEHICLE UNIT RATES

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

SECTION NO. 2 - YEARLY VEHICLE UNIT RATES		Item No.
<p>BASE YEARLY VEHICLE UNIT RATES</p> <p>Base rate in dollars per unit of carrier's equipment for each period between billing dates (see Item No. 100). Rates do not include a charge for miles operated. See Item No. 500 for Mileage Rates. (Subject to Notes 1, 2, 3, 4, 5 and 6)</p>		
Type of Carrier's Motor Power Equipment	Rate Basis(1)	
	A	B
<p>TRUCK WITHOUT TRAILER(2):</p>		
Less than 9 feet(3) -----	875(5)	775(6)
9 feet but less than 12 feet(3) -----	895(5)	795(6)
12 feet and over, 2-axle(3)		
Flat or Van -----	905(5)	805(6)
Van, insulated -----	925(5)	825(6)
12 feet and over, 3-axle(3)		
Flat or Van -----	1010	880(7)
Van, insulated -----	1035	905(7)
<p>TRUCK WITH TRAILER(4):</p>		
Gas		
Flat or Van -----	1155	1020(7)
Van, insulated -----	1220	1085(7)
Diesel		
Flat or Van -----	1220	1085(7)
Van, insulated -----	1285	1150(7)
<p>(1) See Item No. 60. (2) Trucks not suitable for use with trailing equipment. (3) Lineal loading space. (4) Any combination of trucks and trailers, regardless of length. (5) An additional charge of \$1.50 per day shall be assessed in the event that a truck is loaded to exceed 10,500 pounds at any time during the day. (6) An additional charge of \$5.00 per day shall be assessed for each day that service is performed from, to or between points located in Rate Basis "A". (7) An additional charge of \$6.50 per day shall be assessed for each day that service is performed from, to or between points located in Rate Basis "A".</p> <p>NOTE 1.-Rates apply according to the type of carrier's motor power equipment furnished. NOTE 2.-Except as otherwise provided, rates are limited to 8 hours service out of 9 consecutive hours per day. Rate Basis "A" rates are further limited to service performed between the hours of 8:00 a.m. and 5:15 p.m. For operations in excess of these limitations, add rates provided in Item No. 530. NOTE 3.-An additional charge of \$11.00 per month shall be made for each unit of carrier's equipment that is equipped with a power-lift gate. NOTE 4.-In the event that furniture pads or skins are furnished an additional monthly charge of \$2.35 per dozen shall be made.</p>		200

NOTE 5.-Rates do not include temperature control service. When such service is performed, add rates provided in Item No. 560.

NOTE 6.-Rates for excess trailing equipment as provided in Items Nos. 210 and 211 may be used in combination with rates for trucks with trailers as provided herein.

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

SECTION NO. 2 - YEARLY VEHICLE UNIT RATES (Continued)							Item No.	
BASE YEARLY VEHICLE UNIT RATES (Items Nos. 210 and 211)								
Base rates in dollars per unit of carrier's equipment for one-twelfth of one year. Rates do not include a charge for miles operated. See Item No. 510 for Mileage Rates.								
(Subject to Notes 1, 2, 3, 4 and 5)								
Type of Trailer or Semi-Trailer Equipment	Trailer or Semi-Trailer Length (1)	Rate Basis (2)	Type of Carrier's Motor Power Equipment				Excess Trail-ing Equip-ment (5)	
			Tractor-Gas			Tractor-Diesel		
			2 axle (3)	2 axle (4)	3 axle	2 axle		3 axle
Rates (8)								
Carrier Owned: Flat	Under 28	A	975	1025	1065	1090	1135	40
		B	850	900	940	965	1010	40
Flat	28 and Over	A	1000	1050	1090	1115	1160	65
		B	895	945	985	1010	1055	65
Flat	Doubles(7)	A	1055	1110	1150	1175	1215	90
		B	920	970	1015	1040	1080	90
Van	Under 28	A	985	1035	1075	1100	1145	50
		B	860	910	950	975	1020	50
Van	28 and Over	A	1005	1060	1100	1125	1170	70
		B	900	950	995	1020	1065	70
Van	Doubles(7)	A	1075	1130	1170	1195	1235	110
		B	940	990	1035	1060	1100	110
Van, insulated	Under 28	A	1015	1070	1110	1135	1175	80
		B	990	940	985	1010	1050	80
Van, insulated	28 and Over	A	1060	1115	1155	1180	1220	125
		B	955	1005	1050	1075	1115	125
Van, insulated	Doubles(7)	A	1110	1195	1235	1260	1300	175
		B	1005	1055	1100	1125	1165	175
Hopper Semi-trailer	Under 28	A	975	1025	1065	1090	1135	40
		B	850	900	940	965	1010	40
Hopper Trailer	Under 28	A	--	--	--	--	--	50
		B	--	--	--	--	--	50
Hopper	Doubles(7)	A	--	1105	1145	1170	1210	85
		B	--	965	1010	1035	1075	85
Converter gears, dollies(6)		A	--	--	--	--	--	20
		B	--	--	--	--	--	20

210

Shipper Owned	Under 28	A	935	990	1030	1055	1100	—
		B	810	860	905	930	975	—
	28 and Over	A	935	990	1030	1055	1100	—
		B	830	880	925	950	995	—
	Doubles(7)	A	965	1020	1060	1085	1130	—
		B	830	880	925	950	995	—

(Continued in Item No. 211.)

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

SECTION NO. 2 - YEARLY VEHICLE UNIT RATES (Concluded)	Item No.
<p>BASE YEARLY VEHICLE UNIT RATES (Concluded)</p>	
<p>(Items Nos. 210 and 211)</p>	
<p>(1) Lineal loading space in feet.</p> <p>(2) See Item No. 60.</p> <p>(3) Tare weight of tractor 8,000 pounds or less.</p> <p>(4) Tare weight of tractor over 8,000 pounds.</p> <p>(5) Trailers or semi-trailers furnished by carrier in excess of the number of vehicles or combination of vehicles operated as a single unit. Rates for semis, except for sets of doubles, do not include dollies or converter gears. Excess trailing equipment may not be operated in combination with other units of carrier's equipment as sets of doubles unless the basic monthly rate for use of motor power equipment together with doubles is assessed.</p> <p>(6) Converter gears, dollies and other auxiliary trailing equipment.</p> <p>(7) Set of doubles, two semis and dolly or semi and trailer, any combination length.</p> <p>(8) Rate Basis "B" rates are subject to an additional charge of \$6.50 for each day that service is performed from, to or between points located in Rate Basis "A".</p> <p>NOTE 1.-Rates apply according to the type of carrier's motor power equipment in combination with the trailing equipment as described.</p> <p>NOTE 2.-Except as otherwise provided, rates are limited to 8 hours service out of 9 consecutive hours per day. Rate Base "A" rates are further limited to service performed between the hours of 8:00 a.m. and 5:15 p.m. For operations in excess of these limitations add rates provided in Item No. 530.</p> <p>NOTE 3.-An additional charge of \$11.00 per month shall be made for each unit of carrier's equipment that is equipped with a power-lift gate.</p> <p>NOTE 4.-In the event that furniture pads or skins are furnished an additional monthly charge of \$2.35 per dozen shall be made.</p> <p>NOTE 5.-Rates do not include temperature control service. When such service is performed, add rates provided in Item No. 560.</p>	<p>211</p>
<p>EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>	

SECTION NO. 3

MONTHLY VEHICLE UNIT RATES

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

SECTION NO. 3 - MONTHLY VEHICLE UNIT RATES		Item No.
BASE MONTHLY VEHICLE UNIT RATES Base rates in dollars per unit of carrier's equipment for thirty consecutive calendar days. Rates do not include a charge for miles operated. See Item No. 500 for Mileage Rates. (Subject to Notes 1, 2, 3, 4, 5 and 6)		
Type of Carrier's Motor Power Equipment	Rate Basis(1)	
	A	B
TRUCK WITHOUT TRAILER(2):		
Less than 9 feet (3) -----	935(5)	835(6)
9 feet but less than 12 feet (3) -----	960(5)	860(6)
12 feet and over, 2-axle (3)		
Flat or Van -----	975(5)	875(6)
Van, insulated -----	1000(5)	900(6)
12 feet and over, 3-axle (3)		
Flat or Van -----	1110	980(7)
Van, insulated -----	1135	1005(7)
TRUCK WITH TRAILER(4):		
Gas		
Flat or Van -----	1280	1145(7)
Van, insulated -----	1365	1230(7)
Diesel		
Flat or Van -----	1370	1235(7)
Van, insulated -----	1455	1320(7)
300		
(1) See Item No. 60. (2) Trucks not suitable for use with trailing equipment. (3) Lineal loading space. (4) Any combination of trucks and trailers, regardless of length. (5) An additional charge of \$1.50 per day shall be assessed in the event that a truck is loaded to exceed 10,500 pounds at any time during the day. (6) An additional charge of \$5.00 per day shall be assessed for each day that service is performed from, to or between points located in Rate Basis "A". (7) An additional charge of \$6.50 per day shall be assessed for each day that service is performed from, to or between points located in Rate Basis "A". NOTE 1.-Rates apply according to the type of carrier's motor power equipment furnished. NOTE 2.-Except as otherwise provided, rates are limited to 8 hours service out of 9 consecutive hours per day. Rate Basis "A" rates are further limited to service performed between the hours of 8:00 a.m. and 5:15 p.m. For operations in excess of these limitations, add rates provided in Item No. 530. NOTE 3.-An additional charge of \$11.00 per month shall be made for each unit of carrier's equipment that is equipped with a power-lift gate. NOTE 4.-In the event that furniture pads or skins are furnished an additional monthly charge of \$2.35 per dozen shall be made. NOTE 5.-Rates do not include temperature control service. When such service is performed, add rates provided in Item No. 560. NOTE 6.-Rates for excess trailing equipment as provided in Items Nos. 310 and 311 may be used in combination with rates for trucks with trailers as provided herein.		

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

SECTION NO. 3 - MONTHLY VEHICLE UNIT RATES (Continued)								Item No.
BASE MONTHLY VEHICLE UNIT RATES								
(Items Nos. 310 and 311)								
Base rates in dollars per unit of carrier's equipment for thirty consecutive calendar days. Rates do not include a charge for miles operated. See Item No. 510 for Mileage Rates.								
(Subject to Notes 1, 2, 3, 4 and 5)								
Type of Trailer or Semi-Trailer Equipment	Trailer or Semi-Trailer Length (1)	Rate Basis (2)	Type of Carrier's Motor Power Equipment					Excess Trailing Equipment (5)
			Tractor-Gas			Tractor-Diesel		
			2 axle (3)	2 axle (4)	3 axle	2 axle	3 axle	
Rates (8)								
Carrier Owned: Flat	Under 28	A	1055	1130	1180	1215	1275	50
		B	930	1000	1055	1090	1150	50
Flat	28 and Over	A	1090	1165	1215	1250	1310	85
		B	985	1060	1110	1145	1205	85
Flat	Doubles(7)	A	1155	1230	1280	1315	1375	120
		B	1020	1090	1145	1180	1240	120
Van	Under 28	A	1070	1140	1195	1230	1290	65
		B	945	1015	1070	1105	1165	65
Van	28 and Over	A	1100	1175	1225	1260	1320	95
		B	995	1070	1120	1155	1215	95
Van	Doubles(7)	A	1185	1255	1310	1345	1405	150
		B	1050	1120	1175	1210	1270	150
Van, insulated	Under 28	A	1115	1185	1240	1275	1335	110
		B	990	1060	1115	1150	1210	110
Van, insulated	28 and Over	A	1175	1250	1300	1335	1395	170
		B	1070	1140	1195	1230	1290	170
Van, insulated	Doubles(7)	A	1270	1345	1395	1430	1490	235
		B	1135	1210	1260	1295	1355	235
Hopper Semi-trailer	Under 28	A	1070	1140	1195	1230	1290	65
		B	945	1015	1070	1105	1165	65
Hopper Trailer	Under 28	A	-	-	-	-	-	85
		B	-	-	-	-	-	85
Hopper	Doubles(7)	A	-	1255	1305	1340	1400	145
		B	-	1120	1170	1205	1265	145
Converter gears, dollies(6)		A	-	-	-	-	-	20
		B	-	-	-	-	-	20

310

Shipper Owned	Under 23	A	1005	1080	1130	1165	1225	-
		B	380	955	1005	1040	1100	-
	28 and Over	A	1005	1080	1130	1165	1225	-
		B	900	975	1025	1060	1120	-
	Doubles(7)	A	1035	1110	1160	1195	1255	-
		B	900	975	1025	1060	1120	-

(Continued in Item No. 311)

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Issued by the Public Utilities Commission of the State of California,
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SECTION NO. 3 - MONTHLY VEHICLE UNIT RATES (Concluded)	Item No.
<p style="text-align: center;">BASE MONTHLY VEHICLE UNIT RATES (Concluded)</p> <p style="text-align: center;">(Items Nos. 310 and 311)</p> <p>(1) Lineal loading space in feet.</p> <p>(2) See Item No. 60.</p> <p>(3) Tare weight of tractor 8,000 pounds or less.</p> <p>(4) Tare weight of tractor over 8,000 pounds.</p> <p>(5) Trailers or semi-trailers furnished by carrier in excess of the number of vehicles or combination of vehicles operated as a single unit. Rates for semis, except for sets of doubles, do not include dollies or converter gears. Excess trailing equipment may not be operated in combination with other units of carrier's equipment as sets of doubles unless the basic monthly rate for use of motor power equipment together with doubles is assessed.</p> <p>(6) Converter gears, dollies and other auxiliary trailing equipment.</p> <p>(7) Set of doubles, two semis and dolly or semi and trailer, any combination length.</p> <p>(8) Rate Basis "B" rates are subject to an additional charge of \$6.50 for each day that service is performed from, to or between points located in Rate Basis "A".</p> <p>NOTE 1 - Rates apply according to the type of carrier's motor power equipment in combination with the trailing equipment as described.</p> <p>NOTE 2 - Except as otherwise provided, rates are limited to 8 hours' service out of 9 consecutive hours per day. Rate Base "A" rates are further limited to service performed between the hours of 8:00 a.m. and 5:15 p.m. For operations in excess of these limitations add rates provided in Item No. 530.</p> <p>NOTE 3 - An additional charge of \$11.00 per month shall be made for each unit of carrier's equipment that is equipped with a power-lift gate.</p> <p>NOTE 4 - In the event that furniture pads or skins are furnished an additional monthly charge of \$2.35 per dozen shall be made.</p> <p>NOTE 5 - Rates do not include temperature control service. When such service is performed, add rate provided in Item No. 560.</p>	311
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SECTION NO. 4

WEEKLY VEHICLE UNIT RATES

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

SECTION NO. 4 - WEEKLY VEHICLE UNIT RATES		Item No.
BASE WEEKLY VEHICLE UNIT RATES		
Base rates in dollars per unit of carrier's equipment. Rates do not include a charge for miles operated. See Item No. 500 for Mileage Rates.		
(Subject to Notes 1, 2, 3, 4, 5 and 6)		
Type of Carrier's Motor Power Equipment	Rate Basis(1)	
	C	D
TRUCK WITHOUT TRAILER(2):		
Less than 8 feet(3) -----	257(5)	230
8 feet but less than 12 feet(3) -----	264(5)	237
12 feet and over, 2-axle(3)		
Flat or Van -----	268(5)	241
Van, insulated -----	275(5)	248
12 feet and over, 3-axle(3)		
Flat or van -----	305	270
Van, insulated -----	312	276
TRUCK WITH TRAILER(4):		
Gas		
Flat or Van -----	352	315
Van, insulated -----	375	338
Diesel		
Flat or Van -----	377	340
Van, insulated -----	400	363
400		
<p>(1) See Item No. 60.</p> <p>(2) Trucks not suitable for use with trailing equipment.</p> <p>(3) Lineal loading space.</p> <p>(4) Any combination of trucks and trailers, regardless of length.</p> <p>(5) An additional charge of \$1.50 per day shall be assessed in the event that a truck is loaded to exceed 10,500 pounds at any time during the day.</p> <p>NOTE 1.-Rates apply according to the type of carrier's motor power equipment furnished.</p> <p>NOTE 2.-Except as otherwise provided, rates are limited to 8 hours service out of 9 consecutive hours per day. Rate Basis "C" rates are further limited to service performed between the hours of 8:00 a.m. and 5:00 p.m. For operations in excess of these limitations, add rates provided in Item No. 540.</p> <p>NOTE 3.-An additional charge of \$3.00 per week shall be made for each unit of carrier's equipment that is equipped with a power-lift gate.</p> <p>NOTE 4.-In the event that furniture pads or skins are furnished an additional weekly charge of 65 cents per dozen shall be made.</p> <p>NOTE 5.-Rates do not include temperature control service. When such service is performed, add rates provided in Item No. 560.</p> <p>NOTE 6.-Rates for excess trailing equipment as provided in Items Nos. 410 and 411 may be used in combination with rates for trucks with trailers as provided herein.</p>		
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Issued by the Public Utilities Commission of the State of California, San Francisco, California.		

SECTION NO. 4 - WEEKLY VEHICLE UNIT RATES (Continued)								Item No.	
BASE WEEKLY VEHICLE UNIT RATES									
(Items Nos. 410 and 411)									
Base rates in dollars per unit of carrier's equipment. Rates do not include a charge for miles operated. See Item No. 510 for Mileage Rates.									
(Subject to Notes 1, 2, 3, 4 and 5)									
Type of Trailer or Semi-Trailer Equipment	Trailer or Semi- Trailer Length (1)	Rate Basis (2)	Type of Carrier's motor Power Equipment				excess Trail- ing Equip- ment (5)		
			Tractor-Gas			Tractor-Diesel			
			2 axle (3)	2 axle (4)	3 axle	2 axle			3 axle
Rates									
Carrier Owned: Flat	Under 28	C	290	311	325	334	351	14	
		D	256	275	290	300	316	14	
Flat	28 and Over	C	300	320	334	344	360	23	
		D	271	292	305	315	331	23	
Flat	Doubles(7)	C	318	338	352	362	378	33	
		D	281	300	315	325	341	33	
Van	Under 28	C	294	314	329	338	355	18	
		D	360	279	294	304	321	18	
Van	28 and Over	C	303	323	337	347	363	26	
		D	274	294	308	318	334	26	
Van	Doubles(7)	C	326	345	360	370	386	41	
		D	289	308	323	333	349	41	410
Van, insulated	Under 28	C	307	326	341	351	367	30	
		D	272	292	307	316	333	30	
Van, insulated	28 and Over	C	323	344	358	367	384	47	
		D	294	314	329	338	355	47	
Van, insulated	Doubles(7)	C	349	370	384	393	410	65	
		D	312	333	347	356	373	65	
Hopper Semi- trailer	Under 28	C	294	314	329	338	355	18	
		D	260	279	294	304	320	18	
Hopper Trailer	Under 28	C	--	--	--	--	--	24	
		D	--	--	--	--	--	24	
Hopper	Doubles(7)	C	--	345	359	369	385	40	
		D	--	308	322	332	348	40	
Converter gears, dollies(6)		C	--	--	--	--	--	6	
		D	--	--	--	--	--	6	

Shipper Owned	Under 28	C	277	297	311	321	337	—
		D	242	263	276	286	303	—
	28 and Over	C	277	297	311	321	337	—
		D	248	269	282	292	308	—
	Doubles(7)	C	285	305	319	329	345	—
		D	248	268	282	292	308	—

(Continued in Item No. 411)

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

SECTION NO. 4 - WEEKLY VEHICLE UNIT RATES (Concluded)	Item No.
BASE WEEKLY VEHICLE UNIT RATES (Concluded)	
(Items Nos. 410 and 411)	
(1) Lineal loading space in feet.	
(2) See Item No. 60.	
(3) Tare weight of tractor 8,000 pounds or less.	
(4) Tare weight of tractor over 8,000 pounds.	
(5) Trailers or semi-trailers furnished by carrier in excess of the number of vehicles or combination of vehicles operated as a single unit. Rates for semis, except for sets of doubles, do not include dollies or converter gears. Excess trailing equipment may not be operated in combination with other units of carrier's equipment as sets of doubles unless the basic weekly rate for use of motor-power equipment together with doubles is assessed.	
(6) Converter gears, dollies and other auxiliary trailing equipment.	411
(7) Set of doubles, two semis and dolly or semi and trailer, any combination length.	
NOTE 1 - Rates apply according to the type of carrier's motor power equipment in combination with the trailing equipment as described.	
NOTE 2 - Except as otherwise provided, rates are limited to 8 hours' service out of 9 consecutive hours per day. Rate Base "C" rates are further limited to service performed between the hours of 8:00 a.m. and 5:00 p.m. For operations in excess of these limitations add rates provided in Item No. 540.	
NOTE 3 - An additional charge of \$3.00 per week shall be made for each unit of carrier's equipment that is equipped with a power-lift gate.	
NOTE 4 - In the event that furniture pads or skins are furnished an additional weekly charge of 65 cents per dozen shall be made.	
NOTE 5 - Rates do not include temperature control service. When such service is performed, add rates provided in Item No. 560.	
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SECTION NO. 5

MILEAGE RATES AND OTHER ACCESSORIAL CHARGES

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California, San Francisco, California.

SECTION-NO. 5 - MILEAGE RATES AND OTHER ACCESSORIAL CHARGES		Item No.
MILEAGE RATES (Subject to Notes 1 and 2)		
Type of Carrier's Motor Power Equipment	Rates(1)	
TRUCK WITHOUT TRAILER:		
Less than 9 feet (2) -----	8½	
9 feet but less than 12 feet (2)-----	11	
12 feet and over, 2 axle (2)		
Flat or Van -----	13	
Van, insulated -----	14	
12 feet and over, 3 axle (2)		
Flat or Van -----	15	
Van, insulated -----	16	
TRUCK WITH TRAILER (3):		
GAS		
Flat or Van -----	21½	
Van, insulated -----	22	500
DIESEL		
Flat or Van -----	20	
Van, insulated -----	20½	
<p>(1) Rates in Cents per mile to be added to rates provided in Items Nos. 200, 300 and 400.</p> <p>(2) Lineal loading space.</p> <p>(3) Any combination of trucks and trailers, regardless of length.</p> <p>NOTE 1.-Rates apply according to the type of carrier's motor power equipment furnished.</p> <p>NOTE 2.-The total miles operated will be determined by computing the number of speedometer miles registered during each day that service is performed, beginning at the point at which carrier's driver commences to operate vehicle at start of day and ending with speedometer miles registered at termination of driver's day.</p>		
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SECTION NO. 5 - MILEAGE RATES AND OTHER ACCESSORIAL CHARGES (Continued)						Item No.	
MILEAGE RATES (Subject to Notes 1 and 2)							
Type of Trailer or Semi-Trailer Equipment	Trailer or Semi-Trailer Length (1)	Type of Carrier's Motor Power Equipment					
		Tractor-Gas			Tractor-Diesel		
		2 axle (2)	2 axle (3)	3 axle	2 axle		3 axle
Carrier Owned:		Rates (4)					
Flat	Under 28	17	18	19	17	17½	
Flat	28 and Over	17½	18½	19½	17½	18	
Flat	Doubles(5)	20	21½	22½	20	20½	
Van	Under 28	17	18	19	17	17½	
Van	28 and Over	17½	19	20	17½	18	
Van	Doubles(5)	20	21½	22½	20	20½	
Van, insulated	Under 28	17½	18½	19½	17	17½	
Van, insulated	28 and Over	18	19	20	18	18½	
Van, insulated	Doubles(5)	21	22	23	20½	21	
Hopper Semi-Trailer	Under 28	18	19	20	17½	18	
Hopper	Doubles(5)	22	23	24	22	22½	
Shipper Owned	(6)	15	16	17	15	15½	
(1) Lineal loading space in feet. (2) Tare weight of tractor 8,000 pounds or less. (3) Tare weight of tractor over 8,000 pounds. (4) Rates in cents per mile to be added to rates provided in Items Nos. 210, 310 and 410. (5) Set of doubles, any combination length. (6) Any combination length that may be operated as a single unit.						510	
NOTE 1.-Rates apply according to the type of carrier's motor power equipment in combination with the trailing equipment as described.							
NOTE 2.-The total miles operated will be determined by computing the number of speedometer miles registered during each day that service is performed, beginning at the point at which carrier's driver commences to operate vehicle at start of day and ending with speedometer miles registered at termination of driver's day.							
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SECTION NO. 5 - MILEAGE RATES AND OTHER ACCESSORIAL CHARGES (Continued)					Item No.
DAILY VEHICLE UNIT RATES FOR SATURDAYS, SUNDAYS AND HOLIDAYS					
Rates per day in dollars per unit of carrier's equipment (Subject to Notes 1 and 2). Rates do not include a charge for miles operated. See Items Nos. 500 and 510 for Mileage Rates.					
Type of Carrier's Motor Power Equipment	Rate Basis(1)				C
	A		B and D		
	(4)	(5)	(6)	(7)	
TRUCK:					
Less than 10,500 pound load (2) -----	64	48	43	58	48
10,500 pound load or over (3) -----	68	50	44	58	50
Pulling trailer -----	70	52	45	60	52
TRACTOR:					
Pulling one semi-trailer -----	68	50	44	58	50
Pulling more than one trailer or semi-trailer-	70	52	45	60	52
(1) See Item No. 60. (2) Truck which is loaded to less than 10,500 pounds at all times during the day. (3) Truck which is loaded to 10,500 pounds or more at any time during the day. (4) Rates apply when service is performed at any time during the day in the County of San Francisco or San Mateo. (5) Rates apply when service is performed in any of the counties included in Rate Basis "A" other than the County of San Francisco or San Mateo. (6) Rates apply when service is performed on Saturdays or Sundays. (7) Rates apply when service is performed on Holidays.					520
NOTE 1.-Except as otherwise provided, rates are limited to 8 hours' service out of 9 consecutive hours per day and apply only when used in combina- tion with the rates provided in Items Nos. 200 through 410. Rate Basis "A" rates are further limited to service performed between the hours of 8:00 a.m. and 5:15 p.m. For operations in excess of these limitations, add rates provided in Items Nos. 530 and 540.					
NOTE 2.-When service is performed between or within more than one Rate Basis, such combined transportation shall be subject to the highest rate applicable under the provisions of either Rate Basis under which the combined transportation is performed.					
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SECTION NO. 5 - MILEAGE RATES AND OTHER ACCESSORIAL CHARGES (Continued)										Item No.	
RATES FOR PREMIUM PAY HOURS AND EXCESSIVE HOURS(1)											
Type of Carrier's Motor Power Equipment	Rate Basis(2)										
	A					B					
	Premium Hours(5)			Excessive Hours(6)			Excessive Hours(6)				
	(7)	(8)	(9)	(7)	(8)	(9)	(7)	(10)	(11)		
TRUCK:											
Less than 10,500 lb. load(3)--	95	385	285	570	1150	850	520	775	1020		
10,500 lb. load or over(4)----	100	400	300	595	1200	885	520	780	1035		
Pulling trailer-----	105	415	305	615	1240	920	535	805	1065		
TRACTOR:											
Pulling one semi-trailer-----	100	400	300	595	1200	885	520	780	1035		
Pulling more than one trailer or semi-trailer-----	105	415	305	615	1240	920	535	805	1065		
<p>(1) Rates in cents per hour to be added to rates provided in Items Nos. 200 through 310 and Item No. 520.</p> <p>(2) See Item No. 60.</p> <p>(3) Truck which is loaded to less than 10,500 pounds at all times during the day.</p> <p>(4) Truck which is loaded to 10,500 pounds or more at any time during the day.</p> <p>(5) Rates in cents per hour for service performed before 8:00 a.m. or after 5:15 p.m., providing such service together with other service performed does not exceed 8 hours service out of 9 consecutive hours per day.</p> <p>(6) Rates in cents per hour for service performed in excess of 8 hours out of 9 consecutive hours.</p> <p>(7) Exclusive of Saturdays, Sundays or Holidays.</p> <p>(8) Rate for Saturdays, Sundays or Holidays when service is performed at any time during the day in the County of San Francisco or San Mateo.</p> <p>(9) Rate for Saturdays, Sundays or Holidays when service is performed in any of the counties included in Rate Basis "A" other than the County of San Francisco or San Mateo.</p> <p>(10) Rate for Saturdays and Sundays.</p> <p>(11) Rate for Holidays.</p>											530
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SECTION NO. 5 - MILEAGE RATES AND OTHER ACCESSORIAL CHARGES (Continued)								Item No.
RATES FOR PREMIUM PAY HOURS AND EXCESSIVE HOURS(1)								
Type of Carrier's Motor Power Equipment	Rate Basis(2)							
	C		D					
	Premium Hours(5)	Excessive Hours(6)	Excessive Hours(6)		Excessive Hours(6)			
(7)	(8)	(7)	(8)	(7)	(9)	(10)		
TRUCK:								
Less than 10,500 lb. load (3) -----	95	285	570	850	520	775	1030	
10,500 lb. load or over (4) -----	100	300	595	885	520	780	1035	
Pulling trailer -----	105	305	615	920	535	805	1065	
TRACTOR:								
Pulling one semi-trailer -----	100	300	595	885	520	780	1035	
Pulling more than one trailer or semi-trailer -----	105	305	615	920	535	805	1065	
<p>(1) Rates in cents per hour to be added to rates provided in Items Nos. 400, 410 and 520.</p> <p>(2) See Item No. 60.</p> <p>(3) Truck which is loaded to less than 10,500 pounds at all times during the day.</p> <p>(4) Truck which is loaded to 10,500 pounds or more at any time during the day.</p> <p>(5) Rates in cents per hour for service performed before 8:00 a.m. or after 5:00 p.m., providing such service together with other service performed does not exceed 8 hours service out of 9 consecutive hours per day.</p> <p>(6) Rates in cents per hour for service performed in excess of 8 hours out of 9 consecutive hours.</p> <p>(7) Exclusive of Saturdays, Sundays or Holidays.</p> <p>(8) Rate for Saturdays, Sundays or Holidays.</p> <p>(9) Rate for Saturdays and Sundays.</p> <p>(10) Rate for Holidays.</p>								540
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SECTION NO. 5 - MILEAGE RATES AND OTHER ACCESSORIAL CHARGES (Continued)				Item No.
CHARGES FOR HELPERS				
When carrier furnishes help in addition to the driver, the following additional charges shall be made:				
Service Performed	Rate Per Man Per Hour(1)			
	Rate Basis(2)			
	A	B	C	D
1. Service not exceeding 8 hours out of 9 consecutive hours per day exclusive of Saturdays, Sundays or Holidays. Rate Basis "A" rates are further limited to service performed between the hours of 8:00 a.m. and 5:15 p.m.	535	450	535	450
2. Service, exclusive of Saturdays, Sundays or Holidays, in excess of 8 hours out of 9 consecutive hours per day, and in Rate Basis "A" only, before 8:00 a.m. or after 5:15 p.m.	570	500	570	500
3. Service not exceeding 8 hours out of 9 consecutive hours per day on Saturdays, Sundays or Holidays. Rate Basis "A" rates are further limited to service performed between the hours of 8:00 a.m. and 5:15 p.m.	765(3) 570(4)	500(5) 660(6)	570	500(5) 660(6)
4. Service on Saturdays, Sundays or Holidays in excess of 8 hours out of 9 consecutive hours per day, and in Rate Basis "A" only, before 8:00 a.m. or after 5:15 p.m.	1150(3) 850(4)	750(5) 995(6)	850	750(5) 995(6)
(1) Rate in cents per hour for each helper used. The minimum charge per day shall be the rate for two hours. (2) See Item No. 60. (3) Rate applies when service is performed at any time during the day in the Counties of San Francisco and San Mateo. (4) Rate applies when service is performed in any of the counties included in Rate Basis "A" other than the Counties of San Francisco and San Mateo. (5) Rate for Saturdays and Sundays. (6) Rate for Holidays.				
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SECTION NO. 5 - MILEAGE RATES AND OTHER ACCESSORIAL CHARGES (Concluded)	Item No.
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TEMPERATURE CONTROL SERVICE
Application of Rates

Rates for temperature control service shall be determined as follows:

- (a) Determine the applicable base rate for the type of carrier's equipment furnished as set forth in Items Nos. 200 through 411.
- (b) Find under Column A of the conversion table, the applicable base rate described in (a) above. The rate opposite thereto under Column B will be applied for each billing period in which either Chilled or Frozen Temperature Control Service is performed any time during the said period. In addition, the rate opposite thereto under Column C will be applied for each day in which Frozen Temperature Control Service is performed at any time during the day.

WEEKLY CONVERSION TABLE

Col. A		Col. B	Col. C
Over	But Not Over	Rate (In Dollars Per Week)	Rate (In Cents Per Day)
200	250	13	260
250	300	16	320
300	350	19	380
350	400	22	440
400	---	23	460

560

YEARLY AND MONTHLY
CONVERSION TABLE

Col. A		Col. B	Col. C
Over	But Not Over	Rate (In Dollars Per Month)	Rate (In Cents Per Day)
775	850	43	205
850	900	46	230
900	950	51	250
950	1000	54	260
1000	1050	57	275
1050	1100	60	285
1100	1150	63	300
1150	1200	66	315
1200	1250	69	330
1250	1300	72	345

1300	1350
1350	1400
1400	1450
1450	--

75
78
81
84

360
375
385
400

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SECTION NO. 6

FORM OF DOCUMENT

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SECTION NO. 6 - FORM OF DOCUMENT

Item No. 600

FREIGHT BILL FOR TRANSPORTATION OF PROPERTY
AT VEHICLE UNIT RATESName of Carrier _____ Bill No. _____
(Name of Carrier must be same
as shown on Permit) Permit No. _____

NAME OF SHIPPER _____

STREET ADDRESS _____

CITY _____

Weekly or Monthly transaction period _____

Identification and type of equipment	Base Rate	Charges
Miles operated _____ Rate per mile _____		
Number of premium pay hours _____ Rate per hour _____		
Number of excess hours _____ Rate per hour _____		
Number of helper hours _____ Rate per hour _____		
Dates service performed on Saturdays, Sundays or Holidays _____		
Rate for Saturdays, Sundays or Holidays _____		
Rate for temperature control service _____		
Additional charges and explanation of each _____		
TOTAL TO COLLECT		

END OF TARIFF

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