

Decision No. 65S12**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

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

Case No. 5439Petition No. 25
Filed March 28, 1963

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

Don J. Glardon, for Harbor Transfer, respondent.

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

Thomas H. Marrow, for Thomas H. Marrow Trucking Co.,
 respondent.

Robert Frank Harding, for Harding Freight Service,
 respondent.

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

William R. Daly and Donald L. Nay, for San Diego
 Unified Port District, Port of San Diego,
 interested party.

William J. Knoell, for Western Motor Tariff Bureau,
 Inc., interested party.

R. J. Carberry and Norman B. Haley, for the
 Transportation Division of the Commission's
 staff.

O P I N I O N

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

Public hearing on the petition was held before Commissioner Mitchell and Examiner Abernathy at San Diego on May 10, 1963. Evidence was presented by petitioner through its assistant director of research, by a representative of the San Diego Chamber of Commerce, by an interested carrier, by an engineer and by a transportation rate expert of the Commission's staff. A representative of the San Diego Unified Port District also participated in the hearing through examination of the witnesses. The petition was taken under submission upon the receipt of a late-filed exhibit on May 17, 1963.

The increases which petitioner seeks to have made in the rates and charges in Minimum Rate Tariff No. 9-A range from about 4 to 6 percent in amount. According to the petition and to testimony of the assistant director of research of petitioner, the sought rate increases are necessary to compensate for increased operating costs which for-hire carriers in the San Diego area must pay, commencing July 1, 1963. The increased costs are principally in the form of wage increases and related fringe benefits to which the carriers are committed under their present contract with the International Brotherhood of Teamsters.

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

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

No one opposed such increases in the minimum rates as necessary to compensate for the increases in the carriers' operating costs to become effective July 1, 1963. However, representatives of the San Diego Unified Port District, of the San Diego Chamber of Commerce and of a parcel carrier operating in the San Diego area assailed the structure of the minimum rates as being unduly discriminatory.

The representative of the San Diego Unified Port District asserted that shipments in foreign commerce moving into or from the San Diego area are being discriminated against by the fact that such shipments are subject to minimum rate regulation whereas like shipments moving between Long Beach or Los Angeles and the ports of those cities are not. He said that he would petition the Commission subsequently for removal of this discrimination.

The charges of the San Diego Chamber of Commerce that the structure of the rates in Minimum Rate Tariff No. 9-A is unduly discriminatory against commerce within the San Diego area were advanced on the grounds that in some instances higher rates apply for transportation within the area than those which apply for the transportation of like shipments from Los Angeles, about 130 miles away.¹ Also, they assailed the structure of the rates in Minimum Rate Tariff No. 9-A for the reason that the classification of freight upon which it rests is different from that upon which the state-wide minimum rates in Minimum Rate Tariff No. 2 and the Los Angeles Drayage Area rates in Minimum Rate Tariff No. 5 are based. They asserted that for the purposes of comparability and reasonableness of freight charges and for general understanding of the rate structure, the rates within San Diego should be constructed on the same basis of freight classification as that which applies elsewhere.

The same position was taken by the San Diego Chamber of Commerce in connection with the previous adjustment of the rates in Minimum Rate Tariff No. 9-A pursuant to Decision No. 64168, dated August 28, 1962. At the hearings on the earlier matter a representative of the Commission's staff responded to the Chamber of Commerce, stating that studies would be undertaken in the near

¹ A witness for the Chamber of Commerce submitted rate comparisons showing specific instances in which charges for transportation from Los Angeles into the San Diego area are less than those for like transportation within said area. Similar evidence was submitted by the carrier representative who testified.

future which might result in revisions of Minimum Rate Tariff No. 9-A to conform to current conditions. In Decision No. 64168 the Commission stated that "the Commission's staff will be directed to give particular attention to the matters which have been pointed up by objectors herein, and should develop and submit with respect thereto appropriate recommendations together with adequate supporting evidence." Regarding the status of the aforesaid studies at the present time, a representative of the Commission's staff reported at the hearing on the instant matter that the studies have not been initiated as yet. He said, also, that he was unable to estimate when they would be started.

In reiterating the position of the San Diego Chamber of Commerce that the present provisions of Minimum Rate Tariff No. 9-A unduly discriminate against San Diego, the Chamber's representatives stated that steps had been initiated last year in the Chamber's committees to petition the Commission for relief from said discrimination; in reliance, however, upon the studies indicated by Decision No. 64168, the Chamber has not pursued this course. In view of the now-apparent fact that the studies have not been progressed, Chamber's representatives urged and moved that action be taken to eliminate the asserted discrimination concurrently with the effecting of the increases in rates which are otherwise sought. This motion was opposed by the California Trucking Association on the grounds that it is outside of the scope of the instant phase of this proceeding.

The motion of the Chamber of Commerce should be denied. The changes which the Chamber of Commerce seeks to have made in

Minimum Rate Tariff No. 9-A would result in a comprehensive revision of that tariff. Such changes are not within the scope of this phase of this proceeding. Furthermore, it appears that prior to adoption of such changes, all interested parties should be afforded an opportunity to review the changes involved and to make known to the Commission their views with respect thereto. Moreover, to defer adjustments in the minimum rates and charges until tariff revisions of the magnitude proposed by the Chamber of Commerce can be properly considered would result in the retention, for an indefinite period of time, of the rates and charges in Minimum Rate Tariff No. 9-A at a level which the record shows does not take into consideration the increases in operating costs which the carriers will experience commencing with July 1, 1963. Although a contention of the Chamber of Commerce is that adjustments in the rates to compensate for the increases in costs would compound the alleged discrimination, we are not convinced that such is the case and that deferral of necessary rate adjustments for this reason is justified.

Notwithstanding the fact that the motion of the Chamber of Commerce should be denied, we are persuaded that consideration of the matters which the Chamber has pointed up in its motion should not be postponed indefinitely. It appears, however, that preliminary to action along this line the Chamber may first wish to reappraise its motion. Amongst other things the motion seeks to have Minimum Rate Tariff No. 9-A revised to the basis of the Western Classification, the classification which is the present

basis of Minimum Rate Tariffs Nos. 2 and 5. However, in other proceedings now before the Commission there are proposals pending to have another classification, the National Motor Freight Classification, adopted as the governing classification for Minimum Rate Tariffs Nos. 2 and 5. Obviously, the objective of classification uniformity which the Chamber seeks to attain through its motion would not be achieved were the Commission to adopt the Western Classification as the classification for Minimum Rate Tariff No. 9-A and the National Motor Freight Classification as the classification for Minimum Rate Tariffs Nos. 2 and 5.^{2/} In the circumstances it appears that the Chamber should review its motion in the light of the foregoing conditions and should inform the Commission through an appropriate filing the respects in which it would then propose to have Minimum Rate Tariff No. 9-A revised.

Insofar as the increases which petitioner, California Trucking Association, now seeks to have made in the rates and

^{2/} Rate adjustments in Minimum Rate Tariff No. 2 which are proposed in another proceeding (Petition No. 233, Case No. 5432) also have a bearing on the Chamber's motion insofar as it charges that under the present minimum rate provisions commerce within the San Diego area is being unduly prejudiced. Depending upon the action taken in said proceeding, it may be that the alleged prejudicial aspects of the rates will be either eliminated or substantially modified.

charges in Minimum Rate Tariff No. 9-A are concerned, the record is clear that the carriers' costs of operations will be materially increased by the increases in labor and related costs which will become effective July 1, 1963. We find that in relation to the increased costs the present rates and charges in Minimum Rate Tariff No. 9-A will be unreasonably low. We further find that on the basis of the showings of petitioner and of the Commission's staff the increases in the minimum rates and charges which petitioner seeks have been shown to be justified and that such increases should be effected in order that said rates and charges may be maintained at a just and reasonable level. To the extent that the provisions of Minimum Rate Tariff No. 9-A have been found heretofore to constitute reasonable minimum rates, rules and regulations for common carriers as defined in the Public Utilities Act, said provisions, as hereinafter adjusted, are, and will be, reasonable minimum rate provisions for said common carriers. To the extent that the existing rates and charges of said common carriers for the transportation involved are less in volume or effect than the minimum rates and charges herein designated as reasonable for said carriers, to that same extent the rates and charges of said carriers are hereby found to be, now and for the future, unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the costs of other means of transportation.

In addition to increases in the rates and charges in Minimum Rate Tariff No. 9-A, petitioner's proposals in this matter also include a request that certain common carriers be authorized to make corresponding increases in their rates for the transportation of exempt commodities -- commodities which are not subject to

the rates in Minimum Rate Tariff No. 9-A. The authority which is sought in this respect is of the same kind as that granted by Decision No. 64168. Said decision found increases in certain common carrier rates to be justified in those instances in which the exempt commodities are transported at the level of the minimum class rates and under the same transportation conditions as those which apply to transportation which is subject to the minimum class rates. Inasmuch as in these circumstances the increased costs shown herein would also apply to the transportation of the exempt commodities, we find that increases as sought in the rates for the exempt commodities are likewise justified.

In connection with the establishment of increased rates in conformity with the order herein, petitioner asks that common carriers be relieved from the so-called long- and short-haul prohibitions of Article XII, Section 21, of the Constitution of the State of California and of Section 460 of the Public Utilities Code. Where common carriers have been heretofore authorized to depart from the long- and short-haul prohibitions, their outstanding authorities will be modified to the extent necessary to carry out the effect of the order herein.

O R D E R

IT IS ORDERED:

1. That Minimum Rate Tariff No. 9-A (Appendix "B" of Decision No. 55256, as amended) is further amended by incorporating

therein, to become effective September 14, 1963, the revised pages attached hereto and listed in Appendix "A" also attached hereto, which pages and appendix by this reference are made a part hereof.

2. That common carriers subject to the Public Utilities Act, to the extent that they are subject also to said Decision No. 55256, as amended, be and they are directed to establish in their tariffs the rate increases necessary to conform to the further increases herein in the rates and charges established by said decision.

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

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

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

4. That tariff publications required or authorized to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order, on not less than ten days' notice to the Commission and to the public; that such tariff publications as are required shall be made effective not later than September 14, 1963 and that as to tariff publications which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date hereof.

5. That 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; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and 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.

6. That the motion of the San Diego Chamber of Commerce for concurrent revision of Minimum Rate Tariff No. 9-A with adjustment of said tariff pursuant to Petition No. 25 in this proceeding be, and it hereby is, denied.

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

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

Dated at San Francisco, California,
this 30th day of July, 1963.

William W. Bennett
President

George L. Grover

Frederick B. Holdoff
Commissioners

I dissent to that part of this decision which refused to grant relief from the discriminatory features of the tariff here involved.
Arthur B. [Signature]
Commissioner

APPENDIX A TO DECISION NO. 65812

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

Fifth Revised Page 14
Third Revised Page 15-A
Seventh Revised Page 16
Sixth Revised Page 18
Seventh Revised Page 20
Eighth Revised Page 24
Sixth Revised Page 25
Seventh Revised Page 27
Sixth Revised Page 30

(END OF APPENDIX A LIST)

SECTION NO. 1 - RULES AND REGULATIONS (Continued)		Item No.								
<p style="text-align: center;">ACCESSORIAL SERVICE</p> <p>When carrier performs any accessorial or incidental service which is not authorized to be performed under rates named in this tariff, and for which a charge is not otherwise provided, additional charges shall be assessed as provided in Item No. 90. The charge therein provided for unit of equipment shall apply whenever the accessorial or incidental service requires its use, or whenever the unit of equipment is inactivated by reason of its driver or helper being engaged in such service.</p>		70								
<p style="text-align: center;">DELAYS TO EQUIPMENT</p> <p>When consignor or consignee is responsible for delay to carrier's equipment at or in vicinity of either point of loading or point of unloading in excess of 30 minutes (exclusive of time actually involved in loading or unloading) additional charges for delay time in excess of 30 minutes shall be assessed as provided in Item No. 90.</p>		80								
<p style="text-align: center;">CHARGES FOR ACCESSORIAL SERVICES OR DELAYS</p> <p>For accessorial services or delays under the conditions specified in Items Nos. 70 and 80, charges shall be assessed for each period or fraction thereof, as follows:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;">Charges in Cents</th> </tr> <tr> <th style="text-align: center;">For First 30 Minutes</th> <th style="text-align: center;">For Each Additional 15 Minutes</th> </tr> </thead> <tbody> <tr> <td>(a) For driver, helper or other employee, per man</td> <td style="text-align: center;">♦ 290</td> </tr> <tr> <td>(b) For unit of equipment</td> <td style="text-align: center;">♦ 145</td> </tr> </tbody> </table>		Charges in Cents		For First 30 Minutes	For Each Additional 15 Minutes	(a) For driver, helper or other employee, per man	♦ 290	(b) For unit of equipment	♦ 145	90
Charges in Cents										
For First 30 Minutes	For Each Additional 15 Minutes									
(a) For driver, helper or other employee, per man	♦ 290									
(b) For unit of equipment	♦ 145									
<p style="text-align: center;">APPLICATION OF CLASSIFICATION</p> <p>(a) Except as otherwise provided, this tariff is governed by the Current Classification, as defined in Item No. 10.</p> <p>(b) Where the ratings, rules and regulations or other provisions or conditions provided in the Current Classification are in conflict with those provided in this tariff, the provisions of this tariff will apply.</p>		100								
<p>Change) Increase) Decision No. 65812</p>										
EFFECTIVE SEPTEMBER 14, 1963										
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 37</p>										

SECTION NO. 1 - RATES AND REGULATIONS (Continued)

Item No.

CHARGES FOR ESCORT SERVICE

In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring escort service;

- (a) A charge of \$6.15 per hour, plus 83 cents per actual mile, shall be made for each escort vehicle and driver furnished, for the time and distance said vehicle and driver are engaged in such service. (See Notes 1 and 2.)
- (b) A charge shall be made equal to the actual cost of any bridge or ferry tolls incurred for each escort car.

NOTE 1. -- Service shall commence with departure of each escort vehicle from its point of dispatch and terminate with the return of each escort car to its point of dispatch, excluding off-duty hours.

NOTE 2. -- Charges for fractions of an hour shall be determined in accordance with the following table:

MINUTES		
<u>Over</u>	<u>But Not Over</u>	
0	8	omit
8	23	shall be 1/4 hour
23	38	shall be 1/2 hour
38	53	shall be 3/4 hour
53	60	shall be 1 hour

§120

CHARGES FOR PERMIT SHIPMENTS

In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring transportation permits:

- (a) A charge of \$7.35 shall be made for the service of securing each permit, and
- (b) A charge shall be made equal to the fee, if any, assessed by the governmental agency for issuing each permit.

§125

{ Change increase } Decision No. 65812

EFFECTIVE SEPTEMBER 14, 1963

Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 88

SECTION NO. 1 - RULES AND REGULATIONS (Continued)		Item No.																
<p>SPLIT DELIVERY</p> <p>The rate for transportation of a split delivery shipment shall be the rate applicable for the rate base determined as follows:</p> <p>(a) When point of origin and all points of destination are within a single zone, apply rate for rate base B, subject to Notes 1, 2, and 3;</p> <p>(b) When point of origin and all points of destination are within the area encompassed by two adjoining zones, apply rate for rate base C, subject to Notes 1, 2, and 3 (Zone 5 does not adjoin any other zone, except Zone 11, for the purposes of this rule);</p> <p>(c) For all other shipments, apply rates for rate base F, subject to Notes 1, 2, and 3.</p> <p>NOTE 1.--For each split delivery shipment a single bill of lading or shipping order shall be issued. It shall describe the kind and quantity of property for the entire shipment, and bear the date such property is physically accepted by the carrier. At the time of or prior to the tender of the shipment the carrier shall be furnished with written instructions showing the name of each consignee, the point or points of destination, and a description of the kind and quantity of property in each component part of the split delivery shipment.</p> <p>NOTE 2.--If shipping instructions do not conform with the requirements of Note 1 hereof, each component part of the split delivery shipment shall be rated as a separate shipment under other provisions of this tariff. When shipping instructions do conform with the requirements of Note 1 hereof, component parts of split delivery shipments shall not be treated as separate shipments.</p> <p>NOTE 3.--In addition to the rate for transportation, the following additional charges shall be assessed for split delivery service:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Weight of Component Part (Pounds)</th> <th style="text-align: left;">Split Delivery Charge for Each Component Part in Cents</th> </tr> <tr> <th style="text-align: left;"><u>Over</u> <u>But not Over</u></th> <th></th> </tr> </thead> <tbody> <tr> <td>0</td> <td>140</td> </tr> <tr> <td>500</td> <td>170</td> </tr> <tr> <td>1000</td> <td>240</td> </tr> <tr> <td>2000</td> <td>330</td> </tr> <tr> <td>4000</td> <td>380</td> </tr> <tr> <td>10000</td> <td>445</td> </tr> </tbody> </table>		Weight of Component Part (Pounds)	Split Delivery Charge for Each Component Part in Cents	<u>Over</u> <u>But not Over</u>		0	140	500	170	1000	240	2000	330	4000	380	10000	445	<p>130</p>
Weight of Component Part (Pounds)	Split Delivery Charge for Each Component Part in Cents																	
<u>Over</u> <u>But not Over</u>																		
0	140																	
500	170																	
1000	240																	
2000	330																	
4000	380																	
10000	445																	

NOTE 4.-Rates provided in this tariff do not apply to transportation of split delivery shipments unless point of origin and all points of destination are within the San Diego Drayage Area. When point of origin or one or more points of destination are located outside of the San Diego Drayage Area, rates in Minimum Rate Tariff No. 2 shall apply.

∅ Change)
◊ Increase) Decision No.

65812

EFFECTIVE SEPTEMBER 14, 1963

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 89

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">POOL LOT</p> <p>For the service of segregating, or unloading and segregating a pool lot, the following shall be assessed for each shipment destined to points in the San Diego Drayage Area, in addition to transportation rates:</p> <p>(1) Class 100 commodities - \$20 cents per 100 pounds.</p> <p>(2) Shipments consisting of articles rated higher than Class 200 shall be subject to the rate established for Class 200.</p> <p>NOTE 1.-No additional charge shall be made under this item on shipments weighing 20,000 pounds or more, or on shipments for which transportation charges are based on a minimum weight of 20,000 pounds when the carrier performing the distribution service receives a transportation charge on such shipment from the distribution point.</p> <p>NOTE 2.-See Item No. 110 for mixed shipments.</p> <p>NOTE 3.-When a pool lot is segregated at and delivery is made from carrier's established depot, said depot will be considered as being located within Zone 1 for the purpose of assessing transportation charges under this tariff, and transportation rates shall be applied from Zone 1 as point of origin.</p> <p>NOTE 4.-Rates named in this item alternate with rates for the same services contained in tariffs filed with the Commission pursuant to the provisions of the Public Utilities Act, and in effect on the date the services are provided.</p>	<p>\$160</p>
<p>Change) Increase) Decision No. 65812</p>	
<p>EFFECTIVE SEPTEMBER 14, 1963</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 90</p>	

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p>ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Common carrier rates (including common carrier rail-road switching rates) may be applied in lieu of the rates provided in this tariff when such common carrier rates produce a lower aggregate charge for the same transportation between the same points of origin and destination and for the same accessorial services than results from the application of the rates herein provided. When the common carrier rate used does not include accessorial services performed by the carrier, the following charges for such accessorial services shall be added: (See Notes 1 and 2)</p> <p>(a) For loading onto carrier's equipment, the charges provided in paragraph (d).</p> <p>(b) For unloading from carrier's equipment, the charges provided in paragraph (d).</p> <p>(c) For other accessorial services for which charges are provided in this tariff, the additional charge or charges so provided.</p> <p>(d) Class 100 Commodities — ◊ 5 cents per 100 pounds.</p> <p>NOTE 1.--In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p> <p>NOTE 2.--When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p>	<p>ø180</p>
<p>ø Change) ◊ Increase) Decision No. 65812</p>	
<p>EFFECTIVE SEPTEMBER 14, 1963</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>	
<p>Correction No. 91</p>	

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

Item No.

PARCEL RATES

FREIGHT, regardless of classification:

18 cents per package or piece, plus 3 cents for each pound or fraction thereof of its gross weight, subject to an additional service charge of \$2.00 per week. (Subject to Notes 1 and 2)

NOTE 1.-The consignor must elect in writing in advance to utilize the rate in this item for packages weighing 70 pounds or less tendered to the carrier during any calendar week.

NOTE 2.-The service charge of \$2.00 per week shall not apply where packages are tendered at carrier's terminal.

310

CHARGES IN CENTS PER SHIPMENT

Pounds		RATE BASES							
		A							
		Classes							
Over	Not Over	100	150	200	250	300	400	500	600
0	25	165	165	165	165	165	165	165	165
25	50	180	180	180	180	180	180	180	180
50	75	230	230	230	230	230	230	230	230
75	100	245	245	245	245	245	245	245	273
100	150	270	405	540	540	540	540	540	540
150	200	286	429	572	572	572	572	572	572
200	250	297	446	594	594	594	594	594	702
250	300	314	471	628	628	628	628	715	858
300	400	334	501	668	668	668	728	910	1092
400	500	361	542	722	722	722	936	1170	1404
500	600	393	590	786	786	858	1144	1430	1716
600	700	423	635	846	846	1014	1352	1690	2028
700	800	455	683	910	975	1170	1560	1950	2340
800	900	486	729	972	1105	1326	1768	2210	2652
900	1000	520	780	1040	1235	1482	1976	2470	2964
		B							
		Classes							
Over	Not Over	100	150	200	250	300	400	500	600
0	25	185	185	185	185	185	185	185	185
25	50	210	210	210	210	210	210	210	210
50	75	250	250	250	250	250	250	250	250
75	100	265	265	265	265	265	265	272	326
100	150	291	437	582	582	582	582	582	582
150	200	311	467	622	622	622	622	622	654
200	250	329	494	658	658	658	658	700	840
250	300	348	522	696	696	696	696	855	1026
300	400	374	561	748	748	748	868	1085	1302
400	500	409	614	818	818	837	1116	1395	1674

320

500	600	448	672	896	896	1023	1364	1705	2046
600	700	485	728	970	1008	1209	1612	2015	2418
700	800	527	791	1054	1163	1395	1860	2325	2790
800	900	572	856	1144	1318	1581	2108	2635	3162
900	1000	620	930	1240	1473	1767	2356	2945	3534

♂ Change)
 ◇ Increase) Decision No. **65812**

EFFECTIVE SEPTEMBER 14, 1963

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

Correction No. 92

SECTION NO. 2 - RATE BASES, RATES AND CHARGES (Concluded)										Item No.
CHARGES IN CENTS PER SHIPMENT										
Pounds		RATE BASES								
Over	But Not Over	C								
		Classes								
		100	150	200	250	300	400	500	600	
0	25	210	210	210	210	210	210	210	210	210
25	50	235	235	235	235	235	235	235	235	235
50	75	270	270	270	270	270	270	270	270	270
75	100	285	285	285	285	285	285	307	368	368
100	150	312	468	624	624	624	624	624	624	624
150	200	336	504	672	672	672	672	672	672	738
200	250	358	537	716	716	716	716	790	948	948
250	300	380	570	760	760	760	772	965	1158	1158
300	400	413	620	826	826	826	980	1225	1470	1470
400	500	455	683	910	910	945	1260	1575	1890	1890
500	600	500	750	1000	1000	1155	1540	1925	2310	2310
600	700	547	821	1094	1138	1365	1820	2275	2730	2730
700	800	595	893	1190	1313	1575	2100	2625	3150	3150
800	900	645	968	1290	1488	1785	2380	2975	3570	3570
900	1000	700	1050	1400	1663	1995	2660	3325	3990	3990
Over	But Not Over	D								
		Classes								
		100	150	200	250	300	400	500	600	
0	25	245	245	245	245	245	245	245	245	245
25	50	265	265	265	265	265	265	265	265	265
50	75	290	290	290	290	290	290	290	294	294
75	100	310	310	310	310	310	310	345	414	414
100	150	338	507	676	676	676	676	676	676	676
150	200	366	549	732	732	732	732	732	732	828
200	250	392	588	784	784	784	784	890	1068	1068
250	300	417	626	834	834	834	868	1085	1302	1302
300	400	457	686	914	914	914	1108	1385	1662	1662
400	500	505	758	1010	1010	1068	1424	1780	2136	2136
500	600	560	840	1120	1120	1305	1740	2175	2610	2610
600	700	614	921	1228	1285	1542	2056	2570	3084	3084
700	800	668	1002	1336	1483	1779	2372	2965	3558	3558
800	900	721	1082	1442	1680	2016	2688	3360	4032	4032
900	1000	790	1185	1580	1878	2253	3004	3755	4506	4506
CHARGES IN CENTS PER SHIPMENT										
Pounds		RATE BASES								
Over	But Not Over	E								
		Classes								
		100	150	200	250	300	400	500	600	
0	25	265	265	265	265	265	265	265	265	265
25	50	285	285	285	285	285	285	285	285	285
50	75	310	310	310	310	310	310	310	318	318
75	100	335	335	335	335	335	335	370	444	444
100	150	358	537	716	716	716	716	716	716	716

0325

150	200	389	584	778	778	778	778	778	894
200	250	419	629	838	838	838	838	955	1116
250	300	448	672	896	896	896	936	1170	1404
300	400	491	737	982	982	982	1192	1490	1788
400	500	549	824	1098	1098	1119	1532	1915	2298
500	600	606	909	1212	1212	1404	1872	2340	2808
600	700	660	990	1320	1383	1659	2212	2765	3318
700	800	718	1077	1436	1595	1914	2552	3190	3828
800	900	777	1166	1554	1808	2169	2892	3615	4338
900	1000	850	1275	1700	2020	2424	3232	4040	4848
F									
Classes									
		100	150	200	250	300	400	500	600
0	25	285	285	285	285	285	285	285	285
25	50	305	305	305	305	305	305	305	305
50	75	340	340	340	340	340	340	340	345
75	100	365	365	365	365	365	365	405	486
100	150	385	578	770	770	770	770	770	770
150	200	418	627	836	836	836	836	836	966
200	250	450	675	900	900	900	900	1035	1242
250	300	484	726	968	968	968	1012	1265	1518
300	400	531	797	1062	1062	1062	1288	1610	1932
400	500	599	899	1198	1198	1242	1656	2070	2484
500	600	662	993	1324	1324	1518	2024	2530	3036
600	700	725	1088	1450	1495	1794	2392	2990	3588
700	800	788	1182	1576	1725	2070	2760	3450	4140
800	900	855	1283	1710	1955	2346	3128	3910	4692
900	1000	920	1380	1840	2185	2622	3496	4370	5244

0327

CLASS 100 RATES IN CENTS PER 100 POUNDS

Minimum Weight (In Pounds)	RATE BASES					
	A	B	C	D	E	F
1,000	52	62	70	79	85	92
2,000	42	50	56	62	68	76
4,000	32	37	43	49	54	60
10,000	23	28	33	36	41	45
20,000	18	21½	24½	28	31	35
30,000	16	18	20	22	25	27

0330

◇ Increase, Decision No. 65812

EFFECTIVE SEPTEMBER 14, 1963

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 93

SECTION NO. 3 - EQUIPMENT RATES, RULES AND REGULATIONS	Item No.
<p style="text-align: center;">RULES AND REGULATIONS</p> <p>(a) Rates named in this section are subject to Item No. 10, Definition of Technical Terms; Item No. 20, Application of Tariff; Items Nos. 30 through 38, Application of Tariff - Territorial; Items Nos. 50 and 60, Application of Tariff - Commodities; Item No. 120, Charges for Escort Service; Item No. 125, Charges for Permit Shipments; Item No. 170, Collect on Delivery (C.O.D.) Shipments; and Item No. 190, Collection of Charges. They are not subject to the other rules and regulations provided in Section No. 1.</p> <p>(b) Rates named in this section are subject to the following rules of the Current Classification: Item No. 130, Disposition of Fractions in Computing Rates; Item No. 160, Reference to Rules, Items, Notes and Pages; Items Nos. 190 and 195, Issuance of Shipping Documents; Item No. 200, Quotation and Assessment of Rates and Charges; and Items Nos. 210 and 215, Definitions of Technical Terms. They are not subject to the other rules of the Current Classification.</p> <p>(c) Rates named in this section apply only when the property is transported by one carrier for one shipper.</p> <p>(d) Prior to the transportation of the property, the shipper must enter into a written agreement with the carrier to ship at rates no lower than those provided in this section, stating specifically the class of service desired. (See Item No. 415.) Except as herein provided, no single agreement shall cover shipments transported over a period in excess of 31 days. EXCEPTION: The agreement will not be necessary for transportation of overweight and/or over-size shipments for which a special permit has been issued pursuant to the provisions of Section No. 710 of the Vehicle Code, State of California, and attached to or identified on the shipping document.</p> <p>(e) Rates named in Item No. 420 are subject to an additional charge at the rate of \$5.00 per man, per hour, minimum charge one-half hour, when carrier furnishes help in addition to the driver. The time for computing the additional charge shall be not less than the actual time in minutes the helper or helpers are engaged in performing the services. The total time so computed shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the table provided in Note 1(c), Item No. 420.</p> <p style="text-align: center;">(Continued in Item No. 405)</p>	<p>\$4.00</p>

Change } Decision No. 65812
 Increase }

EFFECTIVE SEPTEMBER 11, 1963

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

Correction No. 94

SECTION NO. 3 - EQUIPMENT RATES, RULES AND REGULATIONS (Continued)				Item No.
FREIGHT, regardless of classification, subject to Note 1:				
Weight in Pounds (See Item 410 (b))	◊ (1)(2) Rates in Cents Per Hour			
	Column 1	Column 2	Column 3	
Less than 12,000 _____	660	750	930	
12,000 but not over 20,000 —	720	790	975	
Over 20,000 _____	800	875	1040	
<p>(1) Minimum Charge - The charge for one hour.</p> <p>(2) Rates do not include bridge or ferry tolls. Such tolls, when incurred by the carrier, shall be added to the transportation charges.</p> <p>Column 1 - Rates per unit of equipment with driver, except for time equipment is operated in excess of 8 hours out of 9 consecutive hours, and except when operated on Saturdays, Sundays or holidays.</p> <p>Column 2 - Rates per unit of equipment with driver for time equipment is operated in excess of 8 hours out of 9 consecutive hours, except on Saturdays, Sundays or holidays.</p> <p>Column 3 - Rates per unit of equipment with driver when equipment is operated on Saturdays, Sundays or holidays.</p> <p>NOTE 1.--(a) Subject to paragraph (b) below, rates in this item apply from the time the truck and driver report for service pursuant to the shipper's order to the time of completion of the last trip under such order. <u>Exception</u> - If the single transaction covers a period in excess of one day, time consumed in driving from last point of destination to the carrier's terminal at the close of one day's business, and from the carrier's terminal to the point of origin at the beginning of the next day's business will not be included in computing the chargeable time.</p> <p>(b) In computing time for trailer shuttle service no time shall be charged for the movement of truck tractors without load or for trailers or semitrailers without power unit except when such trailers are being loaded or unloaded.</p> <p>(c) In computing time under the basis outlined in paragraphs (a) and (b) hereof the various time factors shall be not less than the actual time involved in minutes. After the total time has been determined under the provisions of paragraph (a) hereof, it shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the following table:</p> <p>Less than 8 minutes ---- omit.</p> <p>8 minutes or more but less than 23 minutes shall be 1/4 hour.</p> <p>23 minutes or more but less than 38 minutes shall be 1/2 hour.</p> <p>38 minutes or more but less than 53 minutes shall be 3/4 hour.</p> <p>53 minutes or more shall be 1 hour.</p>				
<p>Change) Increase)</p>	Decision No. 65812			
EFFECTIVE SEPTEMBER 14, 1963				
Issued by the Public Utilities Commission of the State of California; San Francisco, California.				
Correction No. 95				

6420