

**ORIGINAL**Decision No. 66152

## 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 commo- )  
 dities between and within all points and )  
 places in the State of California )  
 (including, but not limited to, trans- )  
 portation for which rates are provided )  
 in Minimum Rate Tariff No. 2).

Case No. 5432  
 (Petition for Modification  
 No. 299)  
 (Filed April 19, 1963; Amended  
 May 6, 1963)

Case No. 5435  
 (Petition for Modification  
 No. 47)

Case No. 5439  
 (Petition for Modification  
 No. 26)

Case No. 5441  
 (Petition for Modification  
 No. 70)

Case No. 5603  
 (Petition for Modification  
 No. 16)

And Related Matters.

A. D. Poe, J. C. Kaspar and J. K. Quintrall, for California Trucking Association, petitioner.  
Nat H. Williams, for Williams Transfer Co.; Emil P. Fleschner, for Southern California Leasing, Inc.; W. H. Schaeffer, for Consolidated Freightways; Duff Wertz, for Brake Delivery Service and Meier Transportation Service; respondents.  
Merrill E. Blau, for Sears, Roebuck & Co.; Robert W. Brown, for Eastman Kodak Company; W. R. Czaban, for Purex Corporation; Louis L. Fox, for The Quaker Oats Company; Andrew Robertson, for Hunt Foods & Industries; Frederick R. Taylor, for Anaconda American Brass Company; Asa Button, for Spreckels Sugar Company; Ralph J. Graklis, for Morton Salt Company; Eugene A. Read, for California Manufacturers Association; B. F. Bolling, for the Flintkote Co.; Reed B. Tibbetts, for Owen Illinois Glass; Charles H. Costello, for Continental Can Co., Inc.; W. P. Tarter, for Wm. Volker & Co.; Sanford H. Sanzer, for Cabs Unlimited, Inc.; Robert D. Sullivan, for Eastman Kodak Co.; Earl M. Matson, for The Chlorox Co.; David B. Porter, for California Packing Corp.; Ben Roth and O. E. Stieber, for Crown Zellerbach Corporation; interested parties.  
Marcel J. Gagnon and R. A. Lubich, for the Commission staff.

O P I N I O N

This matter was heard before Examiner Thompson on May 20, 1963, at San Francisco and on May 22, 1963, at Los Angeles. It was submitted June 6, 1963, on the filing of late-filed Exhibit 3-A.

On March 12, 1963, the Commission issued Decision No. 65072 in Case No. 5432. By that decision, minimum vehicle unit rates for the transportation of property were established in Minimum Rate Tariff No. 15. The decision points out that the level of those rates are based upon cost estimates which are set forth in Appendices B and C therein. Factors used in those cost estimates included the level of driver's wages which were prevailing on July 1, 1962, and the rates of insurance for workmen's compensation liability in effect during the autumn of 1961. California Trucking Association requests the adjustment of the rates in Minimum Rate Tariff No. 15 to reflect current wage costs and current workmen's compensation insurance expenses.

Petitioner presented exhibits comparing the provisions of labor agreements effective July 1, 1963, governing the wages and benefits for drivers with those in effect July 1, 1962, and setting forth the changes in the manual rates for workmen's compensation insurance provided by The California Inspection Rating Bureau. An engineer of the Commission staff presented Exhibit 2 in which he had adjusted the cost estimates set forth in Appendices B and C of Decision No. 65072 to reflect the wages and benefits which are effective July 1, 1963. A number of changes and corrections in Exhibit 2 were made by the engineer at the hearing. An assistant transportation rate expert of the staff presented Exhibit 3 which set forth suggested revisions in the minimum rates which would give effect to the cost estimates shown in Exhibit 2

prior to the changes and corrections. The rate expert explained the method he used in developing the rates set forth in his exhibit. The staff requested, and was granted leave by the examiner, to submit a late-filed exhibit which would adjust the suggested rates in Exhibit 3 to properly reflect the revised estimates in Exhibit 2. The late-filed exhibit was received in evidence June 6, 1963, as Exhibit 3-A.

The revised estimates in Exhibit 2 do not take into consideration the increases in workmen's compensation insurance. The evidence shows that the manual rate for such insurance was \$3.60 on October 1, 1961, and was \$4.25 on April 1, 1963. While most of the carriers engaged in transportation at monthly vehicle unit rates enjoy compensation insurance rates lower than the manual rate because of merit ratings, an increase in the manual rate results in proportional increases on their respective rates. The cost estimates in Exhibit 2, as revised, reflect a cost factor for compensation insurance which is based upon the actual rates paid by carriers during the last months of 1961 applied to the wage rates effective July 1, 1963. In applying the percentage of increase in the manual rates to the cost factors used by the engineer, it is apparent that the increase in compensation insurance rates results in an additional cost of performing service of about two cents per hour.

The suggested rates in Exhibit 3-A reflect the cost estimates in Exhibit 2 as revised. If those rates are to properly reflect the additional cost of compensation insurance, they should be adjusted upwards in the amount of \$3.00 for the monthly and yearly rates and by \$1.00 in the case of the weekly rates.

A number of participants commented on the vehicle unit rates here involved. It is petitioner's position that there has not been sufficient time since Minimum Rate Tariff No. 15 became effective to fully test the adequacy of the rates; however, inasmuch as the Commission established the rates based upon a consideration of cost estimates set forth in its decision, the rates should be adjusted upwards to reflect the known changes in the costs of transportation. One of the shipper participants stated that the rates suggested by the staff are higher than the shipper can afford. One carrier, whose business is mainly the transportation of property under vehicle unit rates, stated that the rates are not sufficient. Another carrier, who transports parcels and small shipments under vehicle unit rates, asserted that the suggested rates are excessive.

The Commission in Decision No. 65072 established the rates in Minimum Rate Tariff No. 15 as the just, reasonable and nondiscriminatory vehicle unit rates for the transportation of property by highway carriers. The only probative evidence in this record indicating that such rates may not be the just, reasonable and nondiscriminatory minimum rates shows: (1) the cost to the carriers on April 1, 1963, for workmen's compensation insurance was greater than the cost considered by the Commission in the establishment of the minimum rates; and (2) the cost to the carriers on July 1, 1963, of employing drivers and helpers is greater than the cost considered by the Commission in the establishment of the minimum rates.

We find that:

1. To the extent that the rates in Minimum Rate Tariff No. 15 do not reflect the increased cost to the carriers of employing drivers and helpers, and providing for protection from liability

for workmen's compensation, said rates are not the just, reasonable and nondiscriminatory minimum vehicle unit rates for the transportation of property by highway carriers.

2. The suggested rates set forth in Exhibit 3-A, modified by increasing the suggested monthly and yearly rates by \$3.00 and the suggested weekly rates by \$1.00, are the just, reasonable and nondiscriminatory minimum rates for the transportation of property by highway carriers.

3. The increases resulting from the establishment of the rates described in finding 2 herein as minimum rates are justified.

Based upon the foregoing findings of fact we conclude that Minimum Rate Tariff No. 15 should be amended by the establishment therein, as the just, reasonable and nondiscriminatory minimum rates to be charged by any highway carrier for the transportation of property at vehicle unit rates and for accessorial service performed by it, of the rates set forth in Exhibit 3-A herein, modified by increasing the suggested monthly and yearly rates by \$3.00 and the suggested weekly rates by \$1.00.

At the time Minimum Rate Tariff No. 15 was established, Decision No. 65072 and supplementary orders provided for the removal of monthly vehicle unit rates from Minimum Rate Tariff No. 2 and the other minimum rate tariffs. The orders, however, did not remove the application of the class and commodity rates in said tariffs to transportation performed under the rates in Minimum Rate Tariff No. 15. This should be done, and, in order to avoid duplication of tariff distribution, City Carriers' Tariff No. 1-A and Minimum Rate Tariffs Nos. 1-B, 2, 5, 9-A, 11-A and 14 will be amended accordingly by separate orders.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 15 (Appendix B of Decision No. 65072) is amended by incorporating therein, to become effective December 1, 1963, the revised pages listed in Appendix A, which pages and appendix are attached hereto and by this reference made a part hereof.

2. 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 on not less than ten days' notice to the Commission and to the public and such tariff publications shall be made effective not later than December 1, 1963; and the 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.

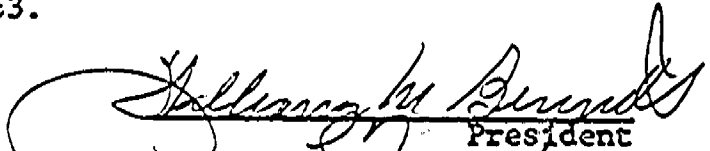
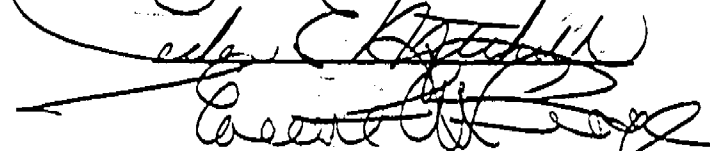
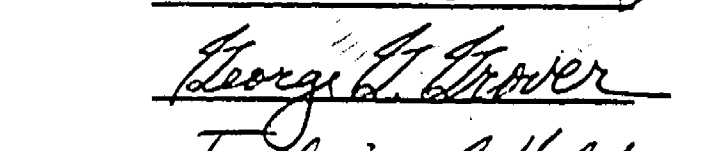
3. Common carriers, in establishing and maintaining the rates authorized hereinabove, are hereby authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such 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.

4. In all other respects, Decision No. 65072 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 15th day of October, 1963.

  
President  
  
  
Commissioners

Appendix A to Decision No. ~~66152~~

List of Revised Pages to Minimum Rate Tariff No. 15

Authorized by Said Decision

First Revised Page 4  
First Revised Page 12  
First Revised Page 14  
Second Revised Page 15  
First Revised Page 16  
First Revised Page 18  
First Revised Page 19  
First Revised Page 20  
First Revised Page 22  
First Revised Page 23  
First Revised Page 28  
First Revised Page 29  
First Revised Page 30  
First Revised Page 31

(End of Appendix A List)



SECTION NO. 1 - RULES AND REGULATIONS	Item No.
<b>DEFINITION OF TECHNICAL TERMS</b>	
<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>	10
<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), by mechanical refrigeration, or by release of liquefied gases.</p>	

φ Change }  
\* Addition }

Decision No.

66152

EFFECTIVE DECEMBER 1, 1963

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 5

SECTION NO. 1 - RULES AND REGULATIONS (Concluded)	Item No.																					
<p style="text-align: center;"><b>CHARGES FOR ESCORT SERVICE</b></p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring escort service:</p> <p>Ø(a) A charge of Ø\$5.85 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).</p> <p>(b) A charge shall be made equal to the actual cost of any bridge or ferry tolls incurred for each escort car.</p> <p>(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.</p> <p>NOTE—Charges for fractions of an hour shall be determined in accordance with the following table:</p> <table border="0" style="margin-left: 40px;"> <thead> <tr> <th colspan="2" style="text-align: center;">MINUTES</th> <th></th> </tr> <tr> <th style="text-align: center;">Over</th> <th style="text-align: center;">But Not Over</th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">8</td> <td>----- omit</td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">23</td> <td>----- shall be <math>\frac{1}{4}</math> hour</td> </tr> <tr> <td style="text-align: center;">23</td> <td style="text-align: center;">38</td> <td>----- shall be <math>\frac{2}{4}</math> hour</td> </tr> <tr> <td style="text-align: center;">38</td> <td style="text-align: center;">53</td> <td>----- shall be <math>\frac{3}{4}</math> hour</td> </tr> <tr> <td style="text-align: center;">53</td> <td style="text-align: center;">60</td> <td>----- shall be 1 hour</td> </tr> </tbody> </table>	MINUTES			Over	But Not Over		0	8	----- omit	8	23	----- shall be $\frac{1}{4}$ hour	23	38	----- shall be $\frac{2}{4}$ hour	38	53	----- shall be $\frac{3}{4}$ hour	53	60	----- shall be 1 hour	<p>Ø120</p>
MINUTES																						
Over	But Not Over																					
0	8	----- omit																				
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38	53	----- shall be $\frac{3}{4}$ hour																				
53	60	----- shall be 1 hour																				
<p style="text-align: center;"><b>CHARGES FOR PERMIT SHIPMENTS</b></p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on all permit shipments:</p> <p>(a) A charge of \$6.85 shall be made for the service of securing each permit, and</p> <p>(b) A charge shall be made equal to the fee, if any, assessed by the governmental agency for issuing each permit.</p>	<p>130</p>																					
<p>Ø Change }          Ø Increase } Decision No. <span style="margin-left: 20px;">60153</span></p>																						
<p>EFFECTIVE DECEMBER 1, 1963</p>																						
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California,          San Francisco, California.</p> <p>Correction No. 6</p>																						

SECTION NO. 2 - YEARLY VEHICLE UNIT RATES		Item No.
BASE YEARLY VEHICLE UNIT RATES		
<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
TRUCK WITHOUT TRAILER(2):		
Less than 9 feet(3) -----	913(5)	838(6)
9 feet but less than 12 feet(3) -----	928(5)	853(6)
12 feet and over, 2-axle(3)		
Flat or Van -----	943(5)	868(6)
Van, insulated -----	958(5)	883(6)
12 feet and over, 3-axle(3)		
Flat or Van -----	1048	943(7)
Van, insulated -----	1073	968(7)
TRUCK WITH TRAILER(4):		
Gas		
Flat or Van -----	1188	1078(7)
Van, insulated -----	1253	1143(7)
Diesel		
Flat or Van -----	1253	1143(7)
Van, insulated -----	1318	1208(7)

0200

- (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 \$3.60 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 \$5.25 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. 210 and 211 may be used in combination with rates for trucks with trailers as provided herein.

Change	}	Decision No. 66152
◇ Increase, except as noted		
○ No Change		
◊ Reduction		

EFFECTIVE DECEMBER 1, 1963

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 7

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 each period between billing dates (see Item No. 100). 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)	oRates(8)	
Carrier Owned: Flat	Under 28	A	1008	1063	1098	1128	1168	40
		B	908	963	998	1028	1068	40
Flat	28 and Over	A	1033	1088	1128	1153	1198	65
		B	953	1003	1048	1073	1118	65
Flat	Doubles(7)	A	1088	1143	1183	1208	1248	90
		B	978	1033	1073	1098	1138	90
Van	Under 28	A	1018	1073	1113	1138	1178	50
		B	918	973	1013	1038	1078	50
Van	28 and Over	A	1043	1098	1133	1163	1203	70
		B	963	1018	1053	1083	1123	70
Van	Doubles(7)	A	1113	1163	1203	1228	1273	110
		B	1003	1053	1093	1118	1163	110
Van, insulated	Under 28	A	1053	1103	1143	1168	1213	80
		B	953	1003	1043	1068	1113	80
Van, insulated	28 and Over	A	1093	1148	1188	1213	1258	125
		B	1013	1068	1108	1133	1178	125
Van, insulated	Doubles(7)	A	1173	1228	1268	1293	1338	175
		B	1063	1118	1158	1183	1228	175
Hopper Semi-trailer	Under 28	A	1008	1063	1098	1128	1168	40
		B	908	963	998	1028	1068	40
Hopper Trailer	Under 28	A	--	--	--	--	--	50
		B	--	--	--	--	--	50
Hopper	Doubles(7)	A	--	1138	1178	1203	1248	85
		B	--	1028	1068	1093	1138	85
Converter gears, dollies(6)		A	--	--	--	--	--	20
		B	--	--	--	--	--	20

0210

Shipper Owned	Under 28	A	973	1028	1063	1093	1133	—
		B	873	923	963	993	1033	—
	28 and Over	A	973	1028	1063	1093	1133	—
		B	893	943	983	1008	1053	—
	Doubles(7)	A	1003	1053	1093	1118	1163	—
		B	893	943	983	1008	1053	—

(Continued in Item No. 211)

◇ Increase, except as noted)  
 ○ No Change

Decision No. 66152

EFFECTIVE DECEMBER 1, 1963

Issued by the Public Utilities Commission of the State of California,  
 San Francisco, California.  
 Correction No. 8

SECTION NO. 2 - YEARLY VEHICLE UNIT RATES (Concluded)	Item No.	
<p>BASE YEARLY VEHICLE UNIT RATES (Concluded) (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 \$35.00 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>



Change }  
Reduction } Decision No.

66152

EFFECTIVE DECEMBER 1, 1963

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 9

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) -----	973(5)	898(6)
9 feet but less than 12 feet (3) -----	998(5)	923(6)
12 feet and over, 2-axle (3)		
Flat or Van -----	1013(5)	938(6)
Van, insulated -----	1038(5)	963(6)
12 feet and over, 3-axle (3)		
Flat or Van -----	1148	1043(7)
Van, insulated -----	1173	1068(7)
TRUCK WITH TRAILER(4):		
Gas		
Flat or Van -----	1323	1213(7)
Van, insulated -----	1408	1298(7)
Diesel		
Flat or Van -----	1413	1298(7)
Van, insulated -----	1498	1383(7)
0300		
(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 \$3.60 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 \$5.25 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.		

- ∅ Change )
- ◇ Increase, except as noted )
- No Change )
- ∅ Reduction )

Decision No.

66152

EFFECTIVE DECEMBER 1, 1963

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

Correction No. 10

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)	o Rates(8)	
Carrier Owned: Flat	Under 28	A	1093	1168	1228	1258	1313	50
		B	993	1068	1123	1158	1213	50
Flat	28 and Over	A	1133	1203	1263	1293	1353	85
		B	1053	1123	1178	1213	1273	85
Flat	Doubles(7)	A	1198	1268	1323	1358	1423	120
		B	1088	1158	1213	1248	1308	120
Van	Under 28	A	1108	1178	1238	1268	1328	65
		B	1008	1078	1133	1168	1228	65
Van	28 and Over	A	1143	1213	1273	1303	1363	95
		B	1063	1133	1188	1223	1283	95
Van.	Doubles(7)	A	1223	1298	1353	1383	1448	150
		B	1113	1188	1243	1273	1333	150
Van, insulated	Under 28	A	1153	1223	1283	1313	1373	110
		B	1053	1123	1178	1213	1273	110
Van, insulated	28 and Over	A	1213	1283	1343	1373	1433	170
		B	1133	1203	1258	1293	1353	170
Van, insulated	Doubles(7)	A	1313	1383	1438	1473	1538	235
		B	1203	1273	1328	1363	1423	235
Hopper Semi-trailer	Under 28	A	1108	1178	1238	1268	1328	65
		B	1008	1078	1133	1168	1228	65
Hopper Trailer	Under 28	A	-	-	-	-	-	85
		B	-	-	-	-	-	85
Hopper	Doubles(7)	A	-	1293	1348	1383	1448	145
		B	-	1183	1238	1273	1333	145
Converter gears, dollies(6)		A	-	-	-	-	-	20
		B	-	-	-	-	-	20

310

Shipper Owned	Under 28	A	1048	1118	1178	1208	1268	-
		B	948	1018	1073	1108	1168	-
	28 and Over	A	1048	1118	1178	1208	1268	-
		B	968	1038	1093	1128	1188	-
	Doubles(7)	A	1078	1148	1203	1238	1303	-
		B	968	1038	1093	1128	1188	-

(Continued in Item No. 311)

◇ Increase, except as noted }  
 ○ No Change

Decision No.

66152

EFFECTIVE DECEMBER 1, 1963

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

Correction No. 11

SECTION NO. 3 - MONTHLY VEHICLE UNIT RATES (Concluded)	Item No.
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BASE MONTHLY VEHICLE UNIT RATES (Concluded)

(Items Nos. 310 and 311)

- (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 monthly rate for use of motor power equipment together with doubles is assessed.
- (6) Converter gears, dollies and other auxiliary trailing equipment.
- (7) Set of doubles, two semis and dolly or semi and trailer, any combination length.
- ⊕(8) Rate Basis "B" rates are subject to an additional charge of ⊕\$5.00 for each day that service is performed from, to or between points located in Rate Basis "A".

⊕ 311

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 "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 rate provided in Item No. 560.

⊕ Change )	Decision No. <b>66152</b>
⊖ Reduction )	

EFFECTIVE DECEMBER 1, 1963

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

Correction No. 12

SECTION NO. 4 - WEEKLY VEHICLE UNIT RATES		Item No.
<p>BASE WEEKLY VEHICLE UNIT RATES</p> <p>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.</p> <p>(Subject to Notes 1, 2, 3, 4, 5 and 6)</p>		
Type of Carrier's Motor Power Equipment	Rate Basis(1)	
	C	D
<p>TRUCK WITHOUT TRAILER(2):</p>		
Less than 8 feet(3) -----	268(5)	247
8 feet but less than 12 feet(3) -----	275(5)	254
12 feet and over, 2-axle(3)		
Flat or Van -----	279(5)	258
Van, insulated -----	286(5)	265
12 feet and over, 3-axle(3)		
Flat or van -----	316	287
Van, insulated -----	323	294
<p>TRUCK WITH TRAILER(4):</p>		
Gas		
Flat or Van -----	364	334
Van, insulated -----	387	357
Diesel		
Flat or Van -----	389	357
Van, insulated -----	412	381
0400		
<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>		

◇ Increase, except as noted )  
○ No Change ) Decision No.

66152

EFFECTIVE DECEMBER 1, 1963

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

Correction No. 13



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					oRates
Carrier Owned: Flat	Under 28	C	301	321	338	346	361	14
		D	273	294	309	319	334	14
Flat	28 and Over	C	311	331	348	355	372	23
		D	290	309	324	334	350	23
Flat	Doubles(7)	C	330	349	364	374	392	33
		D	299	319	334	343	360	33
Van	Under 28	C	305	324	341	349	365	18
		D	277	297	312	321	338	18
Van	28 and Over	C	314	334	350	358	375	26
		D	293	312	327	337	353	26
Van	Doubles(7)	C	337	357	372	381	398	41
		D	306	327	342	350	367	41
Van, insulated	Under 28	C	317	337	353	361	378	30
		D	290	309	324	334	350	30
Van, insulated	28 and Over	C	334	353	370	378	394	47
		D	312	331	346	356	372	47
Van, insulated	Doubles(7)	C	361	381	396	405	423	65
		D	331	350	365	375	392	65
Hopper Semi-trailer	Under 28	C	305	324	341	349	365	18
		D	277	297	312	321	338	18
Hopper Trailer	Under 28	C	--	--	--	--	--	24
		D	--	--	--	--	--	24
Hopper	Doubles(7)	C	--	356	371	381	398	40
		D	--	326	341	350	367	40
Converter gears, dollies(6)		C	--	--	--	--	--	6
		D	--	--	--	--	--	6

410

Shipper-Owned	Under 28	C	288	308	324	332	349	—
		D	261	280	295	305	321	—
	28 and Over	C	288	308	324	332	349	—
		D	266	286	301	310	327	—
	Doubles(7)	C	297	316	331	341	359	—
		D	266	286	301	310	327	—

(Continued in Item No. 411)

◇ Increase, except as noted )  
 ○ No Change ) Decision No.

66152

EFFECTIVE DECEMBER 1, 1963

Issued by the Public Utilities Commission of the State of California,  
 San Francisco, California.  
 Correction No. 14

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) -----	66	49	48	64	49
10,500 pound load or over (3) -----	69	51	49	64	51
Pulling trailer -----	71	53	50	66	53
TRACTOR:					
Pulling one semi-trailer -----	69	51	49	64	51
Pulling more than one trailer or semi-trailer-	71	53	50	66	53
(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.  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 combination 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.					520
◇ Increase, Decision No. 66152					
EFFECTIVE DECEMBER 1, 1963					
Issued by the Public Utilities Commission of the State of California, San Francisco, California.					
Correction No. 15					

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)	
<b>TRUCK:</b>										
Less than 10,500 lb. load(3)--	690	390	290	585	1170	870	570	855	1135	
10,500 lb. load or over(4)----	695	405	300	605	1215	905	575	860	1140	
Pulling trailer-----	6100	420	315	630	1260	940	590	885	1170	
<b>TRACTOR:</b>										
Pulling one semi-trailer-----	695	405	300	605	1215	905	575	860	1140	
Pulling more than one trailer or semi-trailer-----	6100	420	315	630	1260	940	590	885	1170	

- (1) Rates in cents per hour to be added to rates provided in Items Nos. 200 through 310 and Item No. 520.
- (2) See Item No. 60.
- (3) Truck which is loaded to less than 10,500 pounds at all times during the day.
- (4) Truck which is loaded to 10,500 pounds or more at any time during the day.
- (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.
- (6) Rates in cents per hour for service performed in excess of 8 hours out of 9 consecutive hours.
- (7) Exclusive of Saturdays, Sundays or Holidays.
- (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.
- (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.
- (10) Rate for Saturdays and Sundays.
- (11) Rate for Holidays.

0530

◇ Increase, except as noted )  
○ No Change )  
δ Reduction )

Decision No.

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Correction No. 16

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)				
	(7)	(8)	(7)	(8)	(7)	(9)	(10)
<b>TRUCK:</b>							
Less than 10,500 lb. load (3) -----	890	290	585	870	570	855	1135
10,500 lb. load or over (4) -----	895	300	605	905	575	860	1140
Pulling trailer -----	8100	315	630	940	590	885	1170
<b>TRACTOR:</b>							
Pulling one semi-trailer -----	895	300	605	905	575	860	1140
Pulling more than one trailer or semi-trailer -----	8100	315	630	940	590	885	1170
(1) Rates in cents per hour to be added to rates provided in Items Nos. 400, 410 and 520. (2) See Item No. 60. (3) Truck which is loaded to less than 10,500 pounds at all times during the day. (4) Truck which is loaded to 10,500 pounds or more at any time during the day. (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. (6) Rates in cents per hour for service performed in excess of 8 hours out of 9 consecutive hours. (7) Exclusive of Saturdays, Sundays or Holidays. (8) Rate for Saturdays, Sundays or Holidays. (9) Rate for Saturdays and Sundays. (10) Rate for Holidays.							0540
◇ Increase, except as noted ) ○ No Change ) Decision No. 66152 ◊ Reduction )							
EFFECTIVE DECEMBER 1, 1963							
Issued by the Public Utilities Commission of the State of California, San Francisco, California.							
Correction No. 17							

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.	555	490	555	490	
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. ....	585	555	585	555	0550
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. ....	785(3) 585(4)	555(5) 735(6)	580 -	555(5) 735(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. ....	1175(3) 870(4)	830(5) 1100(6)	870 -	830(5) 1100(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.					

◇ Increase, Decision No.

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