

66541

ORIGINAL

Decision No. _____

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation)
 into the rates, rules, regulations,)
 charges, allowances and practices)
 of all common carriers, highway)
 carriers and city carriers relating)
 to the transportation of property)
 in Los Angeles and Orange Counties)
 (transportation for which rates are)
 provided in Minimum Rate Tariff)
 No. 5).)

Case No. 5435

SUPPLEMENTAL OPINION AND ORDER

66542

By Decision No. _____, entered today in Case No. 5432, et al., the Commission found that the tariff definition of "Governing Classification" in Minimum Rate Tariff No. 2 and certain other minimum rate tariffs should be amended by separate orders to avoid duplication of tariff distribution.

Good cause appearing,

IT IS ORDERED that:

1. Minimum Rate Tariff No. 5 (Appendix A to Decision No. 32504, as amended) is hereby further amended by incorporating therein, to become effective February 1, 1964, Fifteenth Revised Page 7 and Nineteenth Revised Page 16 attached hereto and by this reference made a part hereof.

2. Tariff publications 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,

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. In all other respects the aforesaid Decision No. 32504, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 27th day of December, 1963.

William B. Bennett
President
George L. Hoover
Frederick B. Helhoff

Commissioners

Commissioner Peter E. Mitchell, being necessarily absent, did not participate in the disposition of this proceeding.

Item
No.SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL
APPLICATIONDEFINITION OF TECHNICAL TERMS
(Items Nos. 10 and 11)

ARMORED CAR means any motor truck and/or other highway vehicle which has been armored with bullet resistant metal and/or bullet proof glass, and which is manned by an armed crew.

CARRIER means a carrier, as defined in the City Carriers' Act, or a radial highway common carrier, a highway contract carrier or a cement contract carrier, as defined in the Highway Carriers' Act.

CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles operated by the carrier.

COMMON CARRIER RATE means any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment; also any interstate or foreign rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, applying between points in California and in effect at time of shipment and covering transportation exempt from rate regulation of the Interstate Commerce Commission under Section 203 (b)(6) or Section 203(b)(8) of Part II of the Interstate Commerce Act.

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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.

EXCEPTION RATINGS TARIFF means Exception Ratings Tariff No. 1 issued by the Commission.

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GOVERNING CLASSIFICATION means National Motor Freight Classification A-7 (CAL) as governed by National Motor Freight Classification A-7.

HOLIDAYS mean New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day, December 24 and Christmas Day.

INDEPENDENT-CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.

PALLETIZED SHIPMENT means a shipment tendered to and transported by the carrier on pallets (elevating-truck pallets or platforms or lift-truck skids, with or without standing sides or ends, but without tops).

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.

POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent. All points within a single industrial plant or receiving area of one consignee shall be considered as one point of destination. An industrial plant or receiving area of one consignee shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.

POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation. All points within a single industrial plant or shipping area of one consignor shall be considered as one point of origin. An industrial plant or shipping area of one consignor shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.

RATE includes charge, and also the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.

SAME TRANSPORTATION means transportation of the same kind and quantity of property and subject to the same limitations, conditions and privileges, although not necessarily in an identical type of equipment.

SHIPMENT means a quantity of freight tendered by one shipper on one shipping document at one point of origin at one time for one consignee at one point of destination. (See also Split Delivery Shipment.)

(Continued in Item No. 11)

Change

** Term "Exception Sheet" eliminated) Decision No.

66544

EFFECTIVE FEBRUARY 1, 1964

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

Correction No. 393

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																				
100	<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates provided in this tariff are for the transportation of shipments, as defined in Items Nos. 10 and 11 from point of origin to point of destination, and include loading into and unloading from the carrier's equipment, subject to Note 1.</p> <p>NOTE 1.-When shipment is picked up at or delivered to a point not at street level, and no vehicular elevator service or vehicular ramp is provided and made available to the carrier, an additional charge of 8 cents per 100 pounds, minimum additional charge 38 cents per shipment, shall be assessed for the service of handling shipment beyond carrier's equipment; except that no additional charge shall be made for the service in connection with shipments weighing less than 100 pounds.</p>																				
110	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>An additional charge at the rate of \$5.40 per man per hour, minimum charge \$2.70, shall be made for stacking, sorting or any other accessorial or incidental service which is not authorized to be performed under the rates named in this tariff and for which a charge is not otherwise provided.</p>																				
120	<p style="text-align: center;">MINIMUM CHARGE</p> <p>Except as otherwise provided the minimum charge per shipment shall be as follows:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;"><u>Weight of shipment (in pounds)</u></th> <th rowspan="2" style="text-align: center;"><u>Charge (in cents)</u></th> </tr> <tr> <th style="text-align: center;"><u>Over</u></th> <th style="text-align: center;"><u>But Not Over</u></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">25</td> <td style="text-align: center;">107</td> </tr> <tr> <td style="text-align: center;">25</td> <td style="text-align: center;">50</td> <td style="text-align: center;">129</td> </tr> <tr> <td style="text-align: center;">50</td> <td style="text-align: center;">75</td> <td style="text-align: center;">150</td> </tr> <tr> <td style="text-align: center;">75</td> <td style="text-align: center;">100</td> <td style="text-align: center;">182</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">-</td> <td style="text-align: center;">205</td> </tr> </tbody> </table>	<u>Weight of shipment (in pounds)</u>		<u>Charge (in cents)</u>	<u>Over</u>	<u>But Not Over</u>	0	25	107	25	50	129	50	75	150	75	100	182	100	-	205
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c125	<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 or classifications include references to amendments and successive issues of such publications.</p>																				
	<p>∅ Change) * Addition) Decision No. 66544</p>																				
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