

ORIGINAL

Decision No. 67444

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 (transportation for which rates are provided)
in Minimum Rate Tariff No. 9-A).)

Case No. 5439
Petition for Modification No. 32
(Filed February 13, 1964)
(Amended February 21, 1964
and March 31, 1964)

J. C. Kaspar, H. F. Kollmyer and A. D. Poe, for California Trucking Association, petitioner.
John M. Graham, for San Diego Forwarding Co.;
Fred Lloyd, for Aztec Transportation Co., Inc.;
Thomas H. Marrow, for Marrow Trucking Co.; and
W. Ross Starkey, for Pacific Messenger Service,
respondents.
Leon Schulman, for Home Furniture Institute of San Diego County; Nolan J. Wright, for San Diego Automotive Jobbers Association; and William James Zumwalt and William R. Daly, for San Diego Unified Port District, protestants.
E. J. Langhofer, for San Diego Chamber of Commerce;
M. J. Nicolaus, for Western Motor Tariff Bureau; and Eugene A. Read, for California Manufacturers Association, interested parties.
Norman B. Haley and R. A. Lubich, for the Commission staff.

O P I N I O N

By this petition, as amended, California Trucking Association (CTA) seeks increases in certain of the minimum rates and changes in certain of the governing rules for the transportation of general commodities within the San Diego Drayage Area, which is a defined area encompassing most of San Diego and various other communities in the San Diego area. The minimum rates are set forth in Minimum Rate Tariff No. 9-A.

Public hearings of the petition were held in San Diego on April 15 and 16, 1964, before Examiner Lane and the petition was taken under submission on the latter date. Evidence was presented by petitioner's assistant director of transportation economics; by a representative of Automotive Warehousing Company in behalf of that company, the San Diego Automotive Jobbers' Association and the San Diego Purchasing Agents Association; and by two transportation engineers and a transportation rate expert on the Commission staff. Representatives of the San Diego Unified Port District, the San Diego Chamber of Commerce, the California Manufacturers Association and one respondent carrier assisted in developing the record through examination of the witnesses.

The increases sought in the minimum rates by petitioner range from about 5 percent to 8 percent and average about 6 percent. No increases are requested in C.O.D. charges, in parcel rates or in certain of the rates for shipments weighing 25 pounds or less.

According to the petition, as amended, and testimony of petitioner's assistant director of transportation economics, wage contracts negotiated on or about January 16, 1964, and effective July 1, 1964, increased the wages of drivers, helpers and various other teamster employees by 10 cents per hour. Also effective July 1, 1964, are additional wage increases under so-called "catch-up" provisions of previous contracts which have for their purposes the equalizing of the San Diego area teamster wage scales with higher wage scales paid in the San Francisco area. These additional wage increases range from 8½ to 11 cents per hour according to the classification of the employee. The 1964 wage contract provides for increases, also, in carrier contributions to health, welfare and pension funds.

In addition to increases in wages and related fringe benefits, the witness said that the carriers have experienced measurable increases in fuel taxes and weight fees and in the costs of maintaining Workmen's Compensation Insurance.

The witness submitted figures he had developed to measure the extent that carriers' costs of providing service will be increased by advances in the aforesaid expenses. The witness explained that the cost figures were developed by adjusting costs of record which serve as one of the factors underlying the present minimum rates to reflect the changes in the factors enumerated. On the basis of the differences between the cost figures he developed and those in the previous cost exhibit, he calculated increases in the rates said to be necessary to compensate the carriers for the increased costs.

CTA's assistant director of transportation economics proposed that Zones 2, 3, 4, 7, 10 and 12 be expanded to include all of the cities of San Diego and Chula Vista. The witness said that enlargement and definition of the drayage area to reflect current city boundaries were necessary at this time preparatory to undertaking cost, traffic flow and other studies necessary to updating and revising the minimum rate tariff contemplated in Petition No. 31 in Case No. 5439 pending before the Commission.

The assistant director also introduced evidence relating to the operating experience of certain of the carriers operating in the San Diego Drayage Area. The witness said he initially planned to submit figures only of carriers who received 25 percent or more of their revenues from drayage operations but was able to find only two such carriers. To expand the list he reduced the basis to 5 percent of the revenues from drayage operations in the San Diego area. On these criteria, he was able to develop a list of only

seven carriers. The operating results of these seven carriers, as submitted by the witness, are summarized in the following table:

Summary of Operating Results
for Year of 1963

Operating Revenues	\$2,805,729
Operating Expenses	<u>2,799,884</u>
Net Operating Income Before Taxes	\$ 5,845
Operating Ratio Before Taxes	99.8%

An engineer on the Commission staff introduced and explained an exhibit wherein he had calculated in substantially the same manner as petitioner the increased costs of performing the service which result from the increased wages, fringe benefits, fuel taxes and weight fees. The adjustments in costs calculated by the staff were lower than those calculated by the CTA witness. The differences stem almost exclusively from different treatment of Workmen's Compensation Insurance. Based on a study he had made, the CTA witness said that carriers were experiencing higher costs for Workmen's Compensation Insurance and that he had reflected these increases in his calculations. The staff engineer stated that such an adjustment was one not normally included in a so-called cost-offset development, that he had undertaken no study of carriers' current experience in this respect and that he had made no adjustment in previous figures of record as a result. The staff witness said, moreover, that this factor was similar to many others that were studied and adjusted only in general rate investigations and were not ordinarily considered in a proceeding of this kind.

Another engineer on the Commission staff introduced and explained figures he had developed which were calculated to reflect the reduction in gross revenue requirements resulting from the Internal Revenue Act of 1964.

In developing his evaluation of the impact of the 1964 and 1965 reductions in Federal income tax on carrier revenue needs, the staff engineer assumed that the minimum rates reflected an operating ratio of 93. He also assumed two bases of carrier revenues said to be reflective of the carriers operating in the area. On these assumptions, he calculated what he concluded to be the effect of the income tax reductions on the operating results of a carrier organized as a corporation. In substance, the calculations consisted of expanding the assumed expenses by a percent reflecting the increases in carrier's costs developed by the staff cost witness, adding the amount of increase in the expenses to the assumed revenues, and then recalculating the latter revenue and expense figures on the basis of the new income tax rates so as to result in the same net income figures as initially assumed. The engineer subtracted the percentage increase between the first and last of these revenue figures from the percentage increase between the corresponding expense figures and introduced the result as the measure of the effect of the reduced income tax rates on carrier revenue needs.

This staff witness expressed the opinion that the Commission had recognized Federal income taxes as an operating expense in establishing the level of the minimum rates and charges.

The petitioner took issue with the position taken by the staff witness in this instance. Petitioner asserts that income taxes have never been used as an item of expense in making cost studies in connection with minimum rate determinations in this or any other minimum rate proceeding before this Commission. It asserts, further, that the minimum rates do not reflect any particular operating ratio and the Commission has never made a specific finding on this point. Petitioner introduced evidence with respect to a sampling it had

made of the actual operations of carriers engaged to an appreciable extent in San Diego drayage. This evidence showed that the carriers had an operating ratio of 99.8 before taxes. Assertedly, the carriers pay little, if any, income taxes and thus the 1964 adjustments in Federal income taxes will have no measurable effect on carrier operations.

A transportation rate expert introduced and explained an exhibit wherein he had developed adjustments in rates calculated to offset the increased costs as developed by the staff engineer and modified to give effect to the staff developed income tax reductions. In addition, the staff witness opposed the changes in zone boundaries proposed by petitioner. In his opinion, additions to the land areas of the zones, particularly of the size recommended by petitioner, should not be made without giving consideration to traffic flow and the additional lengths of haul and without adjusting the rates to reflect these changed considerations.

The representative of the jobbers' and purchasing agents' associations testified that the shipments of the interests he represented weighed under 1,000 pounds. The witness said that he had observed an expansion in the use of proprietary carriage in the automotive parts industry in San Diego over the past six years. He attributed this expansion largely to increases in for-hire carrier rates and anticipated further increases in rates would result in further expansion of proprietary operations of these shippers. He said that the instant petition had impelled his employer to give serious consideration to securing proprietary equipment.

The record is clear that permit carriers transporting property under Minimum Rate Tariff No. 9-A will incur additional increases in operating costs effective July 1, 1964. The evidence also

shows that such increases cannot be absorbed out of current revenues of the involved carriers.

Studies designed to measure the impact of the increased costs and to develop the extent of increases in rates necessary to offset these increased costs were developed by both petitioner and the staff. The staff cost development is lower. Among other things, the staff study does not give consideration to increases in rates for Workmen's Compensation Insurance. These expenses have been shown by petitioner to be significant and should be included. We find that the staff cost developments adjusted to reflect increased expenses shown on this record for Workmen's Compensation Insurance are reasonable to measure the increases in carrier operating expenses disclosed by this record.

With respect to the income tax question, there is no record of a finding by the Commission that the minimum rates in question are intended to provide any specified operating ratio. Nonetheless, the minimum rates are intended to return to the carriers a measure of profit after income taxes. The impact of the income tax adjustment varies as between different rates and as between different carriers and it may not be precisely measured on this record. However, it will be considered in the rate adjustments hereinafter authorized.

With respect to the request for enlargement of the drayage area and certain of the drayage zones, petitioner's witness admitted that the new zones would be rather large and would require subdivision to effectuate appropriate adjustments in the rates. However, he had no specific proposal to offer on this point. This record offers insufficient basis for a revision of the zones in Minimum Rate Tariff No. 9-A at this time. Nonetheless, the fundamental position of petitioner that there is a need to determine the scope

of the territory to be included in the drayage area before rates properly may be adjusted is valid. No order concerning this request is required at this time. Precise redefinition of the drayage area and drayage zones properly may be accomplished when general revision of Minimum Rate Tariff No. 9-A is next under consideration.

We find that increases in said rates as provided in the order herein, which approximate 4.5 percent over-all, have been shown to be justified and that as so increased the resulting rates are, and will be, just, reasonable and nondiscriminatory minimum rates to be charged by highway permit carriers for the transportation services to which they apply. We further find that to the extent that the provisions of Minimum Rate Tariff No. 9-A have been found heretofore to constitute reasonable minimum rates and rules 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. Requests in this proceeding for

similar authority have heretofore been found 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.

The San Diego Unified Port District moved that no decision be rendered in this proceeding until there had been a decision in Case No. 5439, Petition No. 28. Decision No. 67181, dated May 5, 1964 denied Petition No. 28 effective May 25, 1964.^{1/} The motion is now moot. No further order on the motion is required.

The Commission concludes that the petition should be granted to the extent set forth in the ensuing order.

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

^{1/} A petition for rehearing of Decision No. 67181, filed on May 25, 1964, was denied by Decision No. 67413, dated June 23, 1964.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 9-A (Appendix "B" of Decision No. 55256, as amended) is further amended by incorporating therein, to become effective August 1, 1964, the revised pages attached hereto and listed in Appendix "A" also attached hereto, which pages and appendix by this reference are made a part hereof.

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

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

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

(1) To transportation for which minimum rates apply in accordance with the provisions of other

minimum rate tariffs of the Commission; and

- (2) To transportation which is being performed by dump or tank vehicles.

4. Tariff publications required or authorized to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order, on not less than ten days' notice to the Commission and to the public; that such tariff publications as are required shall be made effective not later than August 1, 1964, and that as to tariff publications which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date hereof.

5. Common carriers, in establishing and maintaining the rates 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.

Appendix A to Decision No. 67444

List of Revised Pages to Minimum Rate Tariff No. 9-A

Authorized by said Decision

Sixth Revised Page 14

Fourth Revised Page 15-A

Eighth Revised Page 16

Seventh Revised Page 18

Ninth Revised Page 24

Seventh Revised Page 25

Eighth Revised Page 27

Seventh 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></th> <th colspan="2" style="text-align: center;">Charges in Cents</th> </tr> <tr> <th></th> <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;">0310</td> <td style="text-align: center;">0155</td> </tr> <tr> <td>(b) For unit of equipment</td> <td style="text-align: center;">30</td> <td style="text-align: center;">15</td> </tr> </tbody> </table>			Charges in Cents			For First 30 Minutes	For Each Additional 15 Minutes	(a) For driver, helper or other employee, per man	0310	0155	(b) For unit of equipment	30	15	90
	Charges in Cents													
	For First 30 Minutes	For Each Additional 15 Minutes												
(a) For driver, helper or other employee, per man	0310	0155												
(b) For unit of equipment	30	15												
<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. 67444</p>														
EFFECTIVE AUGUST 1, 1964														
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 105</p>														

SECTION NO. 1 - RATES AND REGULATIONS (Continued)	Item No.																		
<p style="text-align: center;">CHARGES FOR ESCORT SERVICE</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>(a) A charge of 6.55 per hour, plus $\diamond 9$ 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.)</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>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.</p> <p>NOTE 2.-Charges for fractions of an hour shall be determined in accordance with the following table:</p> <p style="text-align: center;">MINUTES</p> <table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">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;">3</td> <td>----- omit</td> </tr> <tr> <td style="text-align: center;">3</td> <td style="text-align: center;">23</td> <td>----- shall be 1/4 hour</td> </tr> <tr> <td style="text-align: center;">23</td> <td style="text-align: center;">38</td> <td>----- shall be 1/2 hour</td> </tr> <tr> <td style="text-align: center;">38</td> <td style="text-align: center;">53</td> <td>----- shall be 3/4 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>	Over	But Not Over		0	3	----- omit	3	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	<p>$\diamond 120$</p>
Over	But Not Over																		
0	3	----- omit																	
3	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																	
<p style="text-align: center;">CHARGES FOR PERMIT SHIPMENTS</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring transportation permits:</p> <p>(a) A charge of 7.85 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>$\diamond 125$</p>																		
<p>\diamond Change) \diamond Increase) Decision No. 67444</p>																			
<p>EFFECTIVE AUGUST 1, 1964</p>																			
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 106</p>																			

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">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>	<p>Ø130</p>

Weight of Component
Parts (Pounds)

◊ Split Delivery Charge for Each
Component Part in Cents

Over	But not Over		
0	500	.....	145
500	1000	.....	175
1000	2000	.....	250
2000	4000	.....	345
4000	10000	.....	395
10000		.....	470

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) Decision No. **67444**
◊ Increase)

EFFECTIVE AUGUST 1, 1964

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 107

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 - $\phi 21\frac{1}{2}$ 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>$\phi 160$</p>
<p>ϕChange) ϕIncrease) Decision No. 67444</p>	
<p>EFFECTIVE AUGUST 1, 1964</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 106</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.										310	
NOTE 2.-The service charge of \$2.00 per week shall not apply where packages are tendered at carrier's terminal.											
CHARGES IN CENTS PER SHIPMENT											
Pounds		RATE BASES									
		A									
		Classes									
Over	Not Over	100	150	200	250	300	400	500	600		
0	25	175	175	175	175	175	175	175	175		
25	50	190	190	190	190	190	190	190	190		
50	75	240	240	240	240	240	240	240	240		
75	100	255	255	255	255	255	255	255	289		
100	150	285	430	570	570	570	570	570	570		
150	200	300	450	600	600	600	600	600	600	0320	
200	250	310	465	620	620	620	620	620	743		
250	300	330	495	660	660	660	660	755	908		
300	400	350	525	700	700	700	770	963	1155		
400	500	380	570	760	760	760	990	1238	1485		
500	600	415	625	830	830	908	1210	1513	1815		
600	700	445	670	890	895	1073	1430	1788	2145		
700	800	480	720	960	1030	1238	1650	2063	2475		
800	900	510	765	1020	1170	1403	1870	2338	2805		
900	1000	550	825	1100	1305	1565	2090	2615	3135		
		B									
		Classes									
Over	Not Over	100	150	200	250	300	400	500	600		
0	25	195	195	195	195	195	195	195	195		
25	50	220	220	220	220	220	220	220	220		
50	75	260	260	260	260	260	260	260	260		
75	100	280	280	280	280	280	280	285	340		
100	150	300	450	600	600	600	600	600	600		
150	200	325	490	650	650	650	650	650	685		
200	250	340	510	680	680	680	680	730	680		
250	300	360	540	720	720	720	720	895	1075		
300	400	390	585	780	780	780	910	1140	1365		
400	500	425	640	850	850	880	1170	1465	1755		

500	600	465	700	930	930	1075	1130	1790	2115
600	700	505	760	1010	1055	1270	1690	2115	2535
700	800	545	820	1090	1220	1465	1950	2110	2925
800	900	595	895	1190	1380	1660	2210	2765	3315
900	1000	650	975	1300	1545	1855	2470	3090	3705

◇ Increase, Decision No. **67444**

EFFECTIVE AUGUST 1, 1961

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

Correction No. 109

150	200	405	610	810	810	810	810	810	925
200	250	435	655	870	870	870	870	990	1190
250	300	465	700	930	930	930	970	1210	1450
300	400	510	765	1020	1020	1020	1230	1540	1850
400	500	570	855	1140	1140	1190	1585	1980	2375
500	600	630	945	1260	1260	1450	1935	2420	2905
600	700	685	1030	1370	1430	1715	2290	2860	3430
700	800	745	1120	1490	1650	1980	2640	3300	3960
800	900	805	1210	1610	1870	2245	2990	3740	4490
900	1000	880	1320	1760	2090	2505	3345	4180	5015

F

Classes

		100	150	200	250	300	400	500	600
0	25	0285	0285	0285	0285	0285	0285	0285	0285
25	50	320	320	320	320	320	320	320	320
50	75	355	355	355	355	355	355	355	355
75	100	385	385	385	385	385	385	425	500
100	150	400	600	800	800	800	800	800	800
150	200	435	655	870	870	870	870	870	1000
200	250	470	705	940	940	940	940	1070	1285
250	300	505	760	1010	1010	1010	1045	1305	1570
300	400	550	825	1100	1100	1100	1330	1665	1995
400	500	620	930	1240	1240	1285	1710	2140	2565
500	600	685	1030	1370	1370	1570	2090	2625	3135
600	700	755	1135	1510	1545	1855	2470	3090	3705
700	800	820	1230	1640	1780	2140	2850	3565	4275
800	900	885	1330	1770	2020	2425	3230	4040	4845
900	1000	950	1425	1900	2255	2705	3610	4515	5410

CLASS 100 RATES IN CENTS PER 100 POUNDS

RATE BASES

Minimum Weight (In Pounds)	RATE BASES					
	A	B	C	D	E	F
1,000	55	65	73	82	88	95
2,000	44	52	58	64	71	79
4,000	34	39	45	51	56	62
10,000	24	29½	35	38	43	47
20,000	19	22½	25½	29½	33	37
30,000	17	19	21	23	26	28

0330

oIncrease, except as noted) Decision No. 67444
oNo Change)

EFFECTIVE AUGUST 1, 1964

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San Francisco, California.

Correction No. 110

Cancel

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 \$5.35 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: right;">(Continued in Item No. 405)</p>	<p>400</p>
<p>Change) Increase) Decision No. 67444</p>	
EFFECTIVE AUGUST 1, 1964	
<p>Issued by the Public Utilities Commission of the State of California; San Francisco, California.</p> <p>Correction No. 111</p>	

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 _____	695	980	1265	
12,000 but not over 20,000 —	755	1025	1295	
Over 20,000 _____	815	1095	1350	
(1) Minimum Charge - The charge for one hour. (2) Rates do not include bridge or ferry tolls. Such tolls, when incurred by the carrier, shall be added to the transportation charges.				
Column 1 - Rates per unit of equipment with driver, except for time equipment is operated in excess of 8 hours out of 9 consecutive hours, and except when operated on Saturdays, Sundays or holidays.				
◊ Column 2 - Rates per unit of equipment with driver for time equipment is operated in excess of 8 hours out of 9 consecutive hours or on Saturdays, Sundays or the following holidays: Washington's Birthday, Memorial Day or the day before Christmas.				
◊ Column 3 - Rates per unit of equipment with driver for time equipment is operated on the following holidays: Independence Day, Labor Day, Thanksgiving Day, Christmas or New Year's Day.				
NOTE 1.--(a) Subject to paragraph (b) below, rates in this item apply from the time the truck and driver report for service pursuant to the shipper's order to the time of completion of the last trip under such order. <u>Exception</u> - If the single transaction covers a period in excess of one day, time consumed in driving from last point of destination to the carrier's terminal at the close of one day's business, and from the carrier's terminal to the point of origin at the beginning of the next day's business will not be included in computing the chargeable time.				
(b) In computing time for trailer shuttle service no time shall be charged for the movement of truck tractors without load or for trailers or semitrailers without power unit except when such trailers are being loaded or unloaded.				
(c) In computing time under the basis outlined in paragraphs (a) and (b) hereof the various time factors shall be not less than the actual time involved in minutes. After the total time has been determined under the provisions of paragraph (a) hereof, it shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the following table:				
Less than 8 minutes ---- omit. 8 minutes or more but less than 23 minutes shall be 1/4 hour. 23 minutes or more but less than 38 minutes shall be 1/2 hour. 38 minutes or more but less than 53 minutes shall be 3/4 hour. 53 minutes or more shall be 1 hour.				
◊ Change) ◊ Increase) Decision No. 67444 ◊ Reduction)				
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