

ORIGINALDecision No. 67445

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 the City and County of San
 Francisco, and the Counties of Alameda,
 Contra Costa, Marin, Monterey, Napa,
 Santa Clara, Santa Cruz, San Benito, San
 Mateo, Solano, and Sonoma.

Case No. 5441
 Petition for Modifica-
 tion No. 79
 (Filed February 13, 1964)

Arlo D. Poe, J. C. Kaspar and Hamilton Kollmyer, for
 California Trucking Association; petitioner.
William Greenham, for Pacific Motor Trucking Company;
Richard D. Stokes, for Haslett Warehouse Company;
E. H. Griffiths, for Edwin C. Bennett, dba Ace
 Delivery Service; respondents.
Russell Bevans, for Draymen's Association of San
 Francisco, Inc.; Eugene A. Read, for California
 Manufacturers Association; Charles C. Miller,
James M. Cooper by Charles C. Miller, for San
 Francisco Chamber of Commerce; Charles H. Costello,
 for Continental Can Co., Inc.; Jefferson H. Myers,
 for San Francisco Port Authority; W. R. Donovan,
 for C & H Sugar; Larry Binsacca, for M.J.B. Company;
David B. Porter, for Cannery League of California;
Raymond J. Springer, for J. C. Penney Co., Inc.;
 interested parties.
Edward E. Tanner and R. A. Lubich, for the Commission
 staff.

O P I N I O N

This petition was heard at San Francisco before Examiner
 Thompson on May 28 and 29, 1964, and was submitted on the latter
 date.

California Trucking Association (C.T.A.) has petitioned
 the Commission to increase the minimum rates and charges set forth
 in Minimum Rate Tariff No. 1-B (East Bay Drayage Tariff) and City
 Carriers' Tariff No. 1-A (San Francisco Drayage Tariff) by amounts
 sufficient to offset increases in the costs of providing transporta-
 tion subject to the rates in said minimum rate tariffs. In its

petition C.T.A. alleged that in order to offset the known and measurable additional costs of performing services increases of five percent in all rates and charges are required.

Evidence was presented by petitioner, by California Manufacturing Association and by the Commission staff. The rates and charges contained in Minimum Rate Tariff No. 1-B were revised and adjusted generally on October 12, 1963 pursuant to Decision No. 65834, dated August 6, 1963. The rates and charges contained in City Carriers' Tariff No. 1-A were revised and adjusted generally on October 12, 1963 pursuant to Decision No. 65841, dated August 6, 1963. Those decisions were issued in Case No. 5441, Petition for Modification No. 53. In that proceeding cost and rate studies were introduced based upon complete field studies made during 1962 and early 1963. Those studies reflected expenses as of July 1, 1963. Since July 1, 1963, to and including July 1, 1964, the following circumstances have occurred which have an effect upon the cost to carriers of performing transportation in the areas involved and the net revenues which will be derived from such transportation:

1. Pursuant to collective bargaining agreements entered into by carriers and agents for drivers and helpers, the wage rates of drivers, helpers and other operating personnel on July 1, 1964 will be approximately 14 cents per hour greater than the wage rates in effect on July 1, 1963.
2. Pursuant to said collective bargaining agreements, on July 1, 1964 the carriers will pay greater contributions to welfare funds and pension funds.
3. On January 1, 1964 the tax paid by carriers to the Federal Unemployment Fund was reduced from .8 percent on taxable wages of \$3,000 to .7 percent.

4. The Workmen's Compensation Insurance rates determined by the California Inspection Rating Bureau increased from \$3.86 per \$100 of wages effective October 1, 1962 to \$4.78 per \$100 effective October 1, 1963.

5. Pursuant to legislation enacted in 1963, the weight fees for commercial vehicles prescribed in the California Vehicle Code were increased January 1, 1964.

6. Pursuant to Section 7351 of the California Revenue and Taxation Code on October 1, 1963 the license tax for the distribution of motor vehicle fuel was increased from six cents per gallon to seven cents per gallon.

7. The Federal Revenue Act of 1964 provides for reductions in the individual and corporate income taxes for 1964 and 1965.

In the proceedings that led to the last general revision in the minimum rates referred to above, the cost studies introduced by the Commission staff reflected the levels of expenses incurred by carriers on July 1, 1963, except that the rate used for Workmen's Compensation Insurance expense was that experienced by the carriers during the latter part of 1962 and early 1963. In the instant proceeding the Commission staff presented supplements to those cost studies in which the estimates were revised to reflect the increases in wages, contributions to pension and welfare funds, weight fee taxes and fuel taxes referred to above and the reduction in the Federal unemployment insurance tax. The supplements did not reflect a change in the rates for Workmen's Compensation Insurance.

The staff also presented an exhibit showing the effect of the Federal income tax rates which will become effective January 1, 1965, and also the investment tax credit provisions, upon the incomes

of carriers that may be conducting business at an operating ratio of 93 percent before income taxes. From this study, a senior transportation engineer concluded that the gross revenue needs of the San Francisco and East Bay draymen are reduced by 1.5 percent as a result of the income tax changes.

An associate transportation rate expert presented exhibits showing suggested revisions in the minimum rate tariffs which would incorporate the increases in operating costs shown in the supplements to the cost studies less 1.5 percent shown in the income tax study. It is the position of the staff that the minimum rates are intended to return to the carriers a measure of profit, that income taxes are a recognized expense, and therefore the necessary percent increases in rates to offset the increases in labor and vehicle costs should be reduced by 1.5 percentage points because of the income tax reductions.

C.T.A. presented exhibits showing the changes in wage rates and other labor costs, the changes in payroll taxes, fuel taxes and weight fees and the California Workmen's Compensation rates published by the California Inspection Rating Bureau (Trucking Personnel Code 7219, Truckmen N.O.C.) from April 1, 1950 to October 1, 1963. It also presented a summary of operating statements of eleven carriers engaged in transportation for which minimum rates are prescribed in Minimum Rate Tariff No. 1-B and City Carriers' Tariff No. 1-A. It is the position of C.T.A. that the minimum rates should be increased by the percentage increases in costs reflected in the supplementary cost exhibits introduced by the staff augmented by the additional increases in costs resulting from the higher Workmen's Compensation Insurance rates. It is also C.T.A.'s position that no effect should be given the income tax reductions resulting from the Internal Revenue Act of 1964.

California Manufacturers' Association presented an exhibit showing the increases in rates established by interstate motor carriers operating from and to points in California. It is the association's contention that the increases in operating costs have been incurred by interstate carriers as well as intrastate carriers and that increases in intrastate minimum rates should not exceed the increases in interstate rates which were adopted voluntarily by the interstate carriers. The exhibit shows increases ranging from 2 percent to 5 percent. The higher increases were predominantly in the rates for less truckload shipments.

Except that they do not reflect the known increase in Workmen's Compensation Insurance rates, the supplementary cost studies presented by the staff reasonably measure the effect of the increases in labor costs and vehicle costs. The Workmen's Compensation Insurance rate used by the staff in the former cost studies was \$3.80 per \$100 of straight-time earnings, including vacation, holidays and sick leave. This rate was 98.4 percent of the manual rate determined by the California Inspection Rating Bureau at the time. The present manual rate, effective October 1, 1963, is \$4.78 per \$100. Utilizing 98.4 percent as the ratio of the actual rate to the manual rate, a reasonable estimate of the current actual rate for Workmen's Compensation Insurance is \$4.70 per \$100 of straight-time earnings. Adjusted for that amount, the supplementary cost exhibits reasonably estimate the increases in operating costs since the last general adjustment in the minimum rates. The effect of this adjustment represents an additional increase of approximately one-half percent in the cost increases shown in the staff's exhibits.

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.

The contention of the California Manufacturers Association has been considered. An analysis of the supplementary cost studies, augmented to reflect the change in Workmen's Compensation Insurance rates, shows that the increases in labor costs and vehicle costs have almost a uniform effect upon the costs of providing the various services for which minimum rates in cents per 100 pounds have been prescribed. In recalculating the cost data to include the increase in the rates for Workmen's Compensation Insurance expense it became apparent that the differences in the percentages of increases (measured to the nearest tenth) are due primarily to the rounding-off of figures used in the computations.^{1/} In general, the evidence

^{1/} The peculiar effect of the rounding-off processes used in the calculations is illustrated by a comparison of the costs developed for the transportation of iron castings shown in Table 4 of Exhibit 4 with those developed after adjusting the labor costs to include the additional Workmen's Compensation Insurance expense. The increase in labor expense is approximately the same for all weight groupings, however, the calculations resulted in substantially different effects of the Workmen's Compensation Insurance additives among the weight groupings.

<u>Castings, Iron or Steel</u>	<u>Percent Increase</u>	
	<u>Exh. 4</u>	<u>Adjusted</u>
Less than 2,000 lbs.	4.1	4.3
2,000 but less than 4,000 lbs.	4.5	4.5
4,000 but less than 6,000 lbs.	4.3	4.7
6,000 lbs and over	4.6	6.0

shows that for the most part the cost of providing transportation service under rates prescribed in Minimum Rate Tariff No. 1-B has increased about 4½ percent uniformly over all weight brackets. Exceptions to that are in connection with hourly rates where the increased labor costs and vehicle costs appear to have a lesser effect as the size of the vehicle increases, and, in connection with certain services for which commodity rates have been prescribed where the ratios of indirect expenses to direct expenses are different than that used in connection with the development of costs of transportation performed under class rates. It has not been shown that the rates and charges for handling C.O.D.'s and pool car shipments require adjustment at this time.

We find that:

1. The present minimum rates involved herein, to the extent that they do not reflect the additional labor costs and vehicle costs described in this opinion, are, and for the future will be, insufficient and unreasonably low.
2. Increases in the minimum rates necessary to offset the additional labor costs and vehicle costs described herein have been shown to be justified.
3. The rates which will be prescribed in the order that follows adequately give recognition to the increases in labor costs and vehicle costs and to the changes in the Federal income tax requirements and that such rates and charges are, and for the future will be the just, reasonable and nondiscriminatory minimum rates to be charged by city carriers and by highway carriers for the transportation of property within the areas governed by Minimum Rate Tariff No. 1-B and City Carriers' Tariff No. 1-A and that the increases in rates resulting from the establishment of such minimum rates are justified.

We conclude that Minimum Rate Tariff No. 1-B and City Carriers' Tariff No. 1-A should be amended to incorporate the increased rates and charges herein found to be reasonable and that in all other respects the petition should be denied.

In order to avoid duplication of tariff distribution, Minimum Rate Tariff No. 1-B will be amended by the ensuing order and City Carriers' Tariff No. 1-A will be amended by separate order.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 1-B (Appendix B of Decision No. 65834, 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. 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 shall be made effective not later than August 1, 1964.
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

Appendix A to Decision No. 67445

List of Revised Pages to Minimum Rate Tariff No. 1-B

Authorized by said Decision

Fourth Revised Page 19

First Revised Page 23

First Revised Page 24

Second Revised Page 25

Second Revised Page 38

Second Revised Page 40

Second Revised Page 41

Second Revised Page 42

Second Revised Page 47

(END OF APPENDIX A LIST)

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates provided in this tariff are for the transportation of shipments, as defined in Item No. 11, from point of origin to point of destination and include tailgate loading into and tailgate unloading from the carrier's equipment. (See Item No. 110.)</p>	90
<p style="text-align: center;">APPLICATION OF GOVERNING CLASSIFICATION</p> <p>(a) Except as otherwise provided, class rates in this tariff are subject to the ratings shown in the Governing Classification. Rates in this tariff are subject to the provisions of the following rules only of the Governing Classification:</p> <p style="margin-left: 40px;">1 75 80 115 (Table A)</p> <p>(b) Where the ratings are in conflict with those provided in this tariff, the provisions of this tariff will apply.</p> <p>(c) Commodity rates named in this tariff are governed by the Governing Classification to the extent that commodity rate items make specific reference thereto.</p>	100
<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>(a) For pickup or delivery or for stacking, sorting or other accessorial service which is not authorized to be performed under the rates named in this tariff and for which a charge is not otherwise provided, an additional charge of \$6.35 per man per hour, minimum charge \$1.60 shall be made.</p> <p>(b) When carrier is required to provide additional labor, at point of origin or point of destination, for the handling of articles or packages which, because of their weight or bulk, cannot be handled by one man, an additional charge of \$6.35 per man per hour, minimum charge \$6.35 shall be made.</p>	110
<p style="text-align: center;">ADVANCE CHARGES</p> <p>All charges on shipments advanced by a carrier for the account of a shipper or consignee will be payable on demand of the carrier making the advance.</p>	120
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Common carrier rates may be applied in lieu of the rates provided in this tariff when such common carrier rates produce a lower aggregate charge for the same transportation between the same points of origin and destination and for the same accessorial services than results from the application of the rates herein provided.</p>	130

EXCEPTION: The provisions of this item do not apply on services performed under the provisions of Item No. 900.

When the common carrier rate used does not include accessorial services performed by the carrier, the following charges for such accessorial services shall be added: (See Note)

- (a) For loading onto carrier's equipment, the charges provided in paragraph (d).
- (b) For unloading from carrier's equipment, the charges provided in paragraph (d).
- (c) For other accessorial services for which charges are provided in this tariff, the additional charge or charges so provided.
- (d) 4 cents per 100 pounds.

NOTE.-In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.

CHARGES FOR SERVICE AT OTHER THAN
REGULAR WORKING HOURS

Rates named in Sections 2, 3, 4 and 5 apply for service performed during regular working hours of 8:00 a.m. to 5:00 p.m. except Saturdays, Sundays and the holidays shown.

For services performed at the request of the shipper or consignee at other than those hours specified above and on Saturdays, Sundays or the holidays shown, an additional charge equal to the additional cost of overtime will be made.

Holidays referred to above mean the following: New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Admission Day, Thanksgiving Day, and Christmas Day. When such holidays fall on Sunday, the following Monday shall be considered a holiday.

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Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 38

SECTION NO. 1 - RULES 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 \$5.60 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 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> <table border="0" style="width: 100%;"> <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 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>	MINUTES			Over	But Not Over		0	8	----- omit	8	23	----- shall be 1/4 hour	23	38	----- shall be 1/2 hour	38	53	----- shall be 3/4 hour	53	60	----- shall be 1 hour	<p>ø160</p>
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<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 \$6.70 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>ø170</p>																					

FAILURE TO ACCOMPLISH DELIVERY

If the carrier, through no fault of its own, is unable to effect delivery of any shipment within 48 hours, excluding Saturdays, Sundays and holidays, after receipt of the shipment, notice will be sent or given to consignor or consignee that the shipment is being placed in storage. Thereafter the shipment will be stored at carrier's terminal subject to the rates and charges set forth below, or at carrier's option may be placed in public warehouse.

For each of the first five days, $\diamond 3-3/4$ cents per 100 pounds.

For the sixth and each succeeding day, $\diamond 7-1/4$ cents per 100 pounds.

Minimum storage charge per shipment on freight held beyond 48 hours, 5 days or less, $\diamond 59$ cents; 6 days or more, $\diamond \$1.19$.

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In computing time, any fractional part of 24 hours will be counted as one day.

In computing charges, any fractional part of 100 pounds will be computed as 100 pounds.

Shipments unloaded from vehicle and reloaded on vehicle will be subject to a charge of $\diamond \$2.05$ per ton in addition to all other charges.

Subsequent delivery from point of storage will be charged as a new shipment.

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Correction No. 39

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">DELAYS TO EQUIPMENT</p> <p>Delays at place of pickup and/or delivery, exclusive of the time actually consumed in loading or unloading, resulting from any cause not the fault of and beyond the control of carrier which exceed one-half hour will be charged for at the rate of \$7.40 per hour for all time over one-half hour, minimum charge \$1.85.</p>	190
<p style="text-align: center;">DISPOSITION OF FRACTIONS</p> <p>In computing a rate based on a multiple of another rate, such as one and one-half times first class rate (1½) the following will govern in the disposition of fractions:</p> <p>Fractions of less than ¼ or .25 of a cent omit. Fractions of ¼ or .25 of a cent or greater but less than ½ or .50 of a cent will be stated as ½ or .50 of a cent. Fractions of ½ or .50 of a cent or greater, increase to next whole figure.</p>	200
<p style="text-align: center;">EXPORT FREIGHT CLEARANCES</p> <p>When the service of clearing export freight is performed by the carrier, a charge of \$3.35 per clearance will be made.</p>	210
<p style="text-align: center;">GROSS WEIGHT</p> <p>Charges shall be assessed on gross weight of the shipment. No allowance shall be made for the weight of the containers. (See Exception)</p> <p>EXCEPTION - When palletized shipments subject to minimum weights of 20,000 pounds or more are loaded or unloaded by power-loading device, the weight of the pallets (elevating truck pallets or platforms or lift truck skids) shall not be used in determining the weight of the shipment nor the charges thereon. This exception applies only in connection with rates contained in this tariff, and is not applicable to shipments of empty pallets. When rail rates are used under the provisions of Item No. 130 of this tariff, the weight of the pallets shall be included or excluded in accordance with the provisions of the governing rail tariff.</p>	220

GUARANTEE OF MINIMUM TONNAGE

Rates based on weekly, monthly, yearly or per job minimum tonnage requirements will apply only when hauled by one carrier for one shipper or consignee and when carrier is furnished with a satisfactory guarantee that the minimum tonnage requirement will be shipped, or when the required tonnage has been transported.

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The term "monthly" as used above means a calendar month or a period of 30 consecutive days.

The term "per job" as used above means a lot delivered to one or more locations on a single project within a period of not to exceed one year.

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Correction No. 40

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">ISSUANCE OF SHIPPING DOCUMENT</p> <p>A shipping document (either in individual or manifest form) shall be issued by the carrier to the shipper for each shipment received for transportation. The shipping document shall show the following information:</p> <ul style="list-style-type: none"> (a) Name of shipper. (b) Name of consignee. (c) Point of origin. (d) Point of destination. (e) Description of the shipment (in terms of the Governing Classification or as provided in this tariff). (f) Weight of the shipment. (g) Rate and charge assessed. (h) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge. (i) For the transportation of (1) permit shipments, or (2) shipments requiring escort service, the following information, wherever applicable, shall be shown on all shipping documents issued by the carrier in connection therewith and shall be in addition to all other information required to be shown thereon: <ul style="list-style-type: none"> (1) Permit identification of all permit shipments. (See Item No. 10.) (2) Any escort service furnished and the authority therefor. (See Item No. 10.) <p>The form of shipping document in Item No. 1100 will be suitable and proper.</p> <p>A copy of each shipping document shall be retained and preserved by the issuing carrier, subject to the Commission's inspection, for a period of not less than three years from the date of issuance.</p>	240
<p style="text-align: center;">LOSS AND/OR DAMAGE CLAIMS</p> <p>A minimum charge of \$2.20 shall be made for the handling and collection of loss and/or damage claims against another carrier when the amount involved exceeds \$100.00. When the amount involved is \$100.00 or less, not less than 1 percent of the amount involved shall be charged subject to a minimum of 56 cents. This accessorial service shall not be rendered except upon the shipper's or consignee's request.</p>	\$250
<p style="text-align: center;">MARKING OR TAGGING OF PACKAGES</p> <p>For the service of marking packages, when incidental to transportation by the carrier, a charge of 2½ cents per package, minimum charge \$1.25, shall be made. When more than one stencil is used, the minimum charge shall apply to each stencil used.</p>	\$260

MINIMUM CHARGE

Except as otherwise provided, on shipments moving under class rates the minimum charge per shipment shall be as follows:

Weight of Shipment (In Pounds)		Minimum Charge (In Cents)	§270
Over	Not Over		
0	25	155	
25	50	180	
50	75	205	
75	100	235	
100	-	295	

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 Increase }

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SECTION NO. 2-CLASS RATES (Concluded)													Item No.
In Cents per 100 Pounds													
(1) Rate Basis	Any Quantity				Minimum Weight 500 Pounds				Minimum Weight 2,000 Pounds				
	1	2	3	4	1	2	3	4	1	2	3	4	
A	165	166	146	130	101	91	81	71	60	54	48	42	
B	200	180	160	140	111	100	89	78	66	59	53	46	
(1) Rate Basis	Minimum Weight 4,000 Pounds				Minimum Weight 10,000 Pounds except as pro- vided in Note 1				Minimum Weight 20,000 Pounds except as pro- vided in Notes 2&3				
	1	2	3	4	1	2	3	4	1	2	3	4	
A	49	44	39	34	40	36	32	28	37	33	30	26	
B	55	50	44	39	44	40	35	31	40	36	32	28	
(1) Rate Basis	Minimum Weight as provided in the Governing Classification except as provided in Note 3												730
	B						A						
A	22						24						
B	24						26						
<p>NOTE 1.-When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, but in no event less than 10,000 pounds.</p> <p>NOTE 2.-When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, but in no event less than 20,000 pounds.</p> <p>NOTE 3.-When the truckload minimum weight provided in the Governing Classification exceeds 40,000 pounds, the minimum weight shall be 40,000 pounds. Fifth class rates provided herein apply in connection with Class B, C, D and E truckload ratings provided in the Governing Classification.</p> <p>(1) See Item No. 700.</p>													
<p>◊Increase, Decision No. 67445</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. 42</p>													

SECTION NO. 3 - COMMODITY RATES (Continued) In cents per 100 pounds, except as noted		Item No.
COMMODITY	RATE	
CANNED GOODS, Pickles, Preserves, in earthenware, glass or metal cans, boxed, or in pails or tubs, crated or in bulk in barrels or kegs, as described under that heading in Item No. 400 FRUIT, DRIED, in boxes or sacks.		800
Applies only within ZONE I Shipments on Platforms, loaded by Shipper and unloaded by Consignee. Minimum 6,000 tons per year, subject to Item No. 230	In Cents Per Ton 90	
CASTINGS, Iron or Steel (See Note). City Deliveries. Minimum 1,500 tons per year, subject to Item No. 230 NOTE.-Rates will also apply on Foundry Patterns, gross weight of which does not exceed 10% of gross weight of total shipment.		
BETWEEN	AND	
All Zones in Alameda, Albany, Berkeley, Emeryville, Oakland	All Zones in Alameda, Albany, Berkeley, Emeryville, Oakland	810
SHIPMENTS WEIGHING		
2,000 pounds and under -----	(1) 58	
Over 2,000 pounds but not over 4,000 pounds -----	32	
Over 4,000 pounds but not over 6,000 pounds -----	24	
Over 6,000 pounds -----	17½	
(1) Minimum Charge \$1.60 per shipment.		
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Issued by the Public Utilities Commission of the State of California, San Francisco, California.		
Correction No. 43		

SECTION NO. 3 - COMMODITY RATES (Continued) In cents per 100 pounds, except as noted		Item No.
COMMODITY	RATE	
<p>CIGARS, CIGARETTES, SNUFF OR MANUFACTURED TOBACCO, as described under the heading "CIGARS AND CIGARETTES GROUP" in the Governing Classification.</p> <p>Applies from public warehouses to points and places located within the Oakland Jobber Zone described below:</p> <p>Minimum 75,000 pounds per month</p>		
Over 25 pounds or less		In Cents per Shipment
" 25 pounds but not over 50 pounds		155
" 50 " " " " 75 "		165
" 75 " " " " 100 "		180
" 100 " " " " 500 "		195
		230
		6820
		In Cents per 100 Pounds
" 500 " " " " 1000 "		46
" 1000 " " " " 2000 "		37
" 2000 " " " " 4000 "		30
" 4000		27
<p>The OAKLAND JOBBER ZONE consists of the area bounded as follows:</p> <p>Beginning at the intersection of San Francisco Bay and Oakland approach to the San Francisco-Oakland Bay Bridge; northeast along said bridge approach to the intersection of 32nd Street; northeast on 32nd Street to Peralta Street; south on Peralta Street to 30th Street; east on 30th Street to Broadway; south on Broadway to 26th Street; east on 26th Street to Harrison Street; south on Harrison Street to Lakeside Drive; southeast on Lakeside Drive to Oak Street; south on Oak Street to 12th Street; east on 12th Street to Fallon Street; south on Fallon Street to Estuary; west on Estuary to Waterfront and north to point of beginning, including both sides of designated streets.</p>		

Change }
Increase } Decision No. 67445

EFFECTIVE AUGUST 1, 1964

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

Correction No. 44

SECTION NO. 3 - COMMODITY RATES In cents per 100 pounds, except as noted			Item No.
COMMODITY	RATE	Minimum Weight In Pounds Per Shipment	
GRAIN PRODUCTS, as described under the heading "GRAIN PRODUCTS GROUP" in the Governing Classification. Except as noted, rates include inside delivery and piling of flour not exceeding ten sacks high.			
FROM	TO		
Warehouses in ZONE 1 - Oakland	Alameda - All points. ZONE 1 - Oakland - that por- tion southerly from a line beginning at the intersection of Yerba Buena Avenue and San Francisco Bay, easterly along Yerba Buena Avenue and its projected line to 40th Street; thence easterly along 40th Street to Piedmont Avenue; and northwesterly from a line beginning at the intersection of 29th Avenue and the Oakland City limits, easterly along 29th Avenue to 23rd Avenue; thence northerly along 23rd Avenue to Foothill Boulevard.	(1) (3) 34 (3) 50 (3) 37 (3) 29½ (3) 23½ (3) 21 (3) 16½	Any Quantity \$530 500 1,000 2,000 5,000 10,000 20,000
	All points in ZONES 1, 2 and 3 (except Alameda, Albany and that portion of ZONE 1 - Oakland described above).	(2) (3) 94 (3) 56 (3) 41 (3) 31 (3) 25½ (3) 24½ (3) 20	Any Quantity 500 1,000 2,000 5,000 10,000 20,000
(1) Minimum charge \$2.50 per shipment. (2) Minimum charge \$2.80 per shipment. (3) For shipping and marking add 1½ cents per 100 pounds, minimum charge \$1.15.			
♂ Change) ♂ Increase)	Decision No. 67445		
EFFECTIVE AUGUST 1, 1964			
Issued by the Public Utilities Commission of the State of California, San Francisco, California.			
Correction No. 45			

SECTION NO. 5 - HOURLY TRUCK RATES		Item No.
	◇ Rate in Cents Per Hour	
HOURLY VEHICLE UNIT RATES, including Driver and All Other Operating Expenses:		
Vehicles, N.O.S. (Subject to Notes 1, 2 and 3)		
Capacity of Carrier's Equipment in Pounds:		
2,500 or less -----	835	
Over 2,500 but not over 4,500 -----	860	
" 4,500 " " " 10,500 -----	890	
" 10,500 " " " 20,500 -----	990	
" 20,500 " " " 30,000 -----	1040	
" 30,000 pounds -----	1095	1000
Minimum charge 1 hour.		
<p>NOTE 1.-Rates in this item apply only when prior to transportation of the property shipper enters into a written agreement with the carrier to the effect that shipment is to be transported under the provisions of Item No. 1000 of Minimum Rate Tariff No. 1-B. When such an agreement is executed, rates otherwise provided in this tariff will not apply.</p> <p>NOTE 2.-Rates named herein apply during regular working hours and include the services of the driver only. For charges for service at other than regular working hours, see Item No. 110. When at the request of the shipper carrier furnishes help in addition to the driver, an additional charge shall be made as set forth in paragraph (b) of Item No. 110.</p> <p>NOTE 3.-Time for hourly rates shall be computed from the time the vehicle leaves carrier's place of business until it arrives back at said place of business.</p>		
◇ Change)) ◇ Increase)	Decision No.	67445
EFFECTIVE AUGUST 1, 1964		
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Correction No. 46		