

ORIGINALDecision No. 67767

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 commodities between and within all points and places in the State of California (including, but not limited to, transportation for which rates are provided in Minimum Rate Tariff No. 15).

Case No. 7783
 (Petition for Modification No. 2, filed February 14, 1964)
 (Petition for Modification No. 3, filed April 24, 1964)

(Appearances are shown in Appendix A)

O P I N I O N

By Petition No. 2, California Trucking Association seeks increases in the rates and charges in Minimum Rate Tariff No. 15 for yearly, monthly and weekly vehicle unit service, to reflect in such rates and charges the levels of carriers' costs in effect on July 1, 1964.

In Petition No. 3, California Trucking Association (CTA) seeks amendment of Minimum Rate Tariff No. 15 with respect to computation of holiday pay provisions when the holiday falls upon a Saturday or Sunday.

Duly noticed public hearings in these matters were held before Examiner Mallory at San Francisco on June 12 and 15, 1964, and the matters were submitted on the latter date. Evidence was presented by petitioner, by the Commission staff and by an interested shipper. In Petition No. 2, the evidence shows that the current levels of rates and charges in Minimum Rate Tariff

No. 15 reflect carrier wage costs and other costs in effect on July 1, 1963 (Decision No. 66152, dated October 15, 1963, 61 Cal. P.U.C. 509). Since that date highway carriers providing service under that tariff have incurred increases in wage costs and fringe benefits payable to their employees, related increases in employer payroll costs, and increases in fuel and vehicle taxes. CTA proposes that the rates and charges in Minimum Rate Tariff No. 15 be increased to offset such increases in the costs of providing service under the tariff. Evidence concerning current carrier wages and fringe benefits, fuel and vehicle taxes, and Workmen's Compensation Insurance costs was presented by CTA. ✓

The Commission staff engineer presented in evidence a cost study showing current costs of providing service under the yearly and monthly rates and related accessorial charges. This study was developed by up-dating the staff's 1963 cost study to reflect cost levels in effect July 1, 1964. The staff cost study did not reflect changes in Workmen's Compensation Insurance costs. The record shows that on October 1, 1963, the manual rate for such insurance was set at \$4.78, an increase of 12.5 percent over the manual rate of \$4.25 which was in effect at the time Decision No. 66152, supra, was issued. The staff cost study was adjusted to reflect the rate of \$4.00 which was found reasonable in that decision. The witness stated he found the rates currently being paid by carriers to be both lower and higher than the \$4.00 rate used in this study.

Another staff engineer also presented an exhibit showing the effect on carriers' revenue needs of the reduction in federal

income taxes pursuant to the Internal Revenue Act of 1964. According to the development in this exhibit, carrier revenue needs would be reduced by 1.5 percentage points because of the lower federal taxes on income earned in 1965. This exhibit was based upon the assumptions that carriers' operations under the rates in Minimum Rate Tariff No. 15 will result in an operating ratio before income taxes of 93 percent, and that carriers had no nonoperating income or nonoperating expenses which are deductible from gross income before computation of the federal income tax.

A rate expert from the Commission staff presented in evidence an exhibit showing proposed rates and charges designed to reflect the increased costs of operation and the reduction in carriers' revenue needs as developed by the staff transportation engineers. The method used in the development of the proposed rates was to relate such rates to the estimated full costs by the same relationships to such costs now maintained. The base yearly rates for Rate Basis A were developed by using a cost-rate relationship of 95 percent.^{1/} Monthly rates for Rate Basis B were developed by using a cost-rate relationship of 90 percent.^{2/} Weekly rates, for which no costs were presented, were developed on the basis of 27.5 percent of the corresponding monthly rates. The rates and charges so developed were then reduced by 1.5 percentage points, in order to reflect the reduction in carriers' revenue needs resulting from the reduction in federal income taxes in 1965.

^{1/} Rate Basis A rates and charges apply in the eleven Bay Area counties, and are higher than the rates applicable elsewhere in the State.

^{2/} Rate Basis B rates apply in the balance of the State outside of the eleven Bay Area counties.

CTA adopted the staff cost study and rate proposals presented herein as being a fair measure of the changes in carrier costs and necessary changes in rate levels since the rates were last adjusted, with two exceptions. CTA contended that the rate adjustment should reflect the increase in Workmen's Compensation Insurance costs, which was not measured in the staff cost study. CTA presented evidence to show that this change resulted in increases approximating 2.5 cents per hour or \$4.20 per month. CTA also presented evidence to show that no consideration should be given herein to changes in federal income taxes. CTA's principal reason is that carriers are not earning sufficient revenues under the minimum rates to pay any significant amount of federal income taxes. The witness also stated that income tax levels were not specifically considered by the Commission in the establishment or revision of the rates in Minimum Rate Tariff No. 15.

Evidence presented by the Radio Corporation of America was designed to show that the cost to the shipper of proprietary transportation by the use of leased equipment is now slightly less than the cost to the shipper of yearly vehicle unit service under the tariff, and that any further increase in yearly minimum rates will widen the spread between proprietary costs and the shipper's costs under minimum rates. The witness for RCA stated that the present difference between proprietary costs and the yearly vehicle unit rates, being nominal, does not warrant the change to proprietary trucking; but RCA would be compelled to give serious consideration to the establishment of a proprietary trucking operation if increases in the yearly rates as sought by petitioner are granted.

In Petition No. 3, petitioner seeks the amendment of the definition of "holidays" in Minimum Rate Tariff No. 15 to provide that if one of the holidays defined therein falls on a Saturday, the preceding Friday shall be considered as a holiday, and that when such holiday falls on a Sunday the following Monday shall be considered as a holiday. The evidence shows that under the union contract between the highway carriers and their operating employees, drivers and helpers shall receive pay for holidays regardless of which day of the week the holiday falls on, and that if any work is performed on any holiday or any day celebrated in lieu thereof, the employee shall be paid at twice the straight time rate for a minimum of eight hours. The record also shows that the cost development upon which the rates are bottomed includes the cost of holiday pay when not worked. The base weekly, monthly and yearly rates reflect the costs of such holiday pay. Under the tariff, an additional charge must be assessed when the carrier's driver or helper works on a defined holiday. The tariff makes no provision for such an additional charge when the holiday falls on a Saturday or Sunday and is celebrated on a different day of the week.

A rate expert of the Commission staff presented evidence to show that under the union contract when any of the holidays as presently defined in the tariff falls on Sunday, the following Monday is considered the holiday, but when such holidays fall on Saturday the preceding Friday is not considered as a holiday. The staff witness recommended that the definition for "holidays" be revised, and that charges be established for service performed on Mondays when such days are celebrated as holidays in lieu of holidays falling on the preceding Sunday.

Discussion, Findings and Conclusions

The record is clear that carriers have incurred increases in various elements of the expense of providing service under the vehicle unit rates in Minimum Rate Tariff No. 15, since the last adjustment of such rates pursuant to Decision No. 66152, supra. Because of the nature of the service performed and the type of rates provided in the tariff, there are no means by which carriers can effectuate economies or change their practices to reduce costs of operations, in order to absorb all or part of the increased costs. The minimum rates and charges in Minimum Rate Tariff No. 15 should be adjusted to reflect known increases in the costs of providing service under that tariff.

The estimated current costs of providing transportation service under vehicle unit rates developed by the Commission staff appear to reasonably measure the effect of the increased costs since the last rate adjustment, except that the study does not reflect any increase for the protection against liability for workmen's compensation. This element of increased cost was recognized in the last proceeding and adjustment of rates for such cost was made therein. The rate adjustment herein should also reflect the additional cost of Workmen's Compensation Insurance.

With respect to adjustment of the minimum rates because of reductions in federal income taxes effective January 1, 1965, the record shows that the minimum rates are designed to reflect profit factors of various amounts above the estimated full costs. We find that the impact of the federal income tax reduction should be considered in the rate adjustments hereinafter authorized. A uniform adjustment was recommended by the staff witnesses.

Adjustments to be made herein in the rate levels because of the reduction in federal income taxes should vary according to the levels of the profit factor in such rates, considering the cost-rate relationships used in the development of the various scales of rates.

It is clear that highway carriers incur additional labor costs for work performed by drivers and helpers on holidays which are celebrated on a different day of the week than the date on which the holiday falls, and that carriers are not compensated under the tariff for this additional labor cost. It appears, and we so find, that the rule change and charges recommended by the staff will be reasonable.

Based upon the foregoing, we find:

1. In relationship to the increased costs of service the majority of the present rates in Minimum Rate Tariff No. 15 are unreasonably low.

2. The increases in said rates as provided in the order herein have been shown to be justified, and as so increased the resulting rates are, and will be for the future, the just, reasonable and nondiscriminatory minimum rates and charges for the services to which they apply.

3. To the extent that the provisions of Minimum Rate Tariff No. 15 have been found heretofore to constitute reasonable minimum rates and regulations for common carriers as defined in the Public Utilities Act, said provisions as hereinafter amended are, and will be, reasonable minimum rate provisions for said common carriers. To the extent the existing rates 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.

The Commission concludes that the increased rates and charges and revised rules should be granted to the extent authorized by the order which follows; and that, except to the extent granted herein, Petitions Nos. 2 and 3 in Case No. 7783 should be denied.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 15 (Appendix B of Decision No. 65072, as amended) is hereby further amended by incorporating therein, to become effective October 1, 1964, the revised pages listed in Appendix B, 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 October 1, 1964; 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, as amended, shall remain in full force and effect.

5. Except to the extent granted herein, Petitions Nos. 2 and 3 in Case No. 7783 are hereby denied.

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

San Francisco

Dated at _____, California, this
25th day of August, 1964.

Fredrick B. Hallock
President
George E. ...
Charles W. ...
George H. ...
William L. ...
Commissioners

APPENDIX A

APPEARANCES

J. C. Kaspar, Arlo D. Poe and H. F. Kollmyer, for California Trucking Association, petitioner.

W. R. Greenham, for Pacific Motor Trucking Company; C. W. Johnson and Leo McCorkle, for Consolidated Freightways, Inc.; J. McSweeney, for Delta Lines, Inc.; and Nat H. Williams, for Williams Transfer Co., respondents.

Keith M. Brown, for Spreckels Sugar Co.; C. H. Costello, for Continental Can Co., Inc.; W. R. Czaban, for Purex Corporation, Ltd.; W. R. Donovan, for C & H Sugar Corp.; Donald M. Enos and Reed Tibbetts, for Owens-Illinois Glass Co.; Ralph J. Graffis, for Morton Salt Company; J. P. Hellmann, for Allied Chemical Corporation; Tad Muraoka, for IBM Corporation; William J. Newlove, for Radio Corporation of America; A. E. Norrbom, for Traffic Managers Conference of California; David B. Porter, for Cammers League of California; Eugene A. Read, for California Manufacturers Association; Ben Roth and O. E. Stieber, for Crown Zellerbach Corporation; R. J. Springer, for J. C. Penney Co.; W. Paul Tarter, for Wm. Volker & Co.; and Milton A. Walker, for Fibreboard Paper Products Corporation, interested parties.

Edward E. Tanner and R. A. Lubich, for the Commission staff.

APPENDIX B TO DECISION NO. 67767

List of Revised Pages to Minimum Rate Tariff No. 15

Authorized by Said Decision

Second Revised Page 2
Third Revised Page 4
First Revised Page 7
Second Revised Page 12
Second Revised Page 14
Third Revised Page 15
Second Revised Page 16
Second Revised Page 18
Second Revised Page 19
Second Revised Page 20
Second Revised Page 22
Second Revised Page 23
First Revised Page 27
Second Revised Page 28
Second Revised Page 29
Second Revised Page 30
Second Revised Page 31
First Revised Page 32

(End of Appendix B List)

ARRANGEMENT OF TARIFF

This is a loose-leaf tariff arranged as follows:

- SECTION NO. 1 - Rules and Regulations
- SECTION NO. 2 - Yearly Vehicle Unit Rates
- SECTION NO. 3 - Monthly Vehicle Unit Rates
- SECTION NO. 4 - Weekly Vehicle Unit Rates
- SECTION NO. 5 - Mileage Rates and Other Accessorial Charges
- SECTION NO. 6 - Form of Document

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| Rates ----- | 200-560 |
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| Application of Rates ----- | 50-51 |
| Application of Tariff-Carriers ----- | 20 |
| Application of Tariff-Commodities ----- | 40 |
| Application of Tariff-Territorial ----- | 30 |
| Collect on Delivery (C.O.D.) Shipments ----- | 110-111 |
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| Definition of Technical Terms ----- | 10 |
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△ Change, neither increase nor reduction, Decision No. 67767

EFFECTIVE OCTOBER 1, 1964

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 22

| SECTION NO. 1 - RULES AND REGULATIONS | Item No. |
|--|----------|
| <p style="text-align: center;">DEFINITION OF TECHNICAL TERMS</p> <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, a highway contract carrier or a cement 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> <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. *When one of the above holidays falls on a Sunday, the following Monday will be considered a holiday.</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> | 10 |

Change }
* Addition } Decision No. 67767

EFFECTIVE OCTOBER 1, 1964

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

Correction No. 23

| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. |
|--|----------|
| <p style="text-align: center;">RATE BASES</p> <p>Rate Basis "A" applies when the base of operations as set forth in the written agreement is located within the County of Alameda, Contra Costa, Lake, Marin, Mendocino, Monterey, Napa, San Benito, San Francisco, San Mateo, Santa Clara, Santa Cruz, Solano or Sonoma.</p> <p>Rate Basis "B" applies when the base of operations as set forth in the written agreement is located within one of the other counties in the State not named in Rate Basis "A".</p> <p>Rate Basis "C" applies when the base of operations as set forth in the written agreement is located within the City of Alameda, Albany, Berkeley, Emeryville, Oakland or Piedmont and service is performed wholly within the external boundaries of these cities.</p> <p>Rate Basis "D" applies when the base of operations as set forth in the written agreement is located within:</p> <ul style="list-style-type: none"> (a) The Metropolitan Los Angeles Zone consisting of Los Angeles and Orange Counties and service is performed wholly within the exterior boundaries of these counties; or (b) The San Diego Drayage Area, as defined in Minimum Rate Tariff No. 9-A, and service is performed wholly within the exterior boundaries of said drayage area. | 60 |
| <p style="text-align: center;">UNITS OF MEASUREMENT TO BE OBSERVED</p> <p>Rates or accessorial charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.</p> | Δ70 |
| <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 include references to amendments and successive issues of such other tariffs.</p> | 80 |
| <p>Δ Change, neither increase nor reduction, Decision No. 67767</p> | |
| <p>EFFECTIVE OCTOBER 1, 1964</p> | |
| <p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 24</p> | |

| SECTION NO. 1 - RULES AND REGULATIONS (Concluded) | 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>ϕ(a) A charge of ϕ\$6.15 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>ϕ(c) A charge of ϕ\$7.15 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 style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <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 style="text-align: right;">----- omit</td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">23</td> <td style="text-align: right;">----- shall be $\frac{1}{4}$ hour</td> </tr> <tr> <td style="text-align: center;">23</td> <td style="text-align: center;">38</td> <td style="text-align: right;">----- shall be $\frac{1}{2}$ hour</td> </tr> <tr> <td style="text-align: center;">38</td> <td style="text-align: center;">53</td> <td style="text-align: right;">----- shall be $\frac{3}{4}$ hour</td> </tr> <tr> <td style="text-align: center;">53</td> <td style="text-align: center;">60</td> <td style="text-align: right;">----- 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 $\frac{1}{2}$ hour | 38 | 53 | ----- shall be $\frac{3}{4}$ hour | 53 | 60 | ----- shall be 1 hour | ϕ120 |
| MINUTES | | | | | | | | | | | | | | | | | | | | | | |
| Over | But Not Over | | | | | | | | | | | | | | | | | | | | | |
| 0 | 8 | ----- omit | | | | | | | | | | | | | | | | | | | | |
| 8 | 23 | ----- shall be $\frac{1}{4}$ hour | | | | | | | | | | | | | | | | | | | | |
| 23 | 38 | ----- shall be $\frac{1}{2}$ hour | | | | | | | | | | | | | | | | | | | | |
| 38 | 53 | ----- shall be $\frac{3}{4}$ 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 all permit shipments:</p> <p>ϕ(a) A charge of ϕ\$7.15 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> | ϕ130 | | | | | | | | | | | | | | | | | | | | | |
| <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%; vertical-align: middle;"> ϕ Change ϕ Increase </td> <td style="width: 5%; vertical-align: middle;">)) </td> <td style="vertical-align: middle;"> Decision No. 67767 </td> </tr> </table> | | ϕ Change ϕ Increase |)) | Decision No. 67767 | | | | | | | | | | | | | | | | | | |
| ϕ Change ϕ Increase |)) | Decision No. 67767 | | | | | | | | | | | | | | | | | | | | |
| EFFECTIVE OCTOBER 1, 1964 | | | | | | | | | | | | | | | | | | | | | | |
| <p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 25</p> | | | | | | | | | | | | | | | | | | | | | | |

| SECTION NO. 2 - YEARLY VEHICLE UNIT RATES | | Item No. |
|--|---------------|----------|
| <p>BASE YEARLY VEHICLE UNIT RATES</p> <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.</p> <p>(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) ----- | 954(5) | 886(6) |
| 9 feet but less than 12 feet(3) ----- | 973(5) | 905(6) |
| 12 feet and over, 2-axle(3) | | |
| Flat or Van ----- | 986(5) | 918(6) |
| Van, insulated ----- | 1003(5) | 935(6) |
| 12 feet and over, 3-axle(3) | | |
| Flat or Van ----- | 1092 | 995(7) |
| Van, insulated ----- | 1117 | 1020(7) |
| TRUCK WITH TRAILER(4): | | |
| Gas | | |
| Flat or Van ----- | 1236 | 1133(7) |
| Van, insulated ----- | 1301 | 1198(7) |
| Diesel | | |
| Flat or Van ----- | 1301 | 1200(7) |
| Van, insulated ----- | 1366 | 1265(7) |
| <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>φ(5) An additional charge of \$1.45 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>φ(6) An additional charge of \$3.25 per day shall be assessed for each day that service is performed from, to or between points located in Rate Basis "A".</p> <p>φ(7) An additional charge of \$4.90 per day shall be assessed for each day that service is performed from, to or between points located in Rate Basis "A".</p> | | |

◇200

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 o\$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 o\$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.

| | | |
|-----------------------------|---|--------------------|
| o Change |) | Decision No. 67767 |
| o Increase, except as noted |) | |
| o No Change |) | |
| o Reduction |) | |

EFFECTIVE OCTOBER 1, 1964

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

Correction No. 26

| 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) | 2 axle | 3 axle | | |
| | | | RATES (8) | | | | RATES | |
| Carrier Owned: Flat | Under 28 | A | 1057 | 1110 | 1152 | 1175 | 1221 | 41 |
| | | B | 963 | 1016 | 1058 | 1081 | 1127 | 41 |
| Flat | 28 and Over | A | 1083 | 1136 | 1178 | 1201 | 1247 | 67 |
| | | B | 1010 | 1063 | 1105 | 1129 | 1174 | 67 |
| Flat | Doubles(7) | A | 1138 | 1191 | 1233 | 1256 | 1302 | 92 |
| | | B | 1037 | 1089 | 1132 | 1155 | 1201 | 92 |
| Van | Under 28 | A | 1067 | 1120 | 1162 | 1185 | 1231 | 51 |
| | | B | 973 | 1026 | 1068 | 1091 | 1137 | 51 |
| Van | 28 and Over | A | 1088 | 1141 | 1183 | 1206 | 1252 | 72 |
| | | B | 1015 | 1068 | 1110 | 1134 | 1179 | 72 |
| Van | Doubles(7) | A | 1158 | 1211 | 1253 | 1276 | 1322 | 112 |
| | | B | 1057 | 1109 | 1152 | 1175 | 1221 | 112 |
| Van, insulated | Under 28 | A | 1097 | 1150 | 1192 | 1215 | 1261 | 81 |
| | | B | 1003 | 1056 | 1098 | 1121 | 1167 | 81 |
| Van, insulated | 28 and Over | A | 1144 | 1197 | 1239 | 1262 | 1308 | 128 |
| | | B | 1071 | 1124 | 1166 | 1190 | 1235 | 128 |
| Van, insulated | Doubles(7) | A | 1223 | 1276 | 1318 | 1341 | 1387 | 177 |
| | | B | 1122 | 1174 | 1217 | 1240 | 1286 | 177 |
| Hopper Semi-trailer | Under 28 | A | 1057 | 1110 | 1152 | 1175 | 1221 | 41 |
| | | B | 963 | 1016 | 1058 | 1081 | 1127 | 41 |
| Hopper Trailer | Under 28 | A | -- | -- | -- | -- | -- | 52 |
| | | B | -- | -- | -- | -- | -- | 52 |
| Hopper | Doubles(7) | A | -- | 1187 | 1229 | 1252 | 1298 | 88 |
| | | B | -- | 1085 | 1128 | 1151 | 1197 | 88 |
| Converter gears, dollies(6) | | A | -- | -- | -- | -- | -- | 21 |
| | | B | -- | -- | -- | -- | -- | 21 |

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|---------------|-------------|---|------|------|------|------|------|----|
| Shipper Owned | Under 28 | A | 1016 | 1069 | 1111 | 1134 | 1180 | -- |
| | | B | 922 | 975 | 1017 | 1040 | 1086 | -- |
| | 28 and Over | A | 1016 | 1069 | 1111 | 1134 | 1180 | -- |
| | | B | 943 | 996 | 1038 | 1062 | 1107 | -- |
| | Doubles(7) | A | 1046 | 1099 | 1141 | 1164 | 1210 | -- |
| | | B | 945 | 997 | 1040 | 1063 | 1109 | -- |

(Continued in Item No. 211)

◊ Increase, Decision No. **67767**

EFFECTIVE OCTOBER 1, 1964

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

Correction No. 27

| 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 \$4.50 for each day that service is performed from, to or between points located in Rate Basis "A".</p> | <p>#211</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> | |

of Change)
of Reduction) Decision No. 67767

EFFECTIVE OCTOBER 1, 1964

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 28

| SECTION NO. 3 - MONTHLY VEHICLE UNIT RATES | | Item No. |
|---|---------------|----------|
| <p>BASE MONTHLY VEHICLE UNIT RATES</p> <p>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)</p> | | |
| Type of Carrier's Motor Power Equipment | Rate Basis(1) | |
| | A | B |
| TRUCK WITHOUT TRAILER(2): | | |
| less than 9 feet (3) ----- | 1020(5) | 951(6) |
| 9 feet but less than 12 feet (3) ----- | 1046(5) | 976(6) |
| 12 feet and over, 2-axle (3) | | |
| Flat or Van ----- | 1063(5) | 994(6) |
| Van, insulated ----- | 1087(5) | 1018(6) |
| 12 feet and over, 3-axle (3) | | |
| Flat or Van ----- | 1195 | 1097(7) |
| Van, insulated ----- | 1220 | 1122(7) |
| TRUCK WITH TRAILER(4): | | |
| Gas | | |
| Flat or Van ----- | 1371 | 1268(7) |
| Van, insulated ----- | 1456 | 1353(7) |
| Diesel | | |
| Flat or Van ----- | 1459 | 1357(7) |
| Van, insulated ----- | 1544 | 1442(7) |
| 0300 | | |
| <p>(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 \$1.45 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 \$3.25 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 \$1.90 per day shall be assessed 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 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.</p> | | |

∅ Change
◇ Increase, except as noted
○ No Change
& Reduction

Decision No. 67767

EFFECTIVE OCTOBER 1, 1964

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 29

| 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) | |
| Carrier Owned: Flat | Under 28 | A | 1142 | 1214 | 1271 | 1310 | 1365 | 51 |
| | | B | 1047 | 1119 | 1177 | 1209 | 1271 | 51 |
| Flat | 28 and Over | A | 1182 | 1253 | 1312 | 1350 | 1404 | 88 |
| | | B | 1108 | 1180 | 1238 | 1269 | 1331 | 88 |
| Flat | Doubles(7) | A | 1245 | 1317 | 1374 | 1406 | 1468 | 123 |
| | | B | 1143 | 1215 | 1273 | 1304 | 1366 | 123 |
| Van | Under 28 | A | 1157 | 1229 | 1286 | 1325 | 1380 | 66 |
| | | B | 1062 | 1134 | 1192 | 1224 | 1286 | 66 |
| Van | 28 and Over | A | 1191 | 1262 | 1321 | 1359 | 1413 | 97 |
| | | B | 1117 | 1189 | 1247 | 1278 | 1340 | 97 |
| Van | Doubles(7) | A | 1274 | 1346 | 1403 | 1435 | 1497 | 152 |
| | | B | 1172 | 1244 | 1302 | 1333 | 1395 | 152 |
| Van, insulated | Under 28 | A | 1202 | 1274 | 1331 | 1370 | 1425 | 111 |
| | | B | 1107 | 1179 | 1237 | 1269 | 1331 | 111 |
| Van, insulated | 28 and Over | A | 1268 | 1339 | 1398 | 1436 | 1490 | 174 |
| | | B | 1194 | 1266 | 1324 | 1355 | 1417 | 174 |
| Van, insulated | Doubles(7) | A | 1359 | 1431 | 1488 | 1520 | 1582 | 237 |
| | | B | 1257 | 1329 | 1387 | 1418 | 1480 | 237 |
| Hopper Semi-trailer | Under 28 | A | 1158 | 1230 | 1287 | 1326 | 1381 | 67 |
| | | B | 1063 | 1135 | 1193 | 1225 | 1287 | 67 |
| Hopper Trailer | Under 28 | A | -- | -- | -- | -- | -- | 88 |
| | | B | -- | -- | -- | -- | -- | 88 |
| Hopper | Doubles(7) | A | -- | 1344 | 1401 | 1433 | 1495 | 150 |
| | | B | -- | 1242 | 1300 | 1331 | 1393 | 150 |
| Converter gears, dollies(6) | | A | -- | -- | -- | -- | -- | 21 |
| | | B | -- | -- | -- | -- | -- | 21 |

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|---------------|-------------|---|------|------|------|------|------|---|
| Shipper Owned | Under 28 | A | 1091 | 1163 | 1220 | 1259 | 1314 | - |
| | | B | 996 | 1068 | 1126 | 1158 | 1220 | - |
| | 28 and Over | A | 1094 | 1165 | 1224 | 1262 | 1316 | - |
| | | B | 1020 | 1092 | 1150 | 1181 | 1243 | - |
| | Doubles(7) | A | 1122 | 1194 | 1251 | 1283 | 1345 | - |
| | | B | 1020 | 1092 | 1150 | 1181 | 1243 | - |

(Continued in Item No. 311)

◊ Increase, Decision No. **67767**

EFFECTIVE OCTOBER 1, 1964

Issued by the Public Utilities Commission of the State of California;
San Francisco, California.
Correction No. 30

| SECTION NO. 3 - MONTHLY VEHICLE UNIT RATES (Concluded) | Item No. |
|---|----------|
| <p style="text-align: center;">BASE MONTHLY VEHICLE UNIT RATES (Concluded)</p> <p style="text-align: center;">(Items Nos. 310 and 311)</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. §311</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 \$4.50 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 rate provided in Item No. 560.</p> | |
| <p>Change) Reduction) Decision No. 67767</p> | |
| <p>EFFECTIVE OCTOBER 1, 1964</p> | |
| <p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 31</p> | |

| SECTION NO. 4 - WEEKLY VEHICLE UNIT RATES | | Item No. |
|--|---------------|----------|
| BASE WEEKLY VEHICLE UNIT RATES | | |
| 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. | | |
| (Subject to Notes 1, 2, 3, 4, 5 and 6) | | |
| Type of Carrier's Motor Power Equipment | Rate Basis(1) | |
| | C | D |
| TRUCK WITHOUT TRAILER(2): | | |
| Less than 8 feet(3) ----- | 280(5) | 261 |
| 8 feet but less than 12 feet(3) ----- | 288(5) | 269 |
| 12 feet and over, 2-axle(3) | | |
| Flat or Van ----- | 292(5) | 273 |
| Van, insulated ----- | 299(5) | 280 |
| 12 feet and over, 3-axle(3) | | |
| Flat or van ----- | 329 | 302 |
| Van, insulated ----- | 336 | 309 |
| TRUCK WITH TRAILER(4): | | |
| Gas | | |
| Flat or Van ----- | 377 | 349 |
| Van, insulated ----- | 400 | 372 |
| Diesel | | |
| Flat or Van ----- | 401 | 373 |
| Van, insulated ----- | 425 | 397 |
| 0400 | | |
| <p>(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 \$1.45 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. 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. 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. NOTE 4.--In the event that furniture pads or skins are furnished an additional weekly charge of 65 cents 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. 410 and 411 may be used in combination with rates for trucks with trailers as provided herein.</p> | | |

ø Change
◇ Increase, except as noted
o No Change
ô Reduction

} Decision No. 67767

EFFECTIVE OCTOBER 1, 1964

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

Correction No. 32

| 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 for 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 Trailing Equipment (5) | |
| | | | Tractor-Gas | | | Tractor-Diesel | | |
| | | | 2 axle (3) | 2 axle (4) | 3 axle | 2 axle | | 3 axle |
| | | | RATES | | | | RATES | |
| Carrier Owned: Flat | Under 28 | C | 314 | 334 | 350 | 360 | 375 | 014 |
| | | D | 288 | 308 | 324 | 332 | 349 | 014 |
| Flat | 28 and Over | C | 325 | 345 | 361 | 371 | 386 | 24 |
| | | D | 305 | 324 | 340 | 349 | 366 | 24 |
| Flat | Doubles (7) | C | 343 | 362 | 378 | 387 | 404 | 34 |
| | | D | 315 | 334 | 350 | 359 | 376 | 34 |
| Van | Under 28 | C | 318 | 338 | 354 | 364 | 379 | 018 |
| | | D | 292 | 312 | 328 | 336 | 353 | 018 |
| Van | 28 and Over | C | 328 | 347 | 364 | 374 | 389 | 27 |
| | | D | 308 | 327 | 343 | 352 | 369 | 27 |
| Van | Doubles (7) | C | 351 | 370 | 386 | 395 | 412 | 42 |
| | | D | 323 | 342 | 358 | 367 | 384 | 42 |
| Van, insulated | Under 28 | C | 331 | 351 | 367 | 377 | 392 | 31 |
| | | D | 305 | 325 | 341 | 349 | 366 | 31 |
| Van, insulated | 28 and Over | C | 349 | 368 | 385 | 395 | 410 | 48 |
| | | D | 329 | 348 | 364 | 373 | 390 | 48 |
| Van, insulated | Doubles (7) | C | 374 | 393 | 409 | 418 | 435 | 065 |
| | | D | 346 | 365 | 381 | 390 | 407 | 065 |
| Hopper Semi-trailer | Under 28 | C | 318 | 338 | 354 | 364 | 379 | 018 |
| | | D | 292 | 312 | 328 | 336 | 353 | 018 |
| Hopper Trailer | Under 28 | C | - | - | - | - | - | 024 |
| | | D | - | - | - | - | - | 024 |
| Hopper | Doubles (7) | C | - | 369 | 385 | 394 | 411 | 41 |
| | | D | - | 341 | 357 | 366 | 383 | 41 |

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|------------------------------------|-------------|---|-----|-----|-----|-----|-----|----|
| Converter gears, dollies (6) | | C | - | - | - | - | - | 06 |
| | | D | - | - | - | - | - | 06 |
| Shipper Owned | Under 28 | C | 300 | 320 | 336 | 346 | 361 | - |
| | | D | 274 | 294 | 310 | 318 | 335 | - |
| | 28 and Over | C | 301 | 320 | 337 | 347 | 362 | - |
| | | D | 281 | 300 | 316 | 325 | 342 | - |
| | Doubles (7) | C | 309 | 328 | 344 | 353 | 370 | - |
| | | D | 281 | 300 | 316 | 325 | 342 | - |

(Continued in Item No. 411)

Increase, except as noted)
 No Change) Decision No. **67767**

EFFECTIVE OCTOBER 1, 1964

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 33

| SECTION NO. 5 - MILEAGE RATES AND OTHER ACCESSORIAL CHARGES (Continued) | | | | | | Item No. | |
|---|------------------------------------|---|------------|--------|----------------|----------|------|
| MILEAGE RATES (Subject to Notes 1 and 2) | | | | | | | |
| Type of Trailer or Semi-Trailer Equipment | Trailer or Semi-Trailer Length (1) | Type of Carrier's Motor Power Equipment | | | | | |
| | | Tractor-Gas | | | Tractor-Diesel | | |
| | | 2 axle (2) | 2 axle (3) | 3 axle | 2 axle | 3 axle | |
| Carrier Owned: | | RATES (4) | | | | | |
| Flat | Under 28 | 17 | ◊18½ | 19 | 17 | 17½ | |
| Flat | 28 and Over | 17½ | ◊19 | ◊20 | 17½ | 18 | |
| Flat | Doubles(5) | ◊20½ | 21½ | 22½ | 20 | 20½ | |
| Van | Under 28 | 17 | ◊18½ | 19 | 17 | 17½ | |
| Van | 28 and Over | ◊18 | 19 | 20 | 17½ | 18 | |
| Van | Doubles(5) | ◊20½ | 21½ | 22½ | 20 | 20½ | |
| Van, insulated | Under 28 | 17½ | 18½ | 19½ | 17 | 17½ | |
| Van, insulated | 28 and Over | 18 | ◊19½ | 20 | 18 | 18½ | |
| Van, insulated | Doubles(5) | 21 | 22 | 23 | 20½ | 21 | ◊510 |
| Hopper Semi-Trailer | Under 28 | 18 | 19 | 20 | 17½ | 18 | |
| Hopper | Doubles(5) | 22 | ◊23½ | 24 | 22 | 22½ | |
| Shipper Owned | (6) | 15 | ◊16½ | 17 | 15 | 15½ | |
| (1) Lineal loading space in feet. (2) Tare weight of tractor 8,000 pounds or less. (3) Tare weight of tractor over 8,000 pounds. (4) Rates in cents per mile to be added to rates provided in Items Nos. 210, 310 and 410. (5) Set of doubles, any combination length. (6) Any combination length that may be operated as a single unit. | | | | | | | |
| NOTE 1.-Rates apply according to the type of carrier's motor power equipment in combination with the trailing equipment as described. | | | | | | | |
| NOTE 2.-The total miles operated will be determined by computing the number of speedometer miles registered during each day that service is performed, beginning at the point at which carrier's driver commences to operate vehicle at start of day and ending with speedometer miles registered at termination of driver's day. | | | | | | | |
| ◊ Change) ◊ Increase) Decision No. 67767 | | | | | | | |
| EFFECTIVE OCTOBER 1, 1964 | | | | | | | |
| Issued by the Public Utilities Commission of the State of California, San Francisco, California. | | | | | | | |
| Correction No. 34 | | | | | | | |

| 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 | (1) Rate Basis | | | | | | | | | |
| | A | | | | B and D | | | | C | |
| | (4) | | (5) | | (6) | | (7) | | | |
| | (8) | (9) | (8) | (9) | (8) | (9) | (8) | (9) | | |
| TRUCK: | | | | | | | | | | |
| Less than 10,500 pound load(2) ----- | 24 | 68 | 7 | 51 | 51 | 27 | 67 | 7 | 51 | |
| 10,500 pound load or over(3) ----- | 25 | 71 | 7 | 53 | 51 | 27 | 67 | 7 | 53 | |
| Pulling trailer ----- | 27 | 73 | 8 | 55 | 53 | 28 | 69 | 8 | 55 | |
| TRACTOR: | | | | | | | | | | |
| Pulling one semi-trailer ----- | 25 | 71 | 7 | 53 | 51 | 27 | 67 | 7 | 53 | |
| Pulling more than one trailer or semi-trailer ----- | 27 | 73 | 8 | 55 | 53 | 28 | 69 | 8 | 55 | |

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520

- (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.
- *(8) Rates apply when service is performed on Mondays when such days are celebrated as holidays in lieu of holidays falling on the preceding Sunday.
- *(9) Rates apply when service is performed on days other than as provided in footnote (8).

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.

/ Change }
* Addition }
◇ Increase }

Decision No. 67767

EFFECTIVE OCTOBER 1, 1964

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

Correction No. 35

| SECTION NO. 5 - MILEAGE RATES AND OTHER ACCESSORIAL CHARGES (Continued) | | | | | | | | | | Item No. |
|---|-------------------|-----|-----|---------------------|-----|-----|---------------------|------|------|----------|
| (1) RATES FOR PREMIUM PAY HOURS AND EXCESSIVE HOURS | | | | | | | | | | |
| Type of Carrier's Motor Power Equipment | (2) Rate Basis | | | | | | | | | |
| | A | | | | | | B | | | |
| | (5) Premium Hours | | | (6) Excessive Hours | | | (6) Excessive Hours | | | |
| | (7) | (8) | (9) | (7) | (8) | (9) | (7) | (10) | (11) | |
| TRUCK: | | | | | | | | | | |
| Less than 10,500 pound load(3)- | | | | | | | | | | |
| 220 | 410 | 305 | 615 | 1225 | 915 | 610 | 910 | 1205 | | |
| 10,500 pound load or over(4)--- | | | | | | | | | | |
| 230 | 425 | 315 | 635 | 1275 | 950 | 610 | 915 | 1210 | | |
| Pulling trailer ----- | | | | | | | | | | |
| 235 | 440 | 325 | 660 | 1320 | 980 | 630 | 940 | 1245 | | |
| TRACTOR: | | | | | | | | | | |
| Pulling one semi-trailer ----- | | | | | | | | | | |
| 230 | 425 | 315 | 635 | 1275 | 950 | 610 | 915 | 1210 | | |
| Pulling more than one trailer or semi-trailer ----- | | | | | | | | | | |
| 235 | 440 | 325 | 660 | 1320 | 980 | 630 | 940 | 1245 | | |

- (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.

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◇ Increase, Decision No. 67767

EFFECTIVE OCTOBER 1, 1964

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San Francisco, California.

Correction No. 36

| SECTION NO. 5 - MILEAGE RATES AND OTHER ACCESSORIAL CHARGES (Continued) | | | | | | | Item No. |
|--|------------------|-----|--------------------|-----|--------------------|-----|----------|
| (1) RATES FOR PREMIUM PAY HOURS AND EXCESSIVE HOURS | | | | | | | |
| Type of Carrier's Motor Power Equipment | (2) Rate Basis | | | | | | |
| | C | | | | D | | |
| | Premium Hours(5) | | Excessive Hours(6) | | Excessive Hours(6) | | |
| | (7) | (8) | (7) | (8) | (7) | (9) | (10) |
| TRUCK: | | | | | | | |
| Less than 10,500 lb. load (3) ----- | 220 | 305 | 615 | 915 | 610 | 910 | 1205 |
| 10,500 lb. load or over (4) ----- | 230 | 315 | 635 | 950 | 610 | 915 | 1210 |
| Pulling trailer ----- | 235 | 325 | 660 | 980 | 630 | 940 | 1245 |
| TRACTOR: | | | | | | | |
| Pulling one semi-trailer ----- | 230 | 315 | 635 | 950 | 610 | 915 | 1210 |
| Pulling more than one trailer or semi-trailer ----- | 235 | 325 | 660 | 980 | 630 | 940 | 1245 |
| <p>(1) Rates in cents per hour to be added to rates provided in Items Nos. 400, 410 and 520.</p> <p>(2) See Item No. 60.</p> <p>(3) Truck which is loaded to less than 10,500 pounds at all times during the day.</p> <p>(4) Truck which is loaded to 10,500 pounds or more at any time during the day.</p> <p>(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.</p> <p>(6) Rates in cents per hour for service performed in excess of 8 hours out of 9 consecutive hours.</p> <p>(7) Exclusive of Saturdays, Sundays or Holidays.</p> <p>(8) Rate for Saturdays, Sundays or Holidays.</p> <p>(9) Rate for Saturdays and Sundays.</p> <p>(10) Rate for Holidays.</p> | | | | | | | 0540 |
| <p>◇ Increase, Decision No. 67767</p> | | | | | | | |
| <p>EFFECTIVE OCTOBER 1, 1964</p> | | | | | | | |
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| <p>Correction No. 37</p> | | | | | | | |

| 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. | 580 | 520 | 580 | 520 |
| 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. | 615 | 590 | 615 | 590 |
| 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. | (3)820 (4)610 | (5)590 (6)780 | 610 -- | (5)590 (6)780 |
| 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. | (3)1225 (4)925 | (5)885 (6)1170 | 915 -- | (5)885 (6)1170 |
| (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. | | | | |

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◇ Increase, Decision No. 67767

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Correction No. 36

| SECTION NO. 5 - MILEAGE RATES AND OTHER ACCESSORIAL CHARGES (Concluded) | | | Item No. |
|--|--------------|--------------------------------|----------------------------|
| TEMPERATURE CONTROL SERVICE Application of Rates Rates for temperature control service shall be determined as follows: (a) Determine the applicable base rate for the type of carrier's equipment furnished as set forth in Items Nos. 200 through 444. (b) Find under Column A of the conversion table, the applicable base rate described in (a) above. The rate opposite thereto under Column B will be applied for each billing period in which either Chilled or Frozen Temperature Control Service is performed any time during the said period. In addition, the rate opposite thereto under Column C will be applied for each day in which Frozen Temperature Control Service is performed at any time during the day. | | | |
| WEEKLY CONVERSION TABLE | | | |
| Column A | | Column B | Column C |
| Over | But Not Over | RATE (In Dollars Per Week) | RATE (In Cents Per Day) |
| 200 | 250 | 13 | 260 |
| 250 | 300 | 16 | 320 |
| 300 | 350 | 19 | 380 |
| 350 | 400 | 22 | 440 |
| 400 | 450 | 25 | 500 |
| 450 | --- | 28 | 560 |
| YEARLY AND MONTHLY CONVERSION TABLE | | | |
| Column A | | Column B | Column C |
| Over | But Not Over | RATE (In Dollars Per Month) | RATE (In Cents Per Day) |
| 775 | 850 | 43 | 205 |
| 850 | 900 | 48 | 230 |
| 900 | 950 | 51 | 250 |
| 950 | 1000 | 54 | 260 |
| 1000 | 1050 | 57 | 275 |
| 1050 | 1100 | 60 | 285 |
| 1100 | 1150 | 63 | 300 |
| 1150 | 1200 | 66 | 315 |
| 1200 | 1250 | 69 | 330 |
| 1250 | 1300 | 72 | 345 |

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| | | | |
|-------|------|-----|------|
| 1300 | 1350 | 75 | 360 |
| 1350 | 1400 | 78 | 375 |
| 1400 | 1450 | 81 | 385 |
| 1450 | 1500 | 84 | 400 |
| *1500 | 1550 | ◇87 | ◇415 |
| *1550 | 1600 | ◇90 | ◇430 |
| *1600 | 1650 | ◇93 | ◇445 |
| *1700 | — | ◇96 | ◇460 |

/ Change)
 * Addition) Decision No. **67767**
 ◇ Increase)

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