

ORIGINAL

Decision No. 69204

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation)
 into the rates, rules, regulations,)
 charges, allowances and practices,)
 of all common carriers, highway)
 carriers and city carriers relating)
 to the transportation of property)
 within San Diego County (transport-)
 ation for which rates are provid-)
 ed in Minimum Rate Tariff No. 9-B).)

Case No. 5439
 Petition for Modification No. 36
 (Filed March 25, 1965;
 amended April 21, 1965)

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

W. Ross Starkey and Rodney Starkey, for Pacific
 Messenger Service, and E. B. Gould for Lyon
 Van & Storage Co., respondents.

E. J. Langhofer, for San Diego Chamber of Com-
 merce, interested party.

R. A. Lubich and George L. Hunt, for the
 Commission staff.

O P I N I O N

By this petition, as amended, the California Trucking Association seeks upward adjustments in the minimum rates named in Minimum Rate Tariff No. 9-B for transportation by highway and city carriers within the San Diego Drayage Area. The proposed increases average about 4 percent.

Public hearing was held on May 6, 1965 at San Diego before Examiner Turpen. Evidence was presented by petitioner's assistant director of transportation economics. Representatives of the Commission staff and of the San Diego Chamber of Commerce assisted in developing the record.

The last adjustment of the minimum rates reflected the costs as of July 1, 1964. Petitioner's witness testified that the labor contract signed last year provided for further wage increases

effective July 1, 1965. The witness explained that he took the cost figures used in last year's proceeding and substituted the 1965 wage factors for the 1964 figures. He also took into account an increase in fuel taxes, health and welfare payments, and workmen's compensation insurance. From these revised cost figures, he calculated the percentage increase in costs over last year and increased the minimum rates by the same percentages, making minor adjustments to retain proper relationships between the rates.

The evidence is clear that the carriers engaged in transportation subject to the minimum rates here involved will experience increased costs, effective July 1, to the extent set forth in petitioner's exhibits.

Upon consideration of all the facts of record, the Commission finds that the sought increases are justified and will result in just, reasonable and nondiscriminatory minimum rates.

The Commission further finds that to the extent that the provisions of Minimum Rate Tariff No. 9-B have been found heretofore to constitute reasonable minimum rates and rules for common carriers as defined in the Public Utilities Act, said provisions, as hereinafter adjusted, are, and will be, reasonable minimum rate provisions for said common carriers. To the extent that the existing rates and charges of said common carriers for the transportation involved are less in volume or effect than the minimum rates and charges herein designated as reasonable for said carriers, to that same extent the rates and charges of said carriers are hereby found to be, now and for the future, unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the costs of other means of transportation.

In addition to increases in the rates and charges in Minimum Rate Tariff No. 9-B, petitioner's proposals in this matter also include a request that certain common carriers be authorized to make corresponding increases in their rates for the transportation of exempt commodities--commodities which are not subject to the rates in Minimum Rate Tariff No. 9-B. Requests in this proceeding for similar authority have heretofore been found to be justified in those instances in which the exempt commodities are transported at the level of the minimum class rates and under the same transportation conditions as those which apply to transportation which is subject to the minimum class rates. Inasmuch as in these circumstances the increased costs shown herein would also apply to the transportation of the exempt commodities, we find that increases as sought in the rates for the exempt commodities are likewise justified.

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

The Commission concludes that Petition for Modification No. 36, as amended, in Case No. 5439, should be granted and that Minimum Rate Tariff No. 9-B should be amended accordingly.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 9-B (Appendix A of Decision No. 67766, as amended) is further amended by incorporating therein,

to become effective August 1, 1965, the revised pages attached hereto and listed in Appendix A also attached hereto, which pages and appendix by this reference are made a part hereof.

2. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to said Decision No. 67766, as amended, are directed to establish in their tariffs the rate increases necessary to conform to the further increases herein in the rates and charges established by said decision.

3. Except as is otherwise stated hereinbelow, the increased class rates, surcharges, minimum charges and accessorial charges which are established by ordering paragraph 1 hereof be, and they hereby are, authorized to be made applicable to the transportation of the commodities listed in Items Nos. 50 and 51 of Minimum Rate Tariff No. 9-B, by common carriers (as defined in Section 211 of the Public Utilities Act), except common carriers by railroad with respect to their carload rates and charges and common carriers by vessel, provided (a) that said transportation is performed between origins and destinations which are both located within the San Diego Drayage Area (as described in Minimum Rate Tariff No. 9-B); and (b) that said transportation is now subject to class rates in the tariffs of said common carriers.

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

- (1) To transportation for which minimum rates apply in accordance with the provisions of other minimum rate tariffs of the Commission; and
- (2) To transportation which is being performed by dump or tank vehicles.

4. Tariff publications required or authorized to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this

order, on not less than ten days' notice to the Commission and to the public; such tariff publications as are required shall be made effective not later than August 1, 1965; and as to tariff publications which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date hereof.

5. Common carriers, in establishing and maintaining the rates authorized hereinabove, are hereby authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

6. In all other respects said Decision No. 67766, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 8th day of June, 1965.

Fredrick B. Hallock
President

Arthur E. Mitchell

George S. Brown

William C. Bennett
Commissioners

APPENDIX A TO DECISION NO. 69204

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

Authorized by Said Decision

First Revised Page 20

First Revised Page 21

First Revised Page 22

First Revised Page 29

Second Revised Page 31

Second Revised Page 34

First Revised Page 44

Second Revised Page 47

First Revised Page 49

(END OF APPENDIX A LIST)

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Common carrier rates (including common carrier railroad switching 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> <p>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)</p> <ul style="list-style-type: none"> (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. <p>◇(d) 5½ cents per 100 pounds.</p> <p>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.</p>	<p>110</p>
<p> ◇ Change) Decision No. 69204 ◇ Increase) </p>	
<p>EFFECTIVE AUGUST 1, 1965</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 21</p>	

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.												
<p style="text-align: center;">ACCESSORIAL SERVICE</p> <p>When carrier performs any accessorial or incidental service which is not authorized to be performed under rates named in this tariff, and for which a charge is not otherwise provided, additional charges shall be assessed as provided in Item No. 140. The charge therein provided for unit of equipment shall apply whenever the accessorial or incidental service requires its use, or whenever the unit of equipment is inactivated by reason of its driver or helper being engaged in such service.</p>	120												
<p style="text-align: center;">DELAYS TO EQUIPMENT</p> <p>When consignor or consignee is responsible for delay to carrier's equipment at or in vicinity of either point of loading or point of unloading in excess of 30 minutes (exclusive of time actually involved in loading or unloading), additional charges for delay time in excess of 30 minutes shall be assessed as provided in Item No. 140.</p>	130												
<p style="text-align: center;">CHARGES FOR ACCESSORIAL SERVICES OR DELAYS</p> <p>For accessorial services or delays under the conditions specified in Items Nos. 120 and 130, charges shall be assessed for each period or fraction thereof, as follows:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th colspan="2" style="text-align: center;"><u>Charges in Cents</u></th> </tr> <tr> <th></th> <th style="text-align: center;">For First 30 Minutes</th> <th style="text-align: center;">For Each Additional 15 Minutes</th> </tr> </thead> <tbody> <tr> <td>(a) For driver, helper or other employee, per man -----</td> <td style="text-align: center;">\$325</td> <td style="text-align: center;">\$165</td> </tr> <tr> <td>(b) For unit of equipment</td> <td style="text-align: center;">30</td> <td style="text-align: center;">15</td> </tr> </tbody> </table>		<u>Charges in Cents</u>			For First 30 Minutes	For Each Additional 15 Minutes	(a) For driver, helper or other employee, per man -----	\$325	\$165	(b) For unit of equipment	30	15	140
	<u>Charges in Cents</u>												
	For First 30 Minutes	For Each Additional 15 Minutes											
(a) For driver, helper or other employee, per man -----	\$325	\$165											
(b) For unit of equipment	30	15											
<p>◇ Change) ◇ Increase) Decision No. 69204</p>													
<p>EFFECTIVE AUGUST 1, 1965</p>													
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 22</p>													

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 \$6.90 per hour, plus 9½ 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>6150</p>
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 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 \$8.30 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>6160</p>																					
<p>◇ Change } Decision No. 69204</p> <p>◇ Increase }</p>																						
<p>EFFECTIVE AUGUST 1, 1965</p>																						
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>																						
<p>Correction No. 23</p>																						

SECTION NO. 1 - RULES AND REGULATIONS (Continued)			Item No.
MINIMUM CHARGE			
Except as otherwise provided, the minimum charge per shipment shall be as follows: (See Note)			
<u>Weight of Shipment (In Pounds)</u>			
<u>Over</u>	<u>But Not Over</u>	<u>Charge (In Cents)</u>	
0	25	205	
25	50	230	
50	75	270	
75	100	290	
100	150	310	
		◇210	
150	200	335	
200	250	355	
250	300	375	
300	400	405	
400	500	440	
500	600	485	
600	700	525	
700	800	565	
800	900	620	
900	---	675	
NOTE.-Will not apply on shipments made under the provisions of Item No. 420.			
◇ Increase, Decision No. 69204			
EFFECTIVE AUGUST 1, 1965			
Issued by the Public Utilities Commission of the State of California, San Francisco, California.			
Correction No. 24			

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.								
<p style="text-align: center;">POOL LOT</p> <p>(a) For the service of segregating, or unloading and segregating, a pool lot, the following shall be assessed for each shipment destined to points in the San Diego Drayage Area, in addition to transportation rates:</p> <p style="margin-left: 40px;">Merchandise classified as:</p> <table style="margin-left: 40px;"> <tr> <td>First Class</td> <td>28½ cents per 100 pounds</td> </tr> <tr> <td>Second Class</td> <td>25½ cents per 100 pounds</td> </tr> <tr> <td>Third Class</td> <td>22½ cents per 100 pounds</td> </tr> <tr> <td>Fourth Class</td> <td>20 cents per 100 pounds</td> </tr> </table> <p>(b) Classification ratings shall be based upon the LTL (less-truckload) ratings in the Governing Classification or this tariff.</p> <p>(c) Articles taking a rating higher than first class shall be computed upon the percentage of the first class rating, as set forth in the Governing Classification or this tariff, except that shipments consisting of articles rated higher than class 1½ in the Governing Classification or this tariff shall be subject to the rates applicable for class 1½.</p> <p>(d) No additional charge shall be made under this item on shipments for which transportation charges are based on a minimum weight of 20,000 pounds when the carrier performing the distribution service receives a transportation charge on such shipment from the distribution point.</p> <p>(e) See Item No. 220 for mixed shipments.</p> <p>(f) When a pool lot is segregated at and delivery is made from carrier's established depot, said depot will be considered as being located within Metropolitan Zone 301 for the purpose of assessing transportation charges under this tariff, and transportation rates shall be applied from Metropolitan Zone 301 as point of origin.</p> <p>(g) Rates named in this item alternate with rates for the same services contained in tariffs filed with the Commission pursuant to the provisions of the Public Utilities Act, and in effect on the date the services are performed.</p>	First Class	28½ cents per 100 pounds	Second Class	25½ cents per 100 pounds	Third Class	22½ cents per 100 pounds	Fourth Class	20 cents per 100 pounds	6230
First Class	28½ cents per 100 pounds								
Second Class	25½ cents per 100 pounds								
Third Class	22½ cents per 100 pounds								
Fourth Class	20 cents per 100 pounds								
<p>Change) Increase) Decision No. 69204</p>									
EFFECTIVE AUGUST 1, 1965									
Issued by the Public Utilities Commission of the State of California, San Francisco, California.									
Correction No. 25									

SECTION NO. 1 - RULES AND REGULATIONS (Continued)

Item
No.

SPLIT DELIVERY

The rate for transportation of a split delivery shipment shall be the rate applicable for the rate base determined as follows:

- (a) When point of origin and all points of destination are within a single zone, apply rate for rate basis B, subject to Notes 1, 2, and 3;
- (b) When point of origin and all points of destination are within the area encompassed by two adjoining Metropolitan Zones, apply rate for rate basis C, subject to Notes 1, 2, and 3 (Metropolitan Zone 305 does not adjoin any other zone, except Metropolitan Zone 311, for the purposes of this rule);
- (c) For all other shipments, apply rates for rate basis F, subject to Notes 1, 2, and 3.

NOTE 1.-For each split delivery shipment a single bill of lading or shipping order shall be issued. It shall describe the kind and quantity of property for the entire shipment, and bear the date such property is physically accepted by the carrier. At the time of or prior to the tender of the shipment the carrier shall be furnished with written instructions showing the name of each consignee, the point or points of destination, and a description of the kind and quantity of property in each component part of the split delivery shipment.

NOTE 2.-If shipping instructions do not conform with the requirements of Note 1 hereof, each component part of the split delivery shipment shall be rated as a separate shipment under other provisions of this tariff. When shipping instructions do conform with the requirements of Note 1 hereof, component parts of split delivery shipments shall not be treated as separate shipments.

NOTE 3.-In addition to the rate for transportation, the following additional charges shall be assessed for split delivery service:

Weight of Component Parts (Pounds)		-----	Split Delivery Charge for Each Component Part in Cents
Over	But Not Over		
0	500	-----	150
500	1000	-----	180
1000	2000	-----	260
2000	4000	-----	360
4000	10000	-----	410
10000		-----	490

300

NOTE 4.-Rates provided in this tariff do not apply to transportation of split delivery shipments unless point of origin and all points of destination are within the San Diego Drayage Area. When point of origin or one or more points of destination are located outside of the San Diego Drayage Area, rates in Minimum Rate Tariff No. 2 shall apply.

Change)
Increase) Decision No. 69204

EFFECTIVE AUGUST 1, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 26

SECTION NO. 2 - RATE BASES AND RATES (Continued)													Item No.
CLASS RATES (In cents per 100 pounds)													
Rate Basis	Minimum Weight in Pounds												
	Any Quantity				2,000				4,000				
	1	2	3	4	1	2	3	4	1	2	3	4	
A	71	64	57	50	57	51	46	40	44	40	35	31	Q110
B	84	76	68	59	68	61	54	47	51	46	41	35	
C	95	85	76	66	76	68	60	53	58	53	47	41	
D	107	96	85	75	83	75	67	58	66	60	53	46	
E	114	103	91	80	92	83	74	65	73	66	58	51	
F	123	111	99	87	103	92	82	72	81	73	64	56	
Rate Basis	Minimum Weight in Pounds												
	10,000				20,000				30,000				
	1	2	3	4	1	2	3	4	1	2	3	4	
A	31	28	25	22	24 $\frac{1}{2}$	22	19 $\frac{1}{2}$	17 $\frac{1}{2}$	22	20	17 $\frac{1}{2}$	15 $\frac{1}{2}$	
B	38	35	31	27	29	26 $\frac{1}{2}$	23 $\frac{1}{2}$	20 $\frac{1}{2}$	24 $\frac{1}{2}$	22	19 $\frac{1}{2}$	17 $\frac{1}{2}$	
C	45	41	36	32	33	30	26 $\frac{1}{2}$	23	27 $\frac{1}{2}$	24 $\frac{1}{2}$	22	19	
D	49	44	40	35	38	35	31	27	30	27	24	21	
E	56	50	45	39	43	39	34	30	34	31	27	23 $\frac{1}{2}$	
F	61	55	49	43	48	43	38	34	36	33	29	25 $\frac{1}{2}$	
◇ Increase, Decision No. 69204													
EFFECTIVE AUGUST 1, 1965													
Issued by the Public Utilities Commission of the State of California, San Francisco, California.													
Correction No. 27													

SECTION NO. 3 - EQUIPMENT RATES, RULES AND REGULATIONS	Item No.
<p style="text-align: center;">RULES AND REGULATIONS</p> <p>(a) Rates named in this section are subject to Items Nos. 10 and 11, Definitions of Technical Terms; Item No. 20, Application of Tariff; Item No. 30, Application of Tariff - Territorial; Items Nos. 50 and 51, Application of Tariff - Commodities; Item No. 150, Charges for Escort Service; Item No. 160, Charges for Permit Shipments; Item No. 170, Collection of Charges; Items Nos. 180, 181 and 182, Collect on Delivery (C.O.D.) Shipments; Items Nos. 200 and 201, Issuance of Shipping Documents; Item No. 250, References to Items and Other Tariffs; and Item No. 260, Units of Measurement to Be Observed. They are not subject to the other rules and regulations provided in Section No. 1.</p> <p>△(b) Rates named in this section are subject to Rules 5 and 145 of the Governing Classification. They are not subject to the other rules of the Governing Classification.</p> <p>(c) Rates named in this section apply only when the property is transported by one carrier for one shipper.</p> <p>ϕ(d) Prior to the transportation of the property, the shipper must enter into a written agreement with the carrier to ship at rates no lower than those provided in this section, stating specifically the class of service desired. (See Item No. 510.) Except as herein provided, no single agreement shall cover shipments transported over a period in excess of 31 days. EXCEPTION: The agreement will not be necessary for transportation of overweight and/or oversize shipments for which a special permit has been issued pursuant to the provisions of Sections Nos. 35780 to 35784, inclusive, of the Vehicle Code, State of California, and attached to or identified on the shipping document.</p> <p>◇(e) Rates named in Item No. 520 are subject to an additional charge at the rate of \$5.65 per man, per hour, minimum charge one-half hour, when carrier furnishes help in addition to the driver. The time for computing the additional charge shall be not less than the actual time in minutes the helper or helpers are engaged in performing the services. The total time so computed shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the table provided in Note 1(c), Item No. 520.</p> <p>(f) When carrier's equipment is painted, lettered or marked, or when special equipment or accessories are furnished by the carrier, in connection with transportation which is performed subject to the rates named in Item No. 520, a charge not less than the cost of painting, lettering or marking or the costs applicable to the use of the special equipment or accessories shall be made.</p>	<p style="text-align: center;">500</p>
<p>ϕ Change ◇ Increase △ Change, neither increase nor reduction</p>	<p style="text-align: right;">Decision No. 69204</p>
<p>EFFECTIVE AUGUST 1, 1965</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>	
<p>Correction No. 28</p>	

SECTION NO. 3 - EQUIPMENT RATES, RULES AND REGULATIONS (Concluded)				Item No.
FREIGHT, regardless of classification, subject to Note 1:				
(Weight in Pounds) (See Note 2)	o (1)(2) Rates in Cents Per Hour			
	Column 1	Column 2	Column 3	
Less than 12,000 -----	725	1025	1325	
12,000 but not over 20,000 --	785	1065	1345	
Over 20,000 -----	880	1140	1400	
<p>(1) Minimum Charge - The charge for one hour.</p> <p>(2) Rates do not include bridge or ferry tolls. Such tolls, when incurred by the carrier, shall be added to the transportation charges.</p> <p>Column 1 - Rates per unit of equipment with driver, except for time equipment is operated in excess of 8 hours out of 9 consecutive hours, and except when operated on Saturdays, Sundays or holidays.</p> <p>Column 2 - Rates per unit of equipment with driver for time equipment is operated in excess of 8 hours out of 9 consecutive hours or on Saturdays, Sundays or the following holidays: Washington's Birthday, Memorial Day or the day before Christmas.</p> <p>Column 3 - Rates per unit of equipment with driver for time equipment is operated on the following holidays: Independence Day, Labor Day, Thanksgiving Day, Christmas or New Year's Day.</p> <p>NOTE 1.-(a) Subject to paragraph (b) below, rates in this item apply from the time the truck and driver report for service pursuant to the shipper's order to the time of completion of the last trip under such order. <u>Exception</u> - If the single transaction covers a period in excess of one day, time consumed in driving from last point of destination to the carrier's terminal at the close of one day's business, and from the carrier's terminal to the point of origin at the beginning of the next day's business will not be included in computing the chargeable time.</p> <p>(b) In computing time for trailer shuttle service no time shall be charged for the movement of truck tractors without load or for trailers or semitrailers without power unit except when such trailers are being loaded or unloaded.</p>				
				520

(c) In computing time under the basis outlined in paragraphs (a) and (b) hereof the various time factors shall not be less than the actual time involved in minutes. After the total time has been determined under the provisions of paragraph (a) hereof, it shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the following table:

Less than 6 minutes ——— omit.
6 minutes or more but less than 23 minutes shall be $\frac{1}{4}$ hour.
23 minutes or more but less than 38 minutes shall be $\frac{1}{2}$ hour.
38 minutes or more but less than 53 minutes shall be $\frac{3}{4}$ hour.
53 minutes or more shall be 1 hour.

NOTE 2.—The normal carrying capacity of each vehicle unit shall be determined by the carrier based upon that amount of property in pounds, which physically can be loaded therein and safely transported under normal conditions.

Change } Decision No. 69204
Increase }

EFFECTIVE AUGUST 1, 1965

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

Correction No. 29