

ORIGINAL

Decision No. 69755

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 (transporta-)
tion for which rates are provided in)
Minimum Rate Tariff No. 9-B).)

Case No. 5439
Petition for Modification
No. 36

SUPPLEMENTAL OPINION AND ORDER

Decision No. 69204 dated June 8, 1965, in the above proceed-
ing, increased various rates and charges in Minimum Rate Tariff No.
9-B effective August 1, 1965. These increases took into account an
increase in the state fuel tax, which was increased from seven to
eight cents per gallon effective April 1, 1965, and was to remain in
effect until December 31, 1965, to raise revenues to be used for
street, highway and bridge reconstruction in the flood-ravaged sec-
tions of northern California.

On August 3, 1965, Governor Edmund G. Brown announced that
this 1-cent per gallon emergency tax would be eliminated on August
31, 1965. The Commission has taken official notice of the
Governor's declaration. It appears, and the Commission finds
that the minimum rates increased by Decision No. 69204, supra,
should be reduced to reflect the cancellation of this tax.

IT IS ORDERED that:

1. Minimum Rate Tariff No. 9-B (Appendix A of Decision No. 67766, as amended) is hereby further amended by incorporating therein to become effective November 13, 1965, Second Revised Page 49 attached hereto and by this reference made a part hereof.

2. Tariff publications authorized to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order, and may be made effective on not less than ten days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order.

3. 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.

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

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

Dated at San Francisco, California, this 5th day of October, 1965.

Frederic B. Goldberg
President
George T. Hoover
Augusta
William T. Bennett

Commissioners

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

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)	¢(1)(2) Rates in Cents Per Hour			
	Column 1	Column 2	Column 3	
Less than 12,000 -----	720	1020	1320	
12,000 but not over 20,000 --	730	1060	1340	
Over 20,000 -----	875	1135	1395	
<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 8 minutes ----- omit.
8 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)
& Reduction) Decision No. 69755

EFFECTIVE NOVEMBER 13, 1965

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 31