

**ORIGINAL**

Decision No. 69756

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation into )  
the rates, rules and regulations, charges, )  
allowances and practices of all common )  
carriers, highway carriers and city ) Case No. 7783  
carriers relating to the transportation ) Petition for  
of any and all commodities between and ) Modification No. 4  
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). )

SUPPLEMENTAL OPINION AND ORDER

Decision No. 69283, dated June 22, 1965, in the above proceeding, increased various rates and charges in Minimum Rate Tariff No. 15, 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 sections 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. 69283, supra, should be reduced to reflect the cancellation of this tax.

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 November 13, 1965, Fourth Revised Page 12, Second Revised Page 26 and Third Revised Page 27 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. 65072, 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.

Frederick B. H. [unclear]  
President  
George C. Hoover  
Agent  
William A. [unclear]

Commissioners

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

SECTION NO. 1 - RULES AND REGULATIONS (Concluded)	Item No.																					
<p style="text-align: center;"><b>CHARGES FOR ESCORT SERVICE</b></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 \$6.35 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>(c) A charge of \$7.35 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 border="0" style="margin-left: auto; margin-right: auto;"> <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: center;">----- omit</td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">23</td> <td style="text-align: center;">----- shall be <math>\frac{1}{4}</math> hour</td> </tr> <tr> <td style="text-align: center;">23</td> <td style="text-align: center;">38</td> <td style="text-align: center;">----- shall be <math>\frac{1}{2}</math> hour</td> </tr> <tr> <td style="text-align: center;">38</td> <td style="text-align: center;">53</td> <td style="text-align: center;">----- shall be <math>\frac{3}{4}</math> hour</td> </tr> <tr> <td style="text-align: center;">53</td> <td style="text-align: center;">60</td> <td style="text-align: center;">----- 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	120
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<p style="text-align: center;"><b>CHARGES FOR PERMIT SHIPMENTS</b></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>(a) A charge of \$7.35 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>	130																					
<p>Change ) Reduction ) Decision No. <b>69756</b></p>																						
<p>EFFECTIVE NOVEMBER 13, 1965</p>																						
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 56</p>																						

SECTION-NO. 5 - MILEAGE RATES AND OTHER ACCESSORIAL CHARGES		Item No.
MILEAGE RATES (Subject to Notes 1 and 2)		
Type of Carrier's Motor Power Equipment	Rates(1)	
TRUCK WITHOUT TRAILER:		
Less than 9 feet (2) -----	8½	
9 feet but less than 12 feet (2)-----	11½	
12 feet and over, 2 axle (2)		
Flat or Van -----	13	
Van, insulated -----	14	
12 feet and over, 3 axle (2)		
Flat or Van -----	15	
Van, insulated -----	16	
TRUCK WITH TRAILER (3):		
GAS		
Flat or Van -----	21½	6500
Van, insulated -----	22	
DIESEL		
Flat or Van -----	20	
Van, insulated -----	20½	
<p>(1) Rates in Cents per mile to be added to rates provided in Items Nos. 200, 300 and 400.</p> <p>(2) Lineal loading space.</p> <p>(3) Any combination of trucks and trailers, regardless of length.</p> <p>NOTE 1.--Rates apply according to the type of carrier's motor power equipment furnished.</p> <p>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.</p>		
o Reduction, Decision No. 69756		
EFFECTIVE NOVEMBER 13, 1965		
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 59</p>		

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
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

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- (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.

Reduction, Decision No. 69756

EFFECTIVE NOVEMBER 13, 1965

Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 60