

ORIGINALDecision No. 70934

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 relat-
 ing 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. 5
 (Filed March 18, 1966)

Arlo D. Poe, J. C. Kaspar and H. F. Kollmyer, for
 California Trucking Association, petitioner.
Frank J. Corsello, for Pacific Motor Trucking Co.;
Emil P. Fleschner, for Southern California Truck
 Leasing Inc.; Richard D. Stokes, for Haslett
 Company; Herbert Williams, for Williams
 Transportation Co.; respondents.
A. E. Norrbom, for Traffic Managers Conference
 of California and John T. Reed, for California
 Manufacturers Assn.; protestants.
Charles H. Costello, for Continental Can Co., Inc.;
David B. Porter, for Canners League of California;
G. B. Fink, for The Dow Chemical Co.; Joseph D.
Cunliffe, for U. S. Borax & Chemical Corp.;
Kenneth C. Delaney, for Los Angeles Chamber of
 Commerce; William J. Newlove, for Radio Corp. of
 America; Clyde L. Elrod for Mobil Oil Corp.;
Reed B. Tibbetts, for Owens Illinois; Ted Muraoka,
 for IBM Corporation; W. R. Donovan, for C & H
 Sugar and Robert W. Brown, for Eastman Kodak Co.;
 interested parties.
Robert E. Walker and R. A. Lubich, for the
 Commission staff.

O P I N I O N

By this petition the California Trucking Association (CTA)
 seeks upward adjustments of five to six percent in the rates and
 charges named in Minimum Rate Tariff No. 15 for yearly, monthly and
 weekly vehicle unit service.

Public hearing was held on May 19, 1966, at San Francisco before Examiner Gagnon. Evidence was presented by petitioner's director of transportation economics and by the Commission's Transportation Division staff. Protestants did not disclose the basis for their opposition to the sought increase in rates nor offer any direct evidence in support of their position.

The present level of the minimum vehicle unit rates reflect carrier wage costs and other allied payroll expenses in effect as of July 1, 1965 (Decision No. 69283, dated June 22, 1965). Since that date, petitioner avers that highway carriers providing service under Minimum Rate Tariff No. 15 have experienced increased operating costs which will be increased further on July 1, 1966, as a result of existing labor agreements. Petitioner's witness introduced an exhibit showing the various percentage increases in wages, health and welfare payments, taxes and Workmen's Compensation Insurance which the highway carriers have experienced since the last general adjustment in rates or will sustain as of July 1, 1966. The CTA's sought increase in rates will assertedly offset like increases in the costs of providing vehicle unit service under Minimum Rate Tariff No. 15.

The Commission staff engineer presented an exhibit showing the present estimated costs of providing service under the yearly and monthly vehicle unit rates. He explained that current wage and allied payroll costs were substituted in the basic staff cost study prepared in 1962 (Decision No. 65072, dated March 12, 1963, 60 Cal. P.U.C. 624) and the percentage increases over the 1965 cost estimates calculated. The staff cost study does not reflect the additional cost for handling obnoxious or other hazardous cargo under existing labor contracts.

The Commission staff rate expert introduced an exhibit showing proposed rates and charges designed to reflect the increased costs of operation as developed by the staff transportation engineer. The method employed in the development of the proposed rates related such rates to the estimated full costs of July 1, 1966 so as to retain the existing cost-rate relationship. Petitioner's director of transportation economics stated that, except for the absence of a provision to cover the additional cost of handling obnoxious or other hazardous cargo, the staff cost study and rate proposals appeared to be a fair and reasonable measure of the changes in the operating costs since the minimum vehicle unit rates were last adjusted. The director, on behalf of petitioner, requested that, except for the sought handling charge for obnoxious cargo, the instant petition be amended to seek adoption of the staff rates.

The evidence is clear that the carriers providing transportation service under the vehicle unit rates in Minimum Rate Tariff No. 15 have experienced increased operating expenses since the last adjustment of such rates pursuant to Decision No. 69283 and that, effective July 1, 1966, such operating expenses will be further increased under existing labor agreements. The minimum rates and charges in Minimum Rate Tariff No. 15 should be adjusted to reflect such known increases in the costs of providing service under the tariff.

The estimated current costs of providing transportation service under vehicle unit rates developed by the Commission staff, reasonably measure the effect of the increased costs since the last rate adjustment, except that the study does not reflect the additional cost for handling obnoxious cargo. This element of increased cost should also be recognized and reflected in the rate adjustment to be adopted herein.

Upon consideration of all the facts of record, the Commission finds that the increases in rates as proposed by the staff, including petitioner's sought tariff charge for handling obnoxious cargo, 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. 15 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.

The Commission concludes that Petition for Modification No. 5, as amended at the hearing, in Case No. 7783, should be granted and that Minimum Rate Tariff No. 15 should be amended accordingly.

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 September 1, 1966, the revised pages attached hereto and listed in Appendix A, also attached hereto, which pages and appendix by this reference are made a part hereof.

2. Tariff publications required 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 September 1, 1966; 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.

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.

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

Dated at San Francisco, California, this 16th day of JULY, 1966.

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

George T. Brewer President
Fredrick B. Holdoff
Arthur
William G. Bennett Commissioners

APPENDIX A TO DECISION NO. 70994

List of Revised Pages to Minimum Rate Tariff No. 15

Authorized by Said Decision

Third Revised Page 2
Fifth Revised Page 12
Fourth Revised Page 14
Fifth Revised Page 15
Fourth Revised Page 16
Fourth Revised Page 18
Fourth Revised Page 19
Fourth Revised Page 20
Fourth Revised Page 22
Fourth Revised Page 23
Fourth Revised Page 28
Fourth Revised Page 29
Fourth Revised Page 30
Fourth Revised Page 31

(End of Appendix A 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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* Addition, Decision No. **70994**

EFFECTIVE SEPTEMBER 1, 1966

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 61

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>(a) A charge of \diamond\$6.60 per hour, plus 8 cents per actual mile, shall be made for each escort vehicle and driver furnished, for the time and distance said vehicle and driver are engaged in such service (See 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 \diamond\$7.60 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 $\frac{1}{4}$ hour</td> </tr> <tr> <td style="text-align: center;">23</td> <td style="text-align: center;">38</td> <td style="text-align: center;">_____ 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: center;">_____ 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: 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	<p>\diamond120</p>
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>(a) A charge of \$7.60 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>\diamond130</p>																					
<p style="text-align: center;">CHARGES FOR OBNOXIOUS CARGO</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charge shall be assessed whenever obnoxious cargo is transported:</p> <p>(a) A charge of \$1.50 shall be made for each employee for each calendar day, or part thereof, for each agreement during which obnoxious cargo is handled.</p> <p>(b) Obnoxious cargo shall constitute the following:</p> <ol style="list-style-type: none"> (1) Creosoted Articles (2) Hides (3) Lamp Black 	<p>*0140</p>																					

⌘ Change)
* Addition) Decision No. **70994**
◇ Increase)

EFFECTIVE SEPTEMBER 1, 1966

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 62.

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
<p>TRUCK WITHOUT TRAILER(2):</p> <p>Less than 9 feet(3) -----</p> <p>9 feet but less than 12 feet(3) -----</p> <p>12 feet and over, 2-axle(3)</p> <p> Flat or Van -----</p> <p> Van, insulated -----</p> <p>12 feet and over, 3-axle(3)</p> <p> Flat or Van -----</p> <p> Van, insulated -----</p> <p>TRUCK WITH TRAILER(4):</p> <p> Gas</p> <p> Flat or Van -----</p> <p> Van, insulated -----</p> <p> Diesel</p> <p> Flat or Van -----</p> <p> Van, insulated -----</p>	<p>1030(5)</p> <p>1048(5)</p> <p>1062(5)</p> <p>1079(5)</p> <p>1168</p> <p>1193</p> <p>1323</p> <p>1388</p> <p>1387</p> <p>1452</p>	<p>975(6)</p> <p>994(6)</p> <p>1008(6)</p> <p>1025(6)</p> <p>1085(7)</p> <p>1110(7)</p> <p>1234(7)</p> <p>1299(7)</p> <p>1303(7)</p> <p>1368(7)</p>
<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>(5) An additional charge of \$1.55 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>(6) An additional charge of \$2.60 per day shall be assessed for each day that service is performed from, to or between points located in Rate Basis "A".</p> <p>(7) An additional charge of \$4.05 per day shall be assessed for each day that service is performed from, to or between points located in Rate Basis "A".</p>		

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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 \$11.10 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. 210 and 211 may be used in combination with rates for trucks with trailers as provided herein.

◇ Increase, except as noted) Decision No. 70994
○ No Change

EFFECTIVE SEPTEMBER 1, 1966

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

Correction No. 63

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 Trailing Equipment (5)		
			Tractor-Gas			Tractor-Diesel			
			2 axle (3)	2 axle (4)	3 axle	2 axle			3 axle
			RATES (6)					RATES	
Carrier Owned: Flat	Under 28	A	1133	1192	1229	1254	1299	041	0210
		B	1051	1098	1117	1172	1216	041	
Flat	28 and Over	A	1159	1218	1255	1280	1325	067	
		B	1104	1153	1200	1225	1269	067	
Flat	Doubles(7)	A	1214	1273	1310	1335	1380	93	
		B	1130	1179	1226	1251	1295	93	
Van	Under 28	A	1113	1202	1239	1264	1309	051	
		B	1061	1108	1157	1182	1226	051	
Van	28 and Over	A	1165	1224	1261	1286	1331	73	
		B	1110	1159	1206	1231	1275	73	
Van	Doubles(7)	A	1234	1293	1330	1355	1400	113	
		B	1150	1199	1246	1271	1315	113	
Van, insulated	Under 28	A	1174	1233	1270	1295	1340	82	
		B	1092	1139	1188	1213	1257	82	
Van, insulated	28 and Over	A	1221	1280	1317	1342	1387	129	
		B	1166	1215	1262	1287	1331	129	
Van, insulated	Doubles(7)	A	1300	1359	1396	1421	1466	179	
		B	1216	1265	1312	1337	1381	179	
Hopper Semi-trailer	Under 28	A	1133	1192	1229	1254	1299	041	
		B	1051	1098	1117	1172	1216	041	
Hopper Trailer	Under 28	A	--	--	--	--	--	052	
		B	--	--	--	--	--	052	
Hopper	Doubles(7)	A	--	1269	1306	1331	1376	89	
		B	--	1175	1222	1247	1291	89	
Converter gears, dollies(6)		A	--	--	--	--	--	021	
		B	--	--	--	--	--	021	

Shipper Owned	Under 28	A	1092	1151	1188	1213	1258	--
		B	1010	1057	1106	1131	1175	--
	28 and Over	A	1092	1151	1188	1213	1258	--
		B	1037	1086	1133	1158	1202	--
	Doubles(7)	A	1121	1180	1217	1242	1287	--
		B	1037	1086	1133	1158	1202	--

(Continued in Item No. 211)

◊ Increase, except as noted)
 ○ No Change) Decision No. **70994**

EFFECTIVE SEPTEMBER 1, 1966

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 64

SECTION NO. 2 - YEARLY VEHICLE UNIT RATES (Concluded)	Item No.
BASE YEARLY VEHICLE UNIT RATES (Concluded)	
(Items Nos. 210 and 211)	
<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>	211
<p>∅(8) Rate Basis "B" rates are subject to an additional charge of ∅\$4.05 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 ∅\$11.10 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>	

ϕ Change)
◇ Increase) Decision No. 70994

EFFECTIVE SEPTEMBER 1, 1966

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 65

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>		
	Rate Basis (1)	
	A	B
TRUCK WITHOUT TRAILER(2):		
Less than 9 feet(3) -----	1099(5)	1046(6)
9 feet but less than 12 feet(3) -----	1126(5)	1071(6)
12 feet and over, 2-axle(3)		
Flat or Van -----	1142(5)	1090(6)
Van, insulated -----	1166(5)	1114(6)
12 feet and over, 3-axle(3)		
Flat or Van -----	1276	1193(7)
Van, insulated -----	1301	1218(7)
TRUCK WITH TRAILER(4):		
Gas		
Flat or Van -----	1460	1380(7)
Van, insulated -----	1545	1465(7)
Diesel		
Flat or Van -----	1551	1474(7)
Van, insulated -----	1636	1559(7)
0300		
<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>(5) An additional charge of \$1.55 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>(6) An additional charge of \$2.50 per day shall be assessed for each day that service is performed from, to or between points located in Rate Basis "A".</p> <p>(7) An additional charge of \$3.80 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.</p> <p>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.</p> <p>NOTE 3.-An additional charge of \$11.10 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> <p>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>		

◇ Increase, except as noted)
○ No Change)
◊ Reduction)

Decision No. 70994

EFFECTIVE SEPTEMBER 1, 1966

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

Correction No. 66

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 Trail-ing Equip-ment (5)
			Tractor-Gas			Tractor-Diesel		
			2 axle (3)	2 axle (4)	3 axle	2 axle	3 axle	
Carrier Owned: Flat	Under 28	A	1222	1297	1357	1387	1453	051
		B	1241	1216	1274	1305	1367	051
Flat	28 and Over	A	1260	1335	1395	1425	1491	89
		B	1276	1281	1339	1370	1432	89
Flat	Doubles(7)	A	1324	1399	1459	1469	1553	124
		B	1241	1316	1374	1405	1467	124
Van	Under 28	A	1238	1313	1373	1403	1469	67
		B	1157	1232	1290	1321	1383	67
Van	28 and Over	A	1269	1344	1404	1434	1500	98
		B	1215	1290	1348	1379	1441	98
Van	Doubles(7)	A	1353	1428	1488	1518	1582	153
		B	1270	1345	1403	1434	1496	153
Van, insulated	Under 28	A	1283	1358	1418	1448	1514	112
		B	1202	1277	1335	1366	1428	112
Van, insulated	28 and Over	A	1347	1422	1482	1512	1578	176
		B	1293	1368	1426	1457	1519	176
Van, insulated	Doubles(7)	A	1439	1514	1574	1604	1668	239
		B	1356	1431	1489	1520	1582	239
Hopper Semi-trailer	Under 28	A	1239	1314	1374	1404	1470	68
		B	1158	1233	1291	1322	1384	68
Hopper Trailer	Under 28	A	--	--	--	--	--	89
		B	--	--	--	--	--	89
Hopper	Doubles(7)	A	--	1426	1486	1516	1580	151
		B	--	1343	1401	1432	1494	151
Converter gears, dollies(6)		A	--	--	--	--	--	021
		B	--	--	--	--	--	021

0310

Shipper Owned	Under 28	A	1171	1246	1306	1336	1402	-
		B	1090	1165	1223	1254	1316	-
	28 and Over	A	1171	1246	1306	1336	1402	-
		B	1117	1192	1250	1281	1343	-
	Doubles (7)	A	1200	1275	1335	1365	1429	-
		B	1117	1192	1250	1281	1343	-

(Continued in Item No. 311)

◇ Increase, except as noted } Decision No. **70994**
 ○ No change }

EFFECTIVE SEPTEMBER 1, 1966

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 67

SECTION NO. 3 - MONTHLY VEHICLE UNIT RATES (Concluded)	Item No.
<p style="text-align: center;">BASE MONTHLY VEHICLE UNIT RATES (Concluded) (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 \diamond\$3.95 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 \diamond\$11.10 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>\diamond Change) \diamond Increase) Decision No. 70994</p>	
<p>EFFECTIVE SEPTEMBER 1, 1966</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 68</p>	

SECTION NO. 4--WEEKLY VEHICLE UNIT RATES		Item No.
<p>BASE WEEKLY VEHICLE UNIT RATES</p> <p>Base rates in dollars per unit of carrier's equipment. Rates do not include a charge for miles operated. Sec 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)	
	C	D
<p>TRUCK WITHOUT TRAILER(2) :</p> <p>Less than 9 feet(3) ----- 302(5) 288</p> <p>9 feet but less than 12 feet(3) ----- 310(5) 295</p> <p>12 Feet and over, 2-axle(3)</p> <p>Flat or Van ----- 314(5) 300</p> <p>Van, insulated ----- 321(5) 306</p> <p>12 feet and over, 3-axle(3)</p> <p>Flat or van ----- 351 328</p> <p>Van, insulated ----- 358 335</p> <p>TRUCK WITH TRAILER(4) :</p> <p>Gas</p> <p>Flat or Van ----- 402 380</p> <p>Van, insulated ----- 425 403</p> <p>Diesel</p> <p>Flat or Van ----- 427 405</p> <p>Van, insulated ----- 450 429</p>		400
<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>(5) An additional charge of \$1.55 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.</p> <p>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.</p> <p>NOTE 3.--An additional charge of o\$3.05 per week 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 weekly charge of o65 cents 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> <p>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>		

o Increase, except as noted)
o No Change) Decision No. 70994

EFFECTIVE SEPTEMBER 1, 1966

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San Francisco, California.

Correction No. 59

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 Trail-ing Equip-ment (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	336	357	373	381	400	014	
		D	314	334	350	359	376	014	
Flat	28 and Over	C	346	367	383	391	410	024	
		D	331	352	368	376	393	024	
Flat	Doubles (7)	C	364	385	401	409	426	034	
		D	341	362	378	386	403	034	
Van	Under 28	C	340	361	377	385	404	018	
		D	318	338	354	363	380	018	
Van	28 and Over	C	349	370	386	394	413	027	0410
		D	334	355	371	379	396	027	
Van	Doubles (7)	C	372	393	409	417	434	042	
		D	349	370	386	394	411	042	
Van, insulated	Under 28	C	353	374	390	398	417	031	
		D	331	351	367	376	393	031	
Van, insulated	28 and Over	C	370	391	407	415	434	048	
		D	355	376	392	400	417	048	
Van, insulated	Doubles (7)	C	396	417	433	441	458	66	
		D	373	394	410	418	436	66	
Hopper Semi-trailer	Under 28	C	341	362	378	386	405	19	
		D	319	339	355	364	381	19	
Hopper Trailer	Under 28	C	-	-	-	-	-	024	
		D	-	-	-	-	-	024	
Hopper	Doubles (7)	C	-	393	409	417	434	42	
		D	-	370	386	394	411	42	

Converter gears, dollies (6)		C	-	-	-	-	-	06
		D	-	-	-	-	-	06
Shipper Owned	Under 28	C	322	343	359	367	386	-
		D	300	320	336	345	362	-
	28 and Over	C	322	343	359	367	386	-
		D	307	328	344	352	369	-
	Doubles (7)	C	330	351	367	375	392	-
		D	307	328	344	352	369	-

(Continued in Item No. 411.)

◇ Increase, except as noted) Decision No. **70994**
 ○ No Change)

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 San Francisco, California.

Correction No. 70

SECTION NO. 5 - MILEAGE RATES AND OTHER ACCESSORIAL CHARGES (Continued)										Item No.
<p>DAILY VEHICLE UNIT RATES FOR SATURDAYS, SUNDAYS AND HOLIDAYS</p> <p>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.</p>										
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) -----		26	72	07	53	55	29	72	07	53
10,500 pound load or over(3) -----		27	75	07	55	55	29	72	07	55
Pulling trailer -----		29	77	08	58	58	30	75	08	58
TRACTOR:										
Pulling one semi-trailer -----		27	75	07	55	55	29	72	07	55
Pulling more than one trailer or semi-trailer -----		29	77	08	58	58	30	75	08	55

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.

◇ Increase, except as noted) Decision No. 70994
○ No Change

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San Francisco, California.
Correction No. 71

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)—	235	430	320	645	1290	960	655	985	1300		
10,500 pound load or over (4)—	240	445	330	670	1335	995	655	985	1300		
Pulling trailer —————	6250	460	345	690	1385	1030	680	1015	1345		
TRACTOR:											
Pulling one semi-trailer ———	240	445	330	670	1335	995	655	985	1300		
Pulling more than one trailer or semi-trailer —————	6250	460	345	690	1385	1030	680	1015	1345		
<p>(1) Rates in cents per hour to be added to rates provided in Items Nos. 200 through 310 and Item No. 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 5:15 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 when service is performed at any time during the day in the County of San Francisco or San Mateo.</p> <p>(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.</p> <p>(10) Rate for Saturdays and Sundays.</p> <p>(11) Rate for Holidays.</p>										0530	

◇ Increase)
o Reduction) Decision No. 70994

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Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 72

SECTION NO. 5 - MILEAGE RATES AND OTHER ACCESSORIAL CHARGES (Continued)						Item No.
RATES FOR PREMIUM PAY HOURS AND EXCESSIVE HOURS (1)						
Type of Carrier's Motor Power Equipment	Rate Basis(2)					
	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) ———	235	320	645	960	655	985 1300
10,500 lb. load or over(4) ———	240	330	670	995	655	985 1300
Pulling trailer ———	6250	345	690	1030	680	1015 1345
TRACTOR:						
Pulling one semi-trailer ———	240	330	670	995	655	985 1300
Pulling more than one trailer or semi-trailer ———	6250	345	690	1030	680	1015 1345

0520

- (1) Rates in cents per hour to be added to rates provided in Items Nos. 400, 410 and 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 5:00 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.
- (9) Rate for Saturdays and Sundays.
- (10) Rate for Holidays.

◇ Increase, except as noted)
 ◊ Reduction) Decision No. **70994**

EFFECTIVE SEPTEMBER 1, 1966

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

Correction No. 73

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.	625	575	625	575
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.	645	640	645	640
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)865 (4)640	(5)640 (6)845	640	(5)640 (6)845
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)1295 (4)960	(5)960 (6)1265	960	(5)960 (6)1265

Q550

- (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.

70994

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