

ORIGINALDecision No. 71041

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 in Los Angeles and Orange)
 Counties (transportation for which)
 rates are provided in Minimum Rate)
 Tariff No. 5).)

Case No. 5435
 Petition for Modification
 No. 74
 (Filed March 14, 1966)

SUPPLEMENTAL OPINION AND ORDER

Decision No. 71040, entered today in Case No. 5441 (Petition for Modification No. 103) et al, established revised rules and charges, competitive with the so-called "going rates" of United Parcel Service, Inc., in City Carriers' Tariff No. 1-A and Minimum Rate Tariffs Nos. 1-B and 5 for the local drayage of parcel delivery shipments. The decision also provided that, in order to avoid duplication of tariff distribution, Minimum Rate Tariff No. 5 should be amended by a separate order.

IT IS ORDERED that:

1. Minimum Rate Tariff No. 5 (Appendix A to Decision No. 32504, as amended) is hereby further amended by incorporating therein, to become effective September 3, 1966, the revised pages which are attached hereto and by this reference made a part hereof, which revised pages are numbered as follows:

Twentieth Revised Page 7
 Twenty-second Revised Page 16
 Second Revised Page 18-B
 Twentieth Revised Page 28

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 September 3, 1966; 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. 32504, 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 26th day of July, 1966.

[Signature]
President

George H. Hoover

Fredrick B. Walbluff

Augustin

William B. Bennett
Commissioners

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION
	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Items Nos. 10 and 11)</p> <p>ARMORED CAR means any motor truck and/or other highway vehicle which has been armored with bullet resistant metal and/or bullet proof glass, and which is manned by an armed crew.</p> <p>CARRIER means a carrier, as defined in the City Carriers' Act, or a radial highway common carrier, a highway contract carrier or a cement contract carrier, as defined in the Highway Carriers' Act.</p> <p>CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles operated by the carrier.</p> <p>COMMON CARRIER RATE means any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment; also any interstate or foreign rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, applying between points in California and in effect at time of shipment and covering transportation exempt from rate regulation of the Interstate Commerce Commission under Section 203 (b)(6) or Section 203(b)(8) of Part II of the Interstate Commerce Act.</p> <p>*DANGEROUS ARTICLES means articles described in Motor Carriers' Explosives and Dangerous Articles Tariff 12, Cal.P.U.C. 7, of American Trucking Associations, Inc., Agent, and supplements thereto or reissues thereof.</p> <p>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>GOVERNING CLASSIFICATION means National Motor Freight Classification A-8(CAL) as governed by National Motor Freight Classification A-8.</p> <p>HOLIDAYS mean New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, December 24 and Christmas Day. When such holidays fall on Sunday, the following Monday shall be considered as a holiday</p> <p>INDEPENDENT-CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.</p> <p>PALLETIZED SHIPMENT means a shipment tendered to and transported by the carrier on pallets (elevating-truck pallets or platforms or lift-truck skids, with or without standing sides or ends, but without tops).</p> <p>PERMIT SHIPMENT means a shipment which because of its width, length, height, weight or size requires special</p>

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authority from a governmental agency regulating the use of highways, roads or streets for the transportation of such shipment in whole or in part.

POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent. All points within a single industrial plant or receiving area of one consignee shall be considered as one point of destination. An industrial plant or receiving area of one consignee shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.

POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation. All points within a single industrial plant or shipping area of one consignor shall be considered as one point of origin. An industrial plant or shipping area of one consignor shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.

POWER EQUIPMENT means any gasoline, diesel, electric or gas driven equipment including electric powered cranes and lift truck equipment.

(Continued in Item No. 11)

∅ Change)
* Addition) Decision No. 71041

EFFECTIVE SEPTEMBER 3, 1966

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 483

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																					
100	<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates provided in this tariff are for the transportation of shipments, as defined in Items Nos. 10 and 11 from point of origin to point of destination, and include loading into and unloading from the carrier's equipment, subject to Note 1.</p> <p>NOTE 1.-When shipment is picked up at or delivered to a point not at street level, and no vehicular elevator service or vehicular ramp is provided and made available to the carrier, an additional charge of 9 cents per 100 pounds, minimum additional charge 42 cents per shipment, shall be assessed for the service of handling shipment beyond carrier's equipment; except that no additional charge shall be made for the service in connection with shipments weighing less than 100 pounds.</p>																					
110	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>An additional charge at the rate of \$6.00 per man per hour, minimum charge \$3.00, shall be made for stacking, sorting or any other accessorial or incidental service which is not authorized to be performed under the rates named in this tariff and for which a charge is not otherwise provided.</p>																					
120	<p style="text-align: center;">MINIMUM CHARGE</p> <p>Except as otherwise provided the minimum charge per shipment shall be as follows * (See Note):</p> <table border="0" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">Weight of shipment (in pounds)</th> <th style="text-align: right;">Charge</th> </tr> <tr> <th style="text-align: center;">Over</th> <th style="text-align: center;">But Not Over</th> <th style="text-align: right;">(in cents)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">25</td> <td style="text-align: right;">----- 115</td> </tr> <tr> <td style="text-align: center;">25</td> <td style="text-align: center;">50</td> <td style="text-align: right;">----- 140</td> </tr> <tr> <td style="text-align: center;">50</td> <td style="text-align: center;">75</td> <td style="text-align: right;">----- 165</td> </tr> <tr> <td style="text-align: center;">75</td> <td style="text-align: center;">100</td> <td style="text-align: right;">----- 195</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">-</td> <td style="text-align: right;">----- 220</td> </tr> </tbody> </table> <p>*NOTE.-Will not apply on shipments made under the provisions of Item No. 325.</p>	Weight of shipment (in pounds)		Charge	Over	But Not Over	(in cents)	0	25	----- 115	25	50	----- 140	50	75	----- 165	75	100	----- 195	100	-	----- 220
Weight of shipment (in pounds)		Charge																				
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25	50	----- 140																				
50	75	----- 165																				
75	100	----- 195																				
100	-	----- 220																				

REFERENCES TO ITEMS AND OTHER TARIFFS

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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 or classifications include references to amendments and successive issues of such publications.

∅ Change)
* Addition) Decision No. 71041

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Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 484

Item No. SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)

COLLECT ON DELIVERY (C.O.D.) SHIPMENTS (Concluded)
(Items Nos. 150, 151 and 152)

10. If, in any particular case, exemption or deviation from any of the requirements herein is deemed necessary by the carrier concerned, the Commission will consider the application of such carrier for such exemption or deviation when accompanied by a full statement of the conditions existing and the reasons why such exemption or deviation is considered necessary.

11. A carrier not electing to undertake transportation of C.O.D. shipments shall be deemed to have given notice of such election by not filing the bond provided for herein for carriers handling such shipments.

12. The charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments transported under the provisions of Item No. 325 shall be 30 cents for each C.O.D. without regard to the amount collected.

13. Except as otherwise provided, the charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments shall be as follows:

When the amount collected is	Charge for collecting and remitting will be
Not over \$20.00	\$0.81
Over 20.00 not over 25.00	0.85
Over 25.00 not over 40.00	0.98
Over 40.00 not over 50.00	1.06
Over 50.00 not over 60.00	1.32
Over 60.00 not over 80.00	1.38
Over 80.00 not over 100.00	1.44
Over 100.00 not over 102.50	1.78
Over 102.50 not over 105.00	1.84
Over 105.00 not over 110.00	1.91
Over 110.00 not over 120.00	1.96
Over 120.00 not over 140.00	2.04
Over 140.00 not over 150.00	2.09
Over 150.00 not over 160.00	2.24
Over 160.00 not over 180.00	2.29
Over 180.00 not over 200.00	2.32
Over 200.00 not over 250.00	2.62
Over 250.00 not over 300.00	3.01
Over 300.00 not over 350.00	3.41
Over 350.00 not over 400.00	3.79
Over 400.00 not over 450.00	4.19
Over 450.00 not over 500.00	4.60
Over 500.00 not over 550.00	4.97
Over 550.00 not over 600.00	5.34

Over	\$600.00	not over	\$650.00	-----	\$5.75
Over	650.00	not over	700.00	-----	6.14
Over	700.00	not over	750.00	-----	6.54
Over	750.00	not over	800.00	-----	6.92
Over	800.00	not over	850.00	-----	7.33
Over	850.00	not over	900.00	-----	7.71
Over	900.00	not over	950.00	-----	8.10
Over	950.00	not over	1,000.00	-----	8.48
Over	1,000.00 at rate of \$8.48 per \$1,000.00				

ø Change)
 ° Increase) Decision No. **71041**

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 San Francisco, California.

Correction No. 485

Item No.	SECTION NO. 4--COMMODITY RATES	
		RATE
<p>6325</p>	<p>OFFRUGHT, regardless of classification, transported within and between all zones:</p> <p>PARCEL DELIVERIES</p> <p>1. The rates and provisions of this item are limited in their application to shipments of general commodities, except articles of unusual value, dangerous articles (Class A and B explosives), household goods, commodities in bulk, and commodities requiring temperature control or special equipment. Each package or article shall be considered as a separate and distinct shipment.</p> <p>2. The provisions of this item will not apply to the transportation of:</p> <p>(a) Any package or article weighing more than 50 pounds or exceeding 108 inches in length and girth combined.</p> <p>(b) Any packages or articles weighing in the aggregate more than 100 pounds from one consignor at one location to one consignee at one location during a single day.</p> <p>(c) Any package or article when consignor requests delivery on the same day that package or article is picked up at consignor's place of business or delivered to carrier's terminal.</p> <p>(d) Any shipment between retail stores and their branches or warehouses on the one hand, and on the other hand, the premises of the customers of such stores.</p> <p>3. Rates and charges in this item shall apply only on prepaid shipments and only where the shipper elects in writing in advance to utilize the rates and charges herein for all packages weighing 50 pounds or less tendered by said shipper to the carrier for delivery during the same calendar week.</p> <p>NOTE.--In addition to the rates named herein the carrier shall assess a service charge of \$2.00 per week unless all packages or pieces are tendered at carrier's terminal.</p>	<p>In Cents Per Package</p> <p>18 Plus 3 cents for each pound or fraction thereof (See Note)</p>
<p>6330</p>	<p>FREIGHT transported between or within the zones described in Items Nos. 30, 31, 32 and 33 and between points at which facilities are maintained for the loading of property into or upon, and the unloading of property from, rail cars, including truck loading and unloading facilities of plants or industries located at such rail loading and unloading points:</p>	

Apply the railroad switching rates in effect on date of shipment as published in the tariffs of the rail carriers on file with the Public Utilities Commission of the State of California, plus an added charge as provided herein.

Any quantity or less-truckload ratings as shown in the Governing Classification ** or this tariff	Added charges in cents per 100 pounds
1st Class or Higher -----	21
2nd Class -----	17
3rd Class -----	16
4th Class or Lower -----	11½

∅ Change ◇ Increase ** Reference to Exception Ratings Tariff eliminated))))	Decision No. 71041
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