

ORIGINAL

Decision No. 71086

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 re-
lating to the transportation of
property within San Diego County
(transportation for which rates
are provided in Minimum Rate
Tariff No. 9-B).

Case No. 5439

Petition No. 44
(Filed March 18, 1966)

Arlo D. Poe, H. F. Kollmyer, and J. C. Kaspar,
for California Trucking Association,
petitioner.
W. Ross Starkey, for Pacific Messenger Service,
respondent.
John T. Reed, for California Manufacturers
Association, protestant.
E. J. Langhofer, for San Diego Chamber of
Commerce, interested party.
Ralph J. Staunton and J. M. Jenkins, for the
Transportation Division of the Commission's
staff.

O P I N I O N

By this petition the California Trucking Association (CTA) seeks increases in the rates and charges which apply as minimum for the transportation of general commodities by for-hire highway carriers within the San Diego Drayage Area, a defined area in and about the City of San Diego and adjacent cities and communities. Said rates and charges are set forth in the Commission's Minimum Rate Tariff No. 9-B. The sought increases range in amount from about 3-1/2 to 5 percent.

Public hearing on the petition was held before Examiner Abernathy at San Diego on April 26, 1966.

Evidence was presented by petitioner's assistant director of research. According to the testimony of this witness, increases in the rates and charges as sought are necessary to compensate for increases in operating costs which the carriers have experienced or will experience by July 1, 1966. The cost increases are mainly in the form of increased wage rates and related fringe benefits to which the carriers are committed under present labor contracts.

The assistant director of research submitted and explained figures which he had developed to measure the extent that the carriers' operating costs have been increased by the increases in wage and related costs. In general, these figures had been developed by applying the increased wage rates and other cost increases to cost figures taken from an exhibit in an earlier proceeding in Case No. 5439 upon which the present level of the minimum rates was established. By comparison of the resultant figures with corresponding cost figures taken from the exhibit the increases in costs were calculated, and the increases in the minimum rates necessary to compensate for the increased costs were determined.

Granting of the petition was opposed by the California Manufacturers Association for the reasons that annual granting of rate increases in response to showings of increased labor costs destroys the incentive of the carriers to bargain effectively for the best possible terms in labor negotiations, and that it further destroys the incentive of the carriers to overcome the increased costs through improvements in operating procedures. The San Diego Chamber of Commerce also suggested that the carriers

consider improvements in their operating techniques as a means of meeting the increased costs. In response to the statements of the California Manufacturers Association and of the San Diego Chamber of Commerce, the CTA asserted that the carriers are continually striving to overcome increases in their operating costs through operating efficiencies, and that they seek increases in their rates in the absence of other reasonable alternatives.

The evidence is clear that as of July 1, 1966, for-hire carriers who are engaged in the transportation of general commodities within the San Diego Drayage Area have been subjected to increases in their labor costs for which no provision is included in the rates in Minimum Rate Tariff No. 9-B. Although the rate increases which petitioner seeks are mainly for the purpose of compensating for said cost increases, petitioner's proposals are based in part upon other cost increases -- on increases in the so-called indirect expenses -- which the carriers allegedly have experienced or will experience.

In his calculation of the cost increases for which the rate increases are sought, petitioner's assistant director of research included an amount equal to 24 percent of the increases in wage costs to provide for increases in indirect costs. He said that studies which he has made show that over the years indirect costs increase in proportion to increases in direct costs.

We do not accept petitioner's contentions that provision should be made in the minimum rates for indirect cost increases as indicated. The increases which may be considered are those which are reasonably certain and which will occur

within a reasonably foreseeable period. We are of the opinion that the alleged increases in indirect costs are too indefinite, both as to amount and effective date, to provide a basis for increases in the minimum rates.

Aside from the fact that the indirect expense increases are too indefinite to be acceptable, the figure of 24 percent which petitioner's witness used in the calculation of said increases was not authenticated. Assertedly, this figure represents the percentage relationship of indirect expense to direct expense which was developed in the proceedings on Petition No. 1 in Case No. 5439 that resulted in the establishment of Minimum Rate Tariff No. 9-A, the predecessor to present Minimum Rate Tariff No. 9-B. Moreover, it is a figure which the CTA has used heretofore in connection with other petitions in Case No. 5439 involving increases in the minimum rates. However, petitioner did not establish that the figure of 24 percent should be accorded probative value in this phase of Case No. 5439. The exhibit and/or testimony from which the figure was derived was not incorporated in the present record as required under the Commission's rules.¹ Also, petitioner did not establish whether said figure was adopted by the Commission in the prescription of the rates in Minimum Rate Tariff No. 9-A. Various other figures

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In proceedings involving changes in the minimum rates, each petition in the minimum rate proceeding involved is to be deemed separate for the purposes of hearing and the admission and exclusion of evidence. Pertinent evidence in one record may be incorporated in another record by reference or otherwise only to the extent which would be permitted in similar circumstances under separately numbered cases or applications. The Commission's ruling in this respect is set forth in full in Appendix A, hereto.

which petitioner's witness used in the development of his presentation are also subject to similar infirmities.

The full increases which petitioner seeks in the rates and charges in Minimum Rate Tariff No. 9-B have not been shown to be justified on this record. Nevertheless, we are persuaded that provision should be made in said rates and charges to compensate for the increases in the carriers' direct costs which became effective July 1, 1966. The record is not sufficient to permit determination of the full amount of the rate increases which are justified on this basis. However, we are of the opinion, and so find, that increases in the amount of 3-1/2 percent have been justified. To this extent the petition will be granted.² We find that as so increased, the rates and charges in Minimum Rate Tariff No. 9-B are, and will be, just, reasonable and nondiscriminatory minimum rates to be charged by highway permit carriers for the transportation services to which they apply. We further find 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

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A proposal of petitioner that a mileage charge which is named in Item No. 150 of the tariff for escort service, be reduced from 9-1/4 cents per mile to 9 cents a mile in order to reflect a decrease in gasoline taxes will also be adopted.

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.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 9-A (Appendix "B" of Decision No. 55256, as amended) is further amended by incorporating therein, to become effective September 10, 1966, the revised pages attached hereto and listed in Appendix "B" 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. 55256, 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; that such tariff publications as are required shall be made effective not later than September 10, 1966. and that 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. 55256, 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 2nd day of AUGUST, 1966.

[Signature]
President
George G. Hoover
Fredrick B. Holdhoff
Augustin
[Signature]
Commissioners

APPENDIX A

April 15, 1954

TO INTERESTED PARTIES:

Interested parties have raised the question whether evidence adduced at a hearing relating to a Petition for Modification in a "continuing" transportation rate case thereafter is to be deemed in evidence in a record subsequently developed on a later Petition for Modification in the same numbered case. The cases referred to are those pertaining to the several minimum rate tariffs established by the Commission, as identified below.¹

The continuing rate cases were instituted as an expedient only to avoid the delay and expense which would be incurred if each new rate proposal were to be given a separate case or application number and notice thereof served upon the many thousands of affected carriers. Each continuing case may be the vehicle for the receipt of evidence on various petitions seeking varied relief to be filed over a period of years.

The interests of orderly procedure and fair hearing require that each separate Petition for Modification be deemed to be a separate proceeding for the purposes of hearing and the admission or exclusion of evidence. When a Petition for Modification has been heard, evidence adduced, and a final decision entered, the record thereon is closed. Although the case numbers continue unchanged, each Petition for Modification is in effect a new "proceeding" and is given a different petition or sub number.

Petitions involving related questions of law or fact may, of course, be consolidated. Pertinent evidence in one record may be incorporated in another by reference or otherwise only to the extent which would be permitted in similar circumstances under separately numbered cases or applications.

R. J. PAJALICH
Secretary

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Cases Nos. 5330, 5432, 5433, 5435, 5436, 5437, 5438, 5439, 5440 and 5441.

(End of Appendix)

APPENDIX B TO DECISION NO. 71086

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

Authorized by Said Decision

Second Revised Page 20

Second Revised Page 21

Second Revised Page 22

Second Revised Page 29

Third Revised Page 31

Third Revised Page 34

Second Revised Page 44

Third Revised Page 47

Third Revised Page 49

(END OF APPENDIX B 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.◇(d) 5½ cents per 100 pounds. <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>	110
◇ Change) Decision No. 71086 ◇ Increase)	
EFFECTIVE SEPTEMBER 10, 1966	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 37	

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</th> <th style="text-align: center;">For Each</th> </tr> <tr> <th></th> <th style="text-align: center;">30 Minutes</th> <th style="text-align: center;">Additional 15 Minutes</th> </tr> </thead> <tbody> <tr> <td>(a) For driver, helper or other employee, per man -----</td> <td style="text-align: center;">\$335</td> <td style="text-align: center;">\$176</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	For Each		30 Minutes	Additional 15 Minutes	(a) For driver, helper or other employee, per man -----	\$335	\$176	(b) For unit of equipment	30	15	140
	<u>Charges in Cents</u>															
	For First	For Each														
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(b) For unit of equipment	30	15														
<p> ∅ Change) ◇ Increase) Decision No. 71086 </p>																
<p>EFFECTIVE SEPTEMBER 10, 1960</p>																
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 38</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 $\\$7.15$ per hour, plus 89 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="margin-left: 40px;"> <tr> <th colspan="2" style="text-align: center;">MINUTES</th> <th></th> </tr> <tr> <td style="text-align: center;">Over</td> <td style="text-align: center;">But Not Over</td> <td></td> </tr> <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> </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>150</p>
MINUTES																						
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0	8	----- omit																				
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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 $\\$8.60$ 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>160</p>																					
<p> δ Change) \diamond Increase) Decision No. 71086 \circ Reduction) </p>																						
<p>EFFECTIVE SEPTEMBER 10, 1966</p>																						
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>																						
<p>Correction No. 39</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	210	
25	50	240	
50	75	280	
75	100	300	
100	150	320	
			◇210
150	200	345	
200	250	365	
250	300	390	
300	400	420	
400	500	455	
500	600	500	
600	700	545	
700	800	585	
800	900	640	
900	---	700	
NOTE.--Will not apply on shipments made under the provisions of Item No. 420.			
◇ Increase, Decision No.			71086
EFFECTIVE SEPTEMBER 10, 1966			
Issued by the Public Utilities Commission of the State of California, San Francisco, California.			
Correction No. 40			

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.								
<p style="text-align: center;">POOL LOT</p> <p>o (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>29½ cents per 100 pounds</td> </tr> <tr> <td>Second Class</td> <td>26½ cents per 100 pounds</td> </tr> <tr> <td>Third Class</td> <td>23½ cents per 100 pounds</td> </tr> <tr> <td>Fourth Class</td> <td>20½ 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	29½ cents per 100 pounds	Second Class	26½ cents per 100 pounds	Third Class	23½ cents per 100 pounds	Fourth Class	20½ cents per 100 pounds	230
First Class	29½ cents per 100 pounds								
Second Class	26½ cents per 100 pounds								
Third Class	23½ cents per 100 pounds								
Fourth Class	20½ cents per 100 pounds								
<p>o Change) o Increase) Decision No. 71086</p>									
EFFECTIVE SEPTEMBER 10, 1966									
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Correction No. 41									

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	-----	155
500	1000	-----	185
1000	2000	-----	270
2000	4000	-----	375
4000	10000	-----	425
10000		-----	505

Ø 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. 71086

EFFECTIVE SEPTEMBER 10, 1966

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San Francisco, California.
Correction No. 42

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	73	66	59	52	59	53	48	41	46	41	36	32	Q:10
B	87	79	70	61	70	63	56	49	53	48	42	36	
C	98	88	79	68	78	70	62	55	60	55	49	42	
D	111	99	88	78	86	78	69	60	68	62	55	48	
E	118	107	94	83	95	86	77	67	76	68	60	53	
F	127	115	102	90	107	95	85	75	84	75	66	58	
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	32	29	26	23	25½	23	20	18	23	20½	18	16	
B	39	36	32	28	30	27½	24½	21	25½	23	20	18	
C	47	42	37	33	34	31	27½	24	28½	25½	23	19½	
D	51	46	41	36	39	36	32	28	31	28	25	21½	
E	58	52	47	40	44	40	35	31	35	32	28	24½	
F	63	57	51	35	50	45	39	35	37	34	30	26½	

◇ Increase, Decision No.

71086

EFFECTIVE SEPTEMBER 10, 1966

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

Correction No. 43

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>(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 over-size 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 \$5.85 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>

Change)
Increase) Decision No. 71086

EFFECTIVE SEPTEMBER 10, 1966

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 44

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 -----	745	1055	1365
12,000 but not over 20,000 --	805	1095	1385
Over 20,000 -----	905	1175	1440

- (1) Minimum Charge - The charge for one hour.
 (2) Rates do not include bridge or ferry tolls.
 Such tolls, when incurred by the carrier,
 shall be added to the transportation charges.

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.

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.

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.

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. Exception - 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.

(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.

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(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)
 \diamond Increase) Decision No. **71086**

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