

Decision No. 71109

ORIGINAL

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 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. 6
(Filed June 6, 1966)

SUPPLEMENTAL OPINION AND ORDER

Decision No. 70958 dated July 12, 1966, in this proceeding increased the radius of service under the yearly and monthly rates set forth in Minimum Rate Tariff No. 15 from 125 air miles from the base of operations to 250 air miles and established charges for layover and subsistence when the service involves overnight delay. It has come to the Commission's attention that Item No. 51(e) of the above tariff makes reference to Item No. 140 thereof for such layover and subsistence charges whereas Item No. 150 was intended.

The necessary correction will be made and the order will be made effective August 22, 1966, to permit tariff filings to become effective on September 1, 1966, on ten days' notice, concurrently with those authorized by Decision No. 70958, supra.

Good cause appearing,

IT IS ORDERED that:

1. Minimum Rate Tariff No. 15 (Appendix B of Decision No. 65072, as amended) is further amended by incorporating therein to become effective September 1, 1966, Second Revised Page 6 attached hereto and by this reference made a part hereof.

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

3. Common carriers, in establishing and maintaining the rule 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 rule 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.

This order shall become effective August 22, 1966.

Dated at San Francisco, California, this 9th day of August, 1966.

Commissioner Frederick B. Holoboff, being necessarily absent, did not participate in the disposition of this proceeding.

Commissioner A. W. Gatov, being necessarily absent, did not participate in the disposition of this proceeding.

George F. Travers
President

William D. Bennett
Commissioners

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">APPLICATION OF RATES (Concluded) (Items Nos. 50 and 51)</p> <p>(e) The number of driver's hours of service for each day will be computed from the time at which carrier's driver commences either operating the motor vehicle or performing other related service, whichever is sooner, and ending at the time that carrier's driver either ceases operating the motor vehicle or performing other related service, whichever is later, subject to the special layover and subsistence provisions of Item No. 150.</p> <p>The number of helper's hours of service for each day shall be computed from the time helper is engaged to perform loading, unloading and other related service or required to ride carrier's vehicle, whichever is sooner, and ending at the time the loading or unloading service is completed, or the helper is returned to the point at which he was engaged at start of day, whichever is later.</p> <p>Included in each 8 hours service out of 9 consecutive hours will be two rest periods, not to exceed 15 minutes each. Time taken for lunch of one hour or less will not be included in hours of service performed.</p> <p>(f) The rates apply for the exclusive use of the equipment furnished.</p> <p>(g) In the event that a unit of equipment has become temporarily inoperable while engaged in transportation under this tariff, the carrier may substitute another unit of equipment at the rates agreed upon in the written agreement until such time as the original unit of equipment is operable.</p> <p>(h) The rates in Items Nos. 200 through 411 and Items Nos. 520 through 540 include the service of the driver only. When the carrier furnishes help in addition to the driver, the additional charges as provided in Item No. 550 will be assessed.</p> <p>(i) Rates do not include weighmaster fees and bridge or ferry tolls. Such fees and tolls, when incurred by the carrier, shall be added to the transportation charges.</p> <p>(j) When in response to shipper's request carrier's equipment is painted, lettered or marked, or when special equipment or accessories, e.g., forklifts, uniforms, etc., are furnished by the carrier, in connection with transportation which is performed subject to the rates named in this tariff, a reasonable charge therefor shall be made by the carrier against the shipper. In no event shall the charge be less than the cost of the painting, lettering or marking or the costs applicable to the use of the special equipment or accessories.</p> <p>(k) Rates in this tariff are subject to the articles shipped being released by the shipper at a valuation of not in excess of fifty cents per pound per article.</p>	
Change, Decision No. 71109	
EFFECTIVE SEPTEMBER 1, 1966	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 79	