

ORIGINALDecision No. 73817

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
 the City and County of San Francisco,
 and the Counties of Alameda, Contra
 Costa, Lake, Marin, Mendocino,
 Monterey, Napa, San Benito, San Mateo,
 Santa Clara, Santa Cruz, Solano and
 Sonoma.

Case No. 5441
 Petition for Modification
 No. 133
 (Filed December 12, 1967)

Arlo D. Poe, J. C. Kaspar and H. F. Kollmyer, for
 California Trucking Association, petitioner.
Richard D. Stokes, for Haslett Company, respondent.
Russell Bevans, for Draymen's Association of San
 Francisco; John T. Reed, for California Manu-
 facturers Association; Norman I. Molaug, for
 J. C. Penney Co.; Bob Dillon, for Western
 Transportation; Ronald M. Zaller, for
 Continental Can Co., interested parties.
Robert W. Stich and Robert E. Walker, for the
 Commission staff.

O P I N I O N

By this petition, the California Trucking Association seeks upward adjustments of five percent in the minimum rates named in City Carriers' Tariff No. 1-A (San Francisco Drayage) and Minimum Rate Tariff No. 1-B (East Bay Drayage Area), and additional adjustments in the pool shipment rates named in those tariffs.

Public hearing was held on January 15, 1968, at San Francisco, before Examiner Turpen. Evidence was presented by petitioner's director of transportation economics and by several representatives of the Commission's Transportation Division staff.

The present minimum rates reflect the cost levels as of April 1, 1967. Petitioner's witness testified that the labor contracts signed in 1967 provide for additional wage increases effective April 1, 1968. He introduced an exhibit showing the effect of the wage increases along with the effect of increases in payroll taxes and reductions on workmen's compensation insurance.

Engineers from the Commission's Transportation Division presented exhibits showing the cost of transporting property in San Francisco and the East Bay. These witnesses explained that they took the basic cost studies prepared in 1962 and substituted the current wage cost figures and calculated the percentage increase over the 1967 costs. A rate expert from the Commission's Transportation Division introduced an exhibit showing his proposed rates calculated by increasing the present rates by the percentages shown in the cost studies, making minor adjustments to retain proper relationships between the rates. In several items, which do not involve labor, the witness proposed no changes in the present rates. The staff proposed increases of approximately 4 percent. Petitioner's director of transportation economics stated that he felt the rates proposed by the staff were reasonable and should be substituted for the proposed flat increase in the petition.

Decision No. 72939, dated August 22, 1967, increased the minimum rates but denied sought increases in charges for handling pool lots. A petition for rehearing was filed and granted, but has not yet been decided. At the close of the hearing a representative of the Commission's staff moved that no action be taken on the pool car rates until after the rehearing matter is decided. Counsel for petitioner had no objection if such action did not delay the other rate increases sought herein.

The evidence is clear, and the Commission finds, that the carriers engaged in transportation subject to the minimum rates here involved will experience increased costs, effective April 1, 1968.

Upon consideration of all the facts of record, the Commission finds that, except for the proposed increase in pool lot rates, the increases in rates as set forth in the staff's exhibit are justified and will result in just, reasonable, and nondiscriminatory minimum rates. Pending completion of the above-mentioned rehearing on pool car rates, it would not be appropriate to act on that portion of Petition No. 133 relating to pool car rates. Disposition of that feature should be made in a future order.

The Commission further finds that to the extent that the provisions of Minimum Rate Tariff No. 1-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 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. 133 in Case No. 5441, except for the pool lot rates, should be granted and that City Carriers' Tariff No. 1-A and Minimum Rate Tariff No. 1-B should be amended accordingly. In order to avoid

C. 5441 (Pet. 133) ds

duplication of tariff distribution, Minimum Rate Tariff No. 1-B will be amended by the ensuing order and City Carriers' Tariff No. 1-A will be amended by separate order.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 1-B (Appendix B of Decision No. 65834, as amended) is hereby further amended by incorporating therein, to become effective April 27, 1968, 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 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 or not less than ten days' notice to the Commission and to the public and shall be made effective not later than April 27, 1968.
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. Disposition will be made of the request for increases in the pool lot rates by a supplemental order.

C. 5441 (Pet. 133) ds

5. In all other respects, Decision No. 65834, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 5th day of March, 1968.

President
William L. Bennett

Augusta

William Synovis, Jr.

David P. Morrison
Commissioners

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

APPENDIX A TO DECISION NO. 73817

List of Revised Pages to Minimum Rate Tariff No. 1-B
Authorized by Said Decision

Fourteenth Revised Page 19

Sixth Revised Page 23

Fifth Revised Page 24

Seventh Revised Page 25

Sixth Revised Page 38

Sixth Revised Page 40

Sixth Revised Page 41

Sixth Revised Page 42

Sixth Revised Page 47

(End of Appendix A List)

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.						
<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates provided in this tariff are for the transportation of shipments, as defined in Item No. 11, from point of origin to point of destination and include tailgate loading into and tailgate unloading from the carrier's equipment. (See Item No. 110.)</p>	90						
<p style="text-align: center;">APPLICATION OF GOVERNING CLASSIFICATION</p> <p>(a) Except as otherwise provided, class rates in this tariff are subject to the ratings shown in the Governing Classification. Except as otherwise provided, rates in this tariff are subject to the provisions of the following rules only of the Governing Classification:</p> <table style="margin-left: 40px;"> <tr> <td style="padding-right: 20px;">1</td> <td>381</td> </tr> <tr> <td>2</td> <td>845</td> </tr> <tr> <td>420</td> <td>997 (Table A)</td> </tr> </table> <p>(b) Where the ratings are in conflict with those provided in this tariff, the provisions of this tariff will apply.</p> <p>(c) Commodity rates named in this tariff are governed by the Governing Classification to the extent that commodity rate items make specific reference thereto.</p>	1	381	2	845	420	997 (Table A)	100
1	381						
2	845						
420	997 (Table A)						
<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>(a) For pickup or delivery or for stacking, sorting or other accessorial service which is not authorized to be performed under the rates named in this tariff and for which a charge is not otherwise provided, an additional charge of \$7.90 per man per hour, minimum charge \$2.00 shall be made.</p> <p>(b) When carrier is required to provide additional labor, at point of origin or point of destination, for the handling of articles or packages which, because of their weight or bulk, cannot be handled by one man, an additional charge of \$7.80 per man per hour, minimum charge \$7.80 shall be made.</p> <p>(c) On shipments of glass as described under the heading "Glass" in the Governing Classification in packages named therein exceeding 120 united inches, add 6½ cents per 100 pounds to applicable class rates. (See Note.)</p> <p>NOTE--Will not apply where crane facilities are available without cost to carrier or loading and/or unloading is performed by shipper and/or consignee, at both pickup and delivery points.</p>	110						
<p style="text-align: center;">ADVANCE CHARGES</p> <p>All charges on shipments advanced by a carrier for the account of a shipper or consignee will be payable on demand of the carrier making the advance.</p>	120						

ALTERNATIVE APPLICATION OF COMMON CARRIER RATES

Common carrier 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. (See Exception.)

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)

(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) 5 cents per 100 pounds.

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.

EXCEPTION: The provisions of this item do not apply on services performed under the provisions of Item No. 900.

130

CHARGES FOR SERVICE AT OTHER THAN REGULAR WORKING HOURS

Rates named in Sections 2, 3, 4 and 5 apply for service performed during regular working hours of 8:00 a.m. to 5:00 p.m. except Saturdays, Sundays and holidays as defined in Item No. 10.

For services performed at the request of the shipper or consignee at other than those hours specified above and on Saturdays, Sundays or holidays, an additional charge equal to the cost of overtime will be made.

140

∅ Change)
◇ Increase) Decision No. 73817

EFFECTIVE APRIL 27, 1968

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 178

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 $\\$6.85$ 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 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="width: 100%;"> <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>----- omit</td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">23</td> <td>----- shall be $\frac{1}{2}$ hour</td> </tr> <tr> <td style="text-align: center;">23</td> <td style="text-align: center;">38</td> <td>----- shall be $\frac{1}{2}$ hour</td> </tr> <tr> <td style="text-align: center;">38</td> <td style="text-align: center;">53</td> <td>----- shall be $\frac{3}{4}$ 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> </tbody> </table>	MINUTES			Over	But Not Over		0	8	----- omit	8	23	----- shall be $\frac{1}{2}$ hour	23	38	----- shall be $\frac{1}{2}$ hour	38	53	----- shall be $\frac{3}{4}$ hour	53	60	----- shall be 1 hour	<p>160</p>
MINUTES																						
Over	But Not Over																					
0	8	----- omit																				
8	23	----- shall be $\frac{1}{2}$ 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 shipments requiring transportation permits:</p> <p>(a) A charge of $\\$8.25$ 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>170</p>																					

FAILURE TO ACCOMPLISH DELIVERY.

If the carrier, through no fault of its own, is unable to effect delivery of any shipment within 48 hours, excluding Saturdays, Sundays and holidays, after receipt of the shipment, notice will be sent or given to consignor or consignee that the shipment is being placed in storage. Thereafter the shipment will be stored at carrier's terminal subject to the rates and charges set forth below, or at carrier's option may be placed in public warehouse.

For each of the first five days, 5-3/4 cents per 100 pounds.

For the sixth and each succeeding day, 8 cents per 100 pounds.

Minimum storage charge per shipment on freight held beyond 48 hours, 5 days or less, 77 cents; 6 days or more, \$1.18.

In computing time, any fractional part of 24 hours will be counted as one day.

ø180

In computing charges, any fractional part of 100 pounds will be computed as 100 pounds.

Shipments unloaded from vehicle and reloaded on vehicle will be subject to a charge of ø\$2.55 per ton in addition to all other charges.

Subsequent delivery from point of storage will be charged as a new shipment.

ø Change)
◇ Increase) Decision No. 73817

EFFECTIVE APRIL 27, 1968

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

Correction No. 179

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">DELAYS TO EQUIPMENT</p> <p>Delays at place of pickup and/or delivery, exclusive of the time actually consumed in loading or unloading, resulting from any cause not the fault of and beyond the control of carrier which exceed one-half hour will be charged for at the rate of \$8.85 per hour for all time over one-half hour, minimum charge \$2.20.</p>	0190
<p style="text-align: center;">DISPOSITION OF FRACTIONS</p> <p>In computing a rate based on a multiple of another rate, such as one and one-half times first class rate (1½tl), the following will govern in the disposition of fractions:</p> <p>Fractions of less than ¼ or .25 of a cent omit. Fractions of ¼ or .25 of a cent or greater but less than ¾ or .75 of a cent will be stated as ½ or .50 of a cent. Fractions of ¾ or .75 of a cent or greater, increase to next whole figure.</p>	200
<p style="text-align: center;">EXPORT FREIGHT CLEARANCES</p> <p>When the service of clearing export freight is performed by the carrier, a charge of \$4.15 per clearance will be made.</p>	0210
<p style="text-align: center;">GROSS WEIGHT</p> <p>Charges shall be assessed on gross weight of the shipment. No allowance shall be made for the weight of the containers. (See Exception)</p> <p>EXCEPTION - When palletized shipments subject to minimum weights of 20,000 pounds or more are loaded or unloaded by power-loading device, the weight of the pallets (elevating truck pallets or platforms or lift truck skids) shall not be used in determining the weight of the shipment nor the charges thereon. This exception applies only in connection with rates contained in this tariff, and is not applicable to shipments of empty pallets. When rail rates are used under the provisions of Item No. 130 of this tariff, the weight of the pallets shall be included or excluded in accordance with the provisions of the governing rail tariff.</p>	220

GUARANTEE OF MINIMUM TONNAGE

Rates based on weekly, monthly, yearly or per job minimum tonnage requirements will apply only when hauled by one carrier for one shipper or consignee and when carrier is furnished with a satisfactory guarantee that the minimum tonnage requirement will be shipped, or when the required tonnage has been transported.

230

The term "monthly" as used above means a calendar month or a period of 30 consecutive days.

The term "per job" as used above means a lot delivered to one or more locations on a single project within a period of not to exceed one year.

◇Increase, Decision No.

73817

EFFECTIVE APRIL 27, 1968

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

Correction No. 180

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">ISSUANCE OF SHIPPING DOCUMENT</p> <p>A shipping document (either in individual or manifest form) shall be issued by the carrier to the shipper for each shipment received for transportation. The shipping document shall show the following information:</p> <ul style="list-style-type: none"> (a) Name of shipper. (b) Name of consignee. (c) Point of origin. (d) Point of destination. (e) Description of the shipment (in terms of the Governing Classification or as provided in this tariff). (f) Weight of the shipment. (g) Rate and charge assessed. (h) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge. (i) For the transportation of (1) permit shipments, or (2) shipments requiring escort service, the following information, wherever applicable, shall be shown on all shipping documents issued by the carrier in connection therewith and shall be in addition to all other information required to be shown thereon: <ul style="list-style-type: none"> (1) Permit identification of all permit shipments. (See Item No. 10.) (2) Any escort service furnished and the authority therefor. (See Item No. 10.) <p>The form of shipping document in Item No. 1100 will be suitable and proper.</p> <p>A copy of each shipping document, freight bill, accessorial service document, weighmaster's certificate, written instructions, written agreement, written request or any other written document which supports the rates and charges assessed and which the carrier is required to issue, receive or obtain by this tariff for any transportation or accessorial service shall be retained and preserved by the carrier, at a location within the State of California, subject to the Commission's inspection, for a period of not less than three years from the date of issue.</p>	240

LOSS AND/OR DAMAGE CLAIMS

A minimum charge of \$2.75 shall be made for the handling and collection of loss and/or damage claims against another carrier when the amount involved exceeds \$100.00. When the amount involved is \$100.00 or less, not less than 1 percent of the amount involved shall be charged subject to a minimum of 69 cents. This accessorial service shall not be rendered except upon the shipper's or consignee's request.

0250

MARKING OR TAGGING OF PACKAGES

For the service of marking packages, when incidental to transportation by the carrier, a charge of 3½ cents per package, minimum charge \$1.55 shall be made. When more than one stencil is used, the minimum charge shall apply to each stencil used.

0260

MINIMUM CHARGE

Except as otherwise provided, on shipments moving under class rates the minimum charge per shipment shall be as follows:

Weight of Shipment (In Pounds)		Minimum Charge (In Cents)
Over	Not Over	
0	25	180
25	50	200
50	75	245
75	100	275
100	-	345

0270

◇ Increase, Decision No. 73817

EFFECTIVE APRIL 27, 1968

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

Correction No. 181

SECTION NO. 2-CLASS RATES (Concluded) In Cents per 100 Pounds													Item No.
(1) Rate Basis	Any Quantity				Minimum Weight 500 Pounds				Minimum Weight 2,000 Pounds				
	1	2	3	4	1	2	3	4	1	2	3	4	
A	218	196	174	152	118	106	94	82	71	64	57	50	
B	238	214	190	166	131	118	105	92	78	70	62	54	
(1) Rate Basis	Minimum Weight 4,000 Pounds				Minimum Weight 10,000 Pounds except as pro- vided in Note 1				Minimum Weight 20,000 Pounds except as pro- vided in Notes 2 and 3				
	1	2	3	4	1	2	3	4	1	2	3	4	
A	58	52	46	40	46	42	37	33	44	39	35	31	
B	64	57	51	45	50	45	40	35	46	42	37	33	
(1) Rate Basis	Minimum Weight as provided in the Governing Classification except as provided in Note 3												9730
	S						A						
A	27						29						
B	29						31						
<p>NOTE 1.-When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, but in no event less than 10,000 pounds.</p> <p>NOTE 2.-When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, but in no event less than 20,000 pounds.</p> <p>NOTE 3.-When the truckload minimum weight provided in the Governing Classification exceeds 40,000 pounds, the minimum weight shall be 40,000 pounds. Fifth class rates provided herein apply in connection with Class B, C, D and E truckload ratings provided in the Governing Classification.</p> <p>(1) See Item No. 700.</p>													
<p>◇ Increase, Decision No. 73817</p>													
<p>EFFECTIVE APRIL 27, 1968</p>													
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 182</p>													

SECTION NO. 3—COMMODITY RATES (Continued) In cents per 100 pounds, except as noted		Item No.
COMMODITY		RATE
CANNED GOODS, Pickles, Preserves, in earthenware, glass or metal cans, boxed, or in pails or tubs, crated or in bulk in barrels or kegs, as described under that heading in Item No. 400.		
FRUIT, DRIED, in boxes or sacks.		In Cents Per Ton
<p>Applies only within ZONE 1</p> <p>Shipments on Platforms, loaded by Shipper and unloaded by Consignee</p> <p>Minimum 6,000 tons per year, subject to Item No. 230 -----</p>		102
<p>CASTINGS, Iron or Steel (See Note). City Deliveries.</p> <p>Minimum 1,500 tons per year, subject to Item No. 230</p> <p>NOTE.—Rates will also apply on Foundry Patterns, gross weight of which does not exceed 10% of gross weight of total shipment.</p>		
BETWEEN	AND	
All Zones in Alameda, Albany, Berkeley, Emeryville, Oakland	All Zones in Alameda, Albany, Berkeley, Emeryville, Oakland	810
SHIPMENTS WEIGHING		
2,000 pounds and under -----		(1) 68
Over 2,000 pounds but not over 4,000 pounds-----		37
Over 4,000 pounds but not over 6,000 pounds-----		28½
Over 6,000 pounds -----		20½
(1) Minimum charge \$1.85 per shipment.		
<p>Change } Increase }</p>	Decision No.	73817
EFFECTIVE APRIL 27, 1968		
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 183</p>		

SECTION NO. 3 - COMMODITY RATES (Continued) In cents per 100 pounds, except as noted		Item No.
COMMODITY	ORATE	
<p>CIGARS, CIGARETTES, SNUFF OR MANUFACTURED TOBACCO, as described under the heading "CIGARS AND CIGARETTES GROUP" in the Governing Classification.</p> <p>Applies from public warehouses to points and places located within the Oakland Jobber Zone described below:</p> <p>Minimum 75,000 pounds per month</p> <p>25 pounds or less ----- Over 25 pounds but not over 50 pounds ----- Over 50 pounds but not over 75 pounds ----- Over 75 pounds but not over 100 pounds ----- Over 100 pounds but not over 500 pounds -----</p> <p>Over 500 pounds but not over 1000 pounds -- Over 1000 pounds but not over 2000 pounds -- Over 2000 pounds but not over 4000 pounds -- Over 4000 -----</p> <p>The OAKLAND JOBBER ZONE consists of the area bounded as follows:</p> <p>Beginning at the intersection of San Francisco Bay and Oakland approach to the San Francisco-Oakland Bay Bridge; northeast along said bridge approach to the intersection of 32nd Street; northeast on 32nd Street to Peralta Street; south on Peralta Street to 30th Street; east on 30th Street to Broadway; south on Broadway to 26th Street; east on 26th Street to Harrison Street; south on Harrison Street to Lakeside Drive; southeast on Lakeside Drive to Oak Street; south on Oak Street to 12th Street; east on 12th Street to Fallon Street; south on Fallon Street to Estuary; west on Estuary to Waterfront and north to point of beginning, including both sides of designated streets.</p>	<p>In Cents per Shipment</p> <p>185 195 210 235 270</p> <p>In Cents per 100 Pounds</p> <p>55 44 36 33</p>	<p>ø820</p>
<p>ø Change) ø Increase) Decision No. 73817</p>		
EFFECTIVE APRIL 27, 1968		
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 184</p>		

SECTION NO. 3 - COMMODITY RATES (Continued) In cents per 100 pounds, except as noted.			Item No.
COMMODITY	◇ RATE	Minimum Weight In Pounds Per Shipment	
GRAIN PRODUCTS, as described under the heading "GRAIN PRODUCTS GROUP" in the Governing Classification. Except as noted, rates include inside delivery and piling of flour not exceeding ten sacks high.			
FROM	TO		
Warehouses in ZONE 1 - Oakland	Alameda - All points. ZONE 1 - Oakland - that portion southerly from a line beginning at the intersection of Yerba Buena Avenue and San Francisco Bay, easterly along Yerba Buena Avenue and its projected line to 40th Street; thence easterly along 40th Street to Piedmont Avenue; and northwesterly from a line beginning at the inter- section of 29th Avenue and the Oakland City limits, easterly along 29th Avenue to 23rd Avenue; thence northerly along 23rd Avenue to Foothill Boule- vard.	(1) (3)98 Any Quantity (3)58 500 (3)44 1,000 (3)35 2,000 (3)27 ¹ / ₂ 5,000 (3)24 ¹ / ₂ 10,000 (3)19 20,000	ø830
	All points in ZONES 1, 2 and 3 (except Alameda, Albany and that portion of ZONE 1 - Oakland described above).	(2) (3)109 Any Quantity (3) 66 500 (3) 48 1,000 (3) 36 2,000 (3) 30 5,000 (3) 29 10,000 (3) 24 20,000	
(1) Minimum charge ø2.90 per shipment. (2) Minimum charge ø3.25 per shipment. (3) For shipping and marking add ø 14 cents per 100 pounds, minimum charge ø\$1.40.			
ø Change) ◇ Increase) Decision No. 73817			
EFFECTIVE APRIL 27, 1968			
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 285			

SECTION NO. 5 - HOURLY TRUCK RATES		Item No.																		
<p>HOURLY VEHICLE UNIT RATES, including Driver and All Other Operating Expenses:</p> <p>Vehicles, N.O.S. (Subject to Notes 1, 2 and 3)</p> <p>Capacity of Carrier's Equipment in Pounds:</p> <table border="0"> <tr> <td></td> <td>2,500 or less -----</td> <td>1000</td> </tr> <tr> <td>Over</td> <td>2,500 but not over 4,500 -----</td> <td>1025</td> </tr> <tr> <td>"</td> <td>4,500 " " " 10,500 -----</td> <td>1050</td> </tr> <tr> <td>"</td> <td>10,500 " " " 20,500 -----</td> <td>1150</td> </tr> <tr> <td>"</td> <td>20,500 " " " 30,000 -----</td> <td>1200</td> </tr> <tr> <td>"</td> <td>30,000 pounds -----</td> <td>1250</td> </tr> </table> <p>Minimum charge 1 hour.</p> <p>NOTE 1.--Rates in this item apply only when prior to transportation of the property shipper enters into a written agreement with the carrier to the effect that shipment is to be transported under the provisions of Item No. 1000 of Minimum Rate Tariff No. 1-B. When such an agreement is executed, rates otherwise provided in this tariff will not apply.</p> <p>NOTE 2.--Rates named herein apply during regular working hours and include the services of the driver only. For charges for service at other than regular working hours, see Item No. 140. When at the request of the shipper carrier furnishes help in addition to the driver, an additional charge shall be made as set forth in paragraph (b) of Item No. 110.</p> <p>NOTE 3.--Time for hourly rates shall be computed from the time the vehicle leaves carrier's place of business until it arrives back at said place of business.</p>			2,500 or less -----	1000	Over	2,500 but not over 4,500 -----	1025	"	4,500 " " " 10,500 -----	1050	"	10,500 " " " 20,500 -----	1150	"	20,500 " " " 30,000 -----	1200	"	30,000 pounds -----	1250	<p>1000</p>
	2,500 or less -----	1000																		
Over	2,500 but not over 4,500 -----	1025																		
"	4,500 " " " 10,500 -----	1050																		
"	10,500 " " " 20,500 -----	1150																		
"	20,500 " " " 30,000 -----	1200																		
"	30,000 pounds -----	1250																		
<p>∅ Change) ◇ Increase)</p>		<p>Decision No. 73817</p>																		
<p>EFFECTIVE APRIL 27, 1968</p>																				
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>																				
<p>Correction No. 186</p>																				