

ORIGINALDecision No. 73822

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the investigation)
 into the rates, rules, regulation,)
 charges, allowances, and practices)
 of all common carriers, highway car-)
 riers, 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. 9
 (Filed November 1, 1967;
 Amended January 19, 1968)
 Petition for Modification
 No. 10
 (Filed December 12, 1967)

A. D. Poe, J. C. Kaspar and H. F. Kollmyer,
 for petitioner.
Herbert Williams, Anthony G. Windfelder and
Gordon S. Raney, for various respondents.
Kenneth C. Delaney, Gordon A. Rodgers, W. Paul
Tarter, D. H. Marken, N. I. Molaug, William J.
Newlove, David B. Porter, Charles E. Costello,
Ron Zaller, John T. Reed, and Tad Muraoka,
 for interested parties.
R. J. Carberry and Robert E. Walker, for the
 Commission staff.

O P I N I O N

These matters were heard on separate records and were submitted January 23, 1968 before Examiner Thompson at San Francisco. Copies of the petitions and notice of hearing were served in accordance with the Commission's procedural rules. There are no protests.

By Petition No. 9, California Trucking Association requests amendment of Items Nos. 210, 310 and 410 of Minimum Rate Tariff No. 15 (MRT-15), so as to limit the application of the vehicle unit rates on hopper equipment to vehicles capable of unloading only by gravity. It also suggests redefining doubles equipment in said items to "Set of doubles, two semi and dolly or semi and trailer, any lawful combination length". The underscored portion is the suggested addition to the present definition.

By Petition No. 10, California Trucking Association requests the Commission to increase the rates and charges in MRT-15 by amounts sufficient to offset the increases in costs incurred by carriers since the rates were last adjusted generally pursuant to Decision No. 72956, dated August 22, 1967, resulting from proceedings in Petition No. 7, herein.

With respect to the issues in Petition No. 9, petitioner showed that the minimum vehicle unit rates in MRT-15 applicable to hopper equipment were originally established by the Commission based on evidence of the costs of operating hopper equipment that was unloaded by gravity, principally in connection with the transportation of grain and related commodities in bulk. At that time the bottom dump hopper equipment constituted the basic unit of hopper equipment. Since that time there have been developed special hopper vehicles equipped with various devices for unloading by pneumatic means. The latter type equipment costs between \$18,000 and \$23,000 compared to the gravity unloading hopper semitrailers which cost around \$3,500. Petitioner's Director of Economics testified that at present the vehicles equipped for unloading by pneumatic means are utilized for special purposes and he is not aware of any such equipment being furnished at the minimum rates named in MRT-15. He said petitioner desires to have the tariff amended now to correctly reflect the evidence and findings upon which the Commission established the vehicle unit rates before the situation arises whereby such equipment is furnished by carriers to shippers at the rates named in MRT-15.

No one opposed the petition. The Commission staff asserted that the suggested additional language "any lawful combination length" is unnecessary and may lead to future complications. Petitioner urges the inclusion of the language as a deterrent to the use by shippers

of tractors and semitrailers that are not appropriately matched for service over the highways. It was asserted that state and local authorities have requested petitioner to take whatever action it can to eliminate or reduce the operation of overlength vehicles on streets and highways. Counsel for petitioner stated that it may be that the proposed language is not necessary to clarify the application of the minimum rates, but that it is petitioner's belief that it will be beneficial in ameliorating the problem involved. California Manufacturers Association supports petitioner's proposal. MRT-15 provides that prior to the performance of transportation at vehicle unit rates the carrier and the shipper shall enter into a written agreement specifying certain items, including that the transportation shall be subject to the provisions and requirements of MRT-15. It may be that with the inclusion of the proposed language when a shipper combines vehicles resulting in overlength equipment the authorities may look to the real culprit rather than to the carrier. The staff has not shown that the inclusion of the proposed language would have an untoward effect upon the application of the rates. If in the future it develops that such is the case, the language can then be deleted. Meanwhile, we should assist state and local authorities when possible.

We find that the proposed amendments to the rules in MRT-15 are reasonable, will not result in an increase nor a decrease in the minimum rates, and are necessary to the application and enforcement of said minimum rates. We conclude that Items Nos. 210, 310 and 410 should be amended as proposed by petitioner.

In proceedings in Petition No. 10, petitioner has shown:

1. On August 22, 1967 in Decision No. 72956 the Commission adjusted the minimum rates and rules, to become effective October 1, 1967, based upon cost factors including wages and taxes prevailing on May 1, 1967.

2. Since May 1, 1967, the following changes have occurred or will occur on or before April 1, 1968, in the cost factors used as a basis for establishing the minimum rates in MRT-15:

- (a) Labor contracts negotiated for the period 1967 to 1970 provide for increases in wages and certain other benefits to become effective April 1, 1968.
- (b) Effective January 1, 1968 the maximum taxable wages under the Federal Insurance Contributions Act were increased from \$6,600 to \$7,800.
- (c) The "Manual Rate" for Workmen's Compensation Insurance rates for "Truckmen N.O.C. - Code 7219" decreased as of October 1, 1967 from \$5.93 per \$100 of wages to \$5.66 per \$100.

An associate transportation engineer testified he had made certain adjustments to the cost estimates presented by the staff in Petition No. 7 which were the basis for the level of minimum rates in MRT-15. Those adjustments include:

1. Wage rates and benefits specified in labor agreements to become effective April 1, 1968, with an additional 2 cents per hour to give effect to cost of living increases provided for in said contracts.

2. Payroll tax rates in effect as of January 1, 1968.

3. Vehicle registration fees effective January 1, 1968.

His estimates of the increases in operating costs resulting from said adjustments are set forth in Exhibit 10-2.

An associate transportation rate expert presented Exhibit 10-3 which he testified sets forth the adjustments in the minimum rates which would reflect the increases in costs shown in Exhibit 2. Petitioner endorsed the revisions in rates set forth in Exhibit 3. No one opposed the adoption of the rates suggested in that exhibit.

We find that:

1. The minimum rates in Minimum Rate Tariff No. 15 were last adjusted generally on October 1, 1967 by Decision No. 72956, dated August 22, 1967, based upon costs of May 1, 1967.

2. Since said dates there have been, or as of April 1, 1968 there will be, modifications in the prevailing wages paid to drivers and helpers, rates for Workmen's Compensation Insurance, payroll taxes and vehicle registration fees; the aggregate of such changes resulting in increases in the costs of operations by carriers providing services subject to Minimum Rate Tariff No. 15.

3. The estimates set forth in Exhibit 10-2 reasonably measure the impact of the said increased costs of providing the various services for which rates are prescribed in Minimum Rate Tariff No. 15.

4. The suggested revisions set forth in Exhibit 10-3 reasonably reflect the impact of the said increased costs and the suggested revisions are reasonable.

5. Modifications in the existing minimum rates incorporating the revisions suggested in Exhibit 10-3, and incorporating the revisions proposed by petitioner in Exhibit 9-1 in Petition No. 9, will result in just, reasonable and nondiscriminatory minimum rates to be assessed by highway carriers for services performed subject to the provisions of Minimum Rate Tariff No. 15.

6. Increases in rates resulting from said modifications in the minimum rates are justified.

7. 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 modified, are, and for the future will be, the reasonable minimum rate provisions for said common carriers.

8. 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 found herein to be reasonable for said carriers, to that same extent the rates and charges of said carriers are, and for the future will be, unreasonable, insufficient and not justified by the actual rates of competing carriers or by the costs of other means of transportation.

We conclude that Minimum Rate Tariff No. 15 should be amended by incorporating the modifications and revisions found herein to be reasonable and that common carriers should be required to adjust their rates 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 further amended by incorporating therein, to become effective May 1, 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 on not less than ten days' notice to the Commission and to the public and shall be made effective not later than May 1, 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

APPENDIX A TO DECISION NO. 73822

List of Revised Pages to Minimum Rate Tariff No. 15

Authorized by Said Decision

Seventh Revised Page 12
Second Revised Page 12-A
Sixth Revised Page 14
Eighth Revised Page 15
Sixth Revised Page 16
Sixth Revised Page 18
Seventh Revised Page 19
Sixth Revised Page 20
Seventh Revised Page 22
Sixth Revised Page 23
Second Revised Page 24
Sixth Revised Page 28
Seventh Revised Page 29
Seventh Revised Page 30
Sixth Revised Page 31

(End of Appendix A List)

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 $\\$7.35$ 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 $\\$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 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 $\frac{1}{2}$ 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 $\frac{3}{4}$ 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 $\frac{1}{2}$ hour	23	38	shall be $\frac{3}{4}$ hour	38	53	shall be $\frac{3}{4}$ hour	53	60	shall be 1 hour	120
MINUTES																						
Over	But Not Over																					
0	8	omit																				
8	23	shall be $\frac{1}{2}$ hour																				
23	38	shall be $\frac{3}{4}$ 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 $\\$8.35$ 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>	130																					
<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 	140																					

Change)
Increase) Decision No. 73822

EFFECTIVE MAY 1, 1968

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 101

SECTION NO. 1--RULES AND REGULATIONS (Concluded)	Item No.
<p style="text-align: center;">CHARGES FOR LAYOVER AND SUBSISTENCE</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges will be assessed:</p> <p>(a) A charge of 0\$6.40 per hour, minimum 8 hours, per man, in the event that a driver or other carrier employee must lay over en route as required by law because of an excess of hours of service, and</p> <p>(b) A charge of \$7.60 per 24-hour period shall be assessed for subsistence for each driver or other carrier employee if service requires overnight delay.</p>	6150
<p>◇ Change } Decision No. 73822 ◇ Increase</p>	
EFFECTIVE MAY 1, 1968	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 102</p>	

SECTION NO. 2 - YEARLY VEHICLE UNIT RATES		Item No.
BASE YEARLY VEHICLE UNIT RATES 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. (Subject to Notes 1, 2, 3, 4, 5 and 6)		
Type of Carrier's Motor Power Equipment	Rate Basis(1)	
	A	B
TRUCK WITHOUT TRAILER (2) : Less than 9 feet(3)..... 9 feet but less than 12 feet(3) 12 feet and over, 2-axle(3) Flat or Van Van, insulated 12 feet and over, 3-axle(3) Flat or Van Van, insulated	1149(5) 1168(5) 1184(5) 1200(5) 1289 1314	1090(6) 1111(6) 1124(6) 1142(6) 1203(7) 1228(7)
TRUCK WITH TRAILER (4) : Gas Flat or Van Van, insulated Diesel Flat or Van Van, insulated	1451 1516 1516 1580	1356(7) 1421(7) 1427(7) 1491(7)
ø200		
(1) See Item No. 60. (2) Trucks not suitable for use with trailing equipment. (3) Lineal loading space. (4) Any combination of trucks and trailers, regardless of length. (5) An additional charge of ø\$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. (6) An additional charge of ø\$2.80 per day shall be assessed for each day that service is performed from, to or between points located in Rate Basis "A". (7) An additional charge of ø\$4.30 per day shall be assessed for each day that service is performed from, to or between points located in Rate Basis "A".		

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 \$11.20 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 \$2.40 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.

∅ Change)
∅ Increase) Decision No. 73822
∅ Reduction)

EFFECTIVE MAY 1, 1968

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 103

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 Trailing 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)	2 axle	3 axle		
			RATES(8)				RATES	
Carrier Owned: Flat	Under 28	A	1254	1312	1352	1374	1422	041
		B	1167	1215	1262	1289	1332	041
Flat	28 and Over	A	1280	1338	1377	1400	1448	067
		B	1222	1270	1317	1344	1387	067
Flat	Doubles(7)	A	1339	1397	1436	1459	1507	95
		B	1250	1298	1345	1372	1415	95
Van	Under 28	A	1264	1322	1361	1384	1432	051
		B	1177	1225	1272	1299	1342	051
Van	28 and Over	A	1286	1344	1383	1406	1454	073
		B	1228	1276	1323	1350	1393	073
Van	Doubles(7)	A	1359	1417	1456	1479	1527	115
		B	1270	1318	1365	1392	1435	115
Van, insulated	Under 28	A	1295	1353	1392	1415	1463	082
		B	1208	1256	1303	1330	1373	082
Van, insulated	28 and Over	A	1344	1402	1441	1464	1512	131
		B	1286	1334	1381	1408	1451	131
Van, insulated	Doubles(7)	A	1425	1483	1522	1545	1593	181
		B	1336	1384	1431	1458	1501	181
Hopper Equipment (9): Semi-trailer	Under 28	A	1254	1312	1352	1374	1422	041
		B	1167	1215	1262	1289	1332	041
Trailer	Under 28	A	--	--	--	--	--	052
		B	--	--	--	--	--	052
Doubles	(7)	A	--	1392	1431	1454	1502	090
		B	--	1293	1340	1367	1410	090
Coverter gears, dollies (6)	-----	A	--	--	--	--	--	021
		B	--	--	--	--	--	021

0210

Skipper Owned	Under 28	A	1213	1271	1310	1333	1381	—
		B	1126	1174	1221	1248	1291	—
	28 and Over	A	1213	1271	1310	1333	1381	—
		B	1155	1203	1250	1277	1320	—
	Doubles(7)	A	1244	1302	1341	1364	1412	—
		B	1155	1203	1250	1277	1320	—

(Continued in Item No. 211)

Increase, except as noted)
 Change)
 No change)

Decision No.

73822

EFFECTIVE MAY 1, 1968

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

Correction No. 104

SECTION NO. 2 - YEARLY VEHICLE UNIT RATES (Concluded)	Item No.
<p style="text-align: center;">BASE YEARLY VEHICLE UNIT RATES (Concluded)</p> <p style="text-align: center;">(Items Nos. 210 and 211)</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.</p> <p>(7) Set of doubles, two semis and dolly or semi and trailer, any *lawful combination length.</p> <p>(8) Rate Basis "B" rates are subject to an additional charge of $\\$3.75$ for each day that service is performed from, to or between points located in Rate Basis "A".</p> <p>* (9) Hopper equipment is equipment capable of unloading only by gravity.</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 $\\$11.20$ 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 $\\$2.40$ 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 style="text-align: center;">/211</p>

∅ Change)
◇ Increase) Decision No.
* Addition)

73822

EFFECTIVE MAY 1, 1968

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 105.

SECTION NO. 3 - MONTHLY VEHICLE UNIT RATES		Item No.
BASE MONTHLY VEHICLE UNIT RATES 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)		
	Rate Basis(1)	
	A	B
TRUCK WITHOUT TRAILER(2):		
Less than 9 feet(3) _____	1225(5)	1168(6)
9 feet but less than 12 feet(3) _____	1254(5)	1194(6)
12 feet and over, 2-axle(3)		
Flat or Van _____	1269(5)	1214(6)
Van, insulated _____	1295(5)	1239(6)
12 feet and over, 3-axle(3)		
Flat or Van _____	1404	1316(7)
Van, insulated _____	1429	1341(7)
TRUCK WITH TRAILER(4):		
Gas		
Flat or Van _____	1595	1510(7)
Van, insulated _____	1679	1595(7)
Diesel		
Flat or Van _____	1687	1606(7)
Van, insulated _____	1771	1689(7)
(1) See Item No. 60. (2) Trucks not suitable for use with trailing equipment. (3) Lineal loading space. (4) Any combination of trucks and trailers, regardless of length. (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. (6) An additional charge of \$2.70 per day shall be assessed for each day that service is performed from, to or between points located in Rate Basis "A". (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". 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 \$11.20 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 \$2.40 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. 310 and 311 may be used in combination with rates for trucks with trailers as provided herein.		

0300

◇ Increase, except as noted } Decision No.
○ Reduction

73822

EFFECTIVE MAY 1, 1968

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

Correction No. 106

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 Trailing 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 (8)						RATES		
Carrier Owned: Flat	Under 28	A	1349	1423	1486	1512	1583	051
		B	1265	1336	1396	1426	1490	051
Flat	28 and over	A	1388	1462	1525	1551	1622	090
		B	1334	1405	1465	1495	1559	090
Flat	Doubles(7)	A	1457	1531	1594	1620	1691	126
		B	1370	1441	1501	1531	1595	126
Van	Under 28	A	1365	1439	1502	1528	1599	067
		B	1281	1352	1412	1442	1506	067
Van	28 and over	A	1397	1471	1534	1560	1631	099
		B	1343	1414	1474	1504	1568	099
Van	Doubles(7)	A	1486	1560	1623	1649	1720	155
		B	1399	1470	1530	1560	1624	155
Van, insulated	Under 28	A	1411	1485	1548	1574	1645	0113
		B	1327	1398	1458	1488	1552	0113
Van, insulated	28 and over	A	1476	1550	1613	1639	1710	178
		B	1422	1493	1553	1583	1647	178
Van, insulated	Doubles(7)	A	1573	1647	1710	1736	1807	242
		B	1486	1557	1617	1647	1711	242
Hopper Equipment(9):								
Semi-trailer	Under 28	A	1367	1441	1504	1530	1601	069
		B	1283	1354	1414	1444	1508	069
Trailer	Under 28	A	--	--	--	--	--	090
		B	--	--	--	--	--	090
Doubles	(7)	A	--	1558	1621	1647	1718	153
		B	--	1468	1528	1558	1622	153
Converter, gears, dollies(6)	--	A	--	--	--	--	--	021
		B	--	--	--	--	--	021

0310

Shipper Owned	Under 28	A	1298	1372	1435	1461	1532	-
		B	1214	1285	1345	1375	1439	-
	28 and Over	A	1298	1372	1435	1461	1532	-
		B	1214	1315	1375	1405	1469	-
	Doubles (7)	A	1331	1405	1468	1494	1565	-
		B	1214	1315	1375	1405	1469	-

(Continued in Item No. 311)

- ◇ Increase, except as noted
- ♢ Change
- No change

) Decision No.

73822

EFFECTIVE MAY 1, 1968

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

Correction No. 107

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.</p> <p>(7) Set of doubles, two semis and dolly or semi and trailer, any *lawful combination length.</p> <p>(8) Rate Basis "B" rates are subject to an additional charge of \diamond\$3.70 for each day that service is performed from, to or between points located in Rate Basis "A".</p> <p>* (9) Hopper equipment is equipment capable of unloading only by gravity.</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 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 \diamond\$11.20 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 \diamond\$2.40 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>311</p>
<p>ϕ Change) * Addition) Decision No. 73822 \diamond Increase)</p>	
<p>EFFECTIVE MAY 1, 1968</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 108</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. 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)	
	C	D
<p>TRUCK WITHOUT TRAILER (2):</p> <p>Less than 8 feet (3) ----- 337 (5) 321</p> <p>8 feet but less than 12 feet (3) ----- 345 (5) 328</p> <p>12 Feet and over, 2-axle (3)</p> <p>Flat or Van ----- 349 (5) 334</p> <p>Van, insulated ----- 356 (5) 341</p> <p>12 feet and over, 3-axle (3)</p> <p>Flat or van ----- 386 362</p> <p>Van, insulated ----- 393 369</p> <p>TRUCK WITH TRAILER (4):</p> <p>Gas</p> <p>Flat or Van ----- 439 415</p> <p>Van, insulated ----- 462 439</p> <p>Diesel</p> <p>Flat or Van ----- 464 442</p> <p>Van, insulated ----- 487 464</p>		0400
<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 \$3.10 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 065 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>		

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

73822

EFFECTIVE MAY 1, 1968

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

Correction No. 109

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 Trailing 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)	2 axle	3 axle		
						RATES		
Carrier Owned: Flat	Under 28	C	371	391	409	416	435	014
		D	348	367	384	392	410	014
Flat	28 and Over	C	382	402	419	427	446	025
		D	367	386	403	411	429	025
Flat	Doubles (7)	C	401	421	438	446	465	35
		D	377	396	413	421	439	35
Van	Under 28	C	375	396	413	420	440	018
		D	352	372	388	397	414	018
Van	28 and Over	C	384	405	422	429	449	027
		D	369	389	405	414	431	027
Van	Doubles (7)	C	409	429	446	453	473	43
		D	385	404	421	429	447	43
Van, insulated	Under 28	C	388	408	426	433	452	031
		D	365	384	401	409	427	031
Van, insulated	28 and Over	C	406	426	444	451	470	049
		D	391	411	427	435	453	049
Van, insulated	Doubles (7)	C	433	453	470	477	497	67
		D	409	428	445	453	471	67
Hopper Equipment (8): Semi-trailer	Under 28	C	376	396	414	421	440	019
		D	353	372	389	397	415	019
Trailer	Under 28	C	--	--	--	--	--	025
		D	--	--	--	--	--	025
Doubles	(7)	C	--	428	446	453	472	042
		D	--	404	420	428	446	042

410

Converter gears, collies (6)	-----	C	-	-	-	-	-	06
		D	-	-	-	-	-	06
Shipper Owned	Under 28	C	357	377	395	402	421	-
		D	334	353	370	378	396	-
	28 and Over	C	357	377	395	402	421	-
		D	342	362	378	386	404	-
	Doubles (7)	C	366	386	404	411	430	-
		D	342	362	378	386	404	-

(Continued in Item No. 411)

Increase, except as noted)
 Change
 No Change

Decision No. 73822

EFFECTIVE MAY 1, 1968

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

Correction No. 110

SECTION NO. 4 - WEEKLY VEHICLE UNIT RATES (Concluded)	Item No.
BASE WEEKLY VEHICLE UNIT RATES (Concluded)	
(Items Nos. 410 and 411)	
<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 weekly 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 *lawful combination length.</p> <p>* (8) Hopper equipment is equipment capable of unloading only by gravity.</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 "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 \$3.10 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 65 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>ø411</p>
<p>ø Change) * Addition) ø Increase)</p>	<p>Decision No. 73822</p>
<p>EFFECTIVE MAY 1, 1968</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 111</p>	

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) _____	28	80	07	58	62	31	80	07	58	
10,500 pound load or over(3) _____	28	83	07	61	62	31	80	07	61	
Pulling trailer _____	30	86	08	64	63	32	83	08	64	
TRACTOR:										
Pulling one semi-trailer _____	28	83	07	61	62	31	80	07	61	
Pulling more than one trailer or semi-trailer _____	029	86	08	64	63	32	83	08	64	

0520

- (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. 73822
○ No Change

EFFECTIVE MAY 1, 1968

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 112

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	(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)—	265	480	360	720	1440	1075	735	1100	1455	
10,500 pound load or over (4)—	275	495	370	745	1485	1110	735	1100	1455	
Pulling trailer —————	280	510	380	765	1530	1145	760	1135	1505	
TRACTOR:										
Pulling one semi-trailer —————	275	495	370	745	1485	1110	735	1100	1455	
Pulling more than one trailer or semi-trailer —————	280	510	380	765	1530	1145	760	1135	1505	
<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>										

◇530

◇ Increase, Decision No.

73822

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Correction No. 113

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) ———	265	360	720	1075	735	1100	1455
10,500 lb. load or over(4) ———	275	370	745	1110	735	1100	1455
Pulling trailer ———	280	380	765	1145	760	1135	1505
TRACTOR:							
Pulling one semi-trailer ———	275	370	745	1110	735	1100	1455
Pulling more than one trailer or semi-trailer ———	280	380	765	1145	760	1135	1505

- (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.

◇540

◇ Increase , Decision No. 73822

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Correction No. 114

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.	700	645	700	645		
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.	720	715	720	715		
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. ...	965(3) 715(4)	715(5) 945(6)	715 -	715(5) 945(6)	◇550	
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.	1150(3) 1075(4)	1075(5) 1120(6)	1075 -	1075(5) 1120(6)		
(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.						
◇ Increase, Decision No. 73822						
EFFECTIVE MAY 1, 1968						
Issued by the Public Utilities Commission of the State of California, San Francisco, California.						
Correction No. 115						