

ORIGINAL

Decision No. 74148

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 uncrated)
new furniture (commodities for)
which rates are provided in)
Minimum Rate Tariff No. 11-A).)

Case No. 5603
(Petition for Modification
No. 52)
(Filed April 24, 1968)

SUPPLEMENTAL OPINION AND ORDER

By Decision No. 74142, entered today in Case No. 5432, et al., the Commission found that various minimum rate tariffs should be amended to reflect the adoption of National Motor Freight Classification A-10 and its California Supplement A-10 (CAL) in lieu of National Motor Freight Classification A-9 and its California Supplement A-9 (CAL). The decision also provided that Minimum Rate Tariff No. 11-A should be amended by separate order to avoid duplication of tariff distribution and that other authorized changes in said tariff, not directly related to the instant proceeding, should be included in such tariff distribution.

IT IS ORDERED that:

1. Minimum Rate Tariff No. 11-A (Appendix A of Decision No. 50114, as amended) is further amended by incorporating therein, to become effective July 1, 1968, the revised pages attached

hereto and listed in Appendix A, also attached hereto, which pages and appendix are by this reference 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 July 1, 1968, on not less than five days' notice to the Commission and to the public and such tariff publications shall be made effective not later than August 30, 1968, and tariff publications which are authorized but not required to be made by common carriers as a result of the order herein may be made effective not earlier than July 1, 1968, and may be made effective on not less than five days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order.

3. Common carriers, in establishing and maintaining the ratings and rules 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 ratings and rules 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. 50114, as amended, shall remain in full force and effect.

The effective date of this order shall be thirty days after the date hereof.


Dated at San Francisco, California, this 21st day of May, 1968.

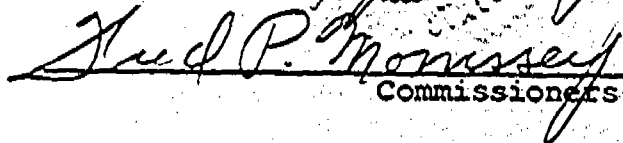


President









Commissioners

APPENDIX A TO DECISION NO. 74148

List of Revised Pages to Minimum Rate Tariff No. 11-A

Authorized by Said Decision

Third Revised Page 2

Ninth Revised Page 4

First Revised Page 8-A

Fifteenth Revised Page 15

Third Revised Page 15-A

Thirteenth Revised Page 16

(END OF APPENDIX A LIST)

ARRANGEMENT OF TARIFF

This is a loose-leaf tariff arranged as follows:

- SECTION NO. 1--Rules and Regulations
- SECTION NO. 2--Territorial Descriptions
- SECTION NO. 3--Rates
- SECTION NO. 4--Routing
- SECTION NO. 5--Form of Shipping Document

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* Addition, Decision No.

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EFFECTIVE JULY 1, 1968

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

Correction No. 88

SECTION NO. 1 - RULES AND REGULATIONS	Item No.
<p data-bbox="520 398 1049 433" style="text-align: center;">DEFINITION OF TECHNICAL TERMS</p> <p data-bbox="211 466 1181 529">COMMISSION means the Public Utilities Commission of the State of California.</p> <p data-bbox="211 561 1230 1028">COMMON CARRIER RATE means any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment; any interstate or foreign rate or rates of any common carrier railroad or railroads applying between points in California by an interstate or foreign route, lawfully in effect at time of shipment; also any interstate or foreign rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, applying between points in California and in effect at time of shipment and covering transportation exempt from rate regulation of the Interstate Commerce Commission under Section 203(b)(8) of Part II of the Interstate Commerce Act.</p> <p data-bbox="310 1053 999 1091">DISTANCE TABLE means Distance Table 6.</p> <p data-bbox="211 1116 1247 1217">ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p data-bbox="219 1254 1148 1317">GOVERNING CLASSIFICATION means National Motor Freight Classification A-10.</p> <p data-bbox="211 1368 1214 1557">INDEPENDENT-CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.</p> <p data-bbox="211 1587 1214 1746">MOTOR VEHICLE means any motor truck, tractor or other self-propelled highway vehicle used for transportation of property over the public highways, and any trailer, semi-trailer, dolly or other vehicle drawn thereby.</p> <p data-bbox="203 1776 1247 2058">POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent. All points within a single industrial plant or receiving area of one consignee shall be considered as one point of destination. An industrial plant or receiving area of one consignee shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.</p>	<p data-bbox="1318 1247 1379 1285" style="text-align: right;">610</p>

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

RATE includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessory charges applying in connection therewith.

SAME TRANSPORTATION means transportation of the same kind and quantity of property between the same points, and subject to the same limitations, conditions and privileges, although not necessarily in an identical type of equipment.

SHIPMENT means a quantity of property tendered for transportation to one carrier, and delivered into the custody of the carrier at one time on one shipping document by one shipper at one point of origin for one consignee at one point of destination.

UNCRATED NEW FURNITURE means new "Furniture" as described under the heading "Furniture Group" in the Governing Classification, and lamp shades or reflectors and lamp standards or electric lamps and shades combined when the furniture or other articles are tendered to the carrier loose (not in packages nor completely wrapped).

UNIT OF EQUIPMENT means a single motor vehicle or more than one motor vehicle connected as a single highway train.

Change, Decision No. 74148

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Correction No. 89

SECTION NO. 1--RULES AND REGULATIONS (Continued)		Item No.
<p style="text-align: center;">EXCEPTION TO APPLICATION OF THE GOVERNING CLASSIFICATION</p> <p>(Numbers within parentheses immediately following commodities shown below refer to such commodities as they are described in the corresponding item numbers of the Governing Classification.)</p> <p>The determination of the applicable rate column (A or B) specifically set forth herein supersedes that resulting from application of the Governing Classification (Notes 2, 3 and 4 in Items Nos. 100 and 105; Notes 3, 4 and 5 in Item No. 110):</p>		
COMMODITIES	Column	
<p>Buffets, SU; Buffet Servers, SU; Cellarettes; China Cabinets (closets), SU, other than Kitchen cabinets; China Decks, SU; China Tops, SU; Console Cabinets; Credenzas, cabinet or chest-type; Curio Cabinets, SU; Dry Sinks; Hutches; or Sideboards (80080)</p> <p>Chaise Lounges, Couches, Davenports, Daybeds, Divans, Lounges, Love Seats, Settees, Sofas, Sofa-beds or Tete-a-tetes; upholstered, other than aluminum, dual-purpose (80865)</p> <p>Tables, NOI, wooden, KD (82130, Sub 2) (See Note)</p> <p style="text-align: center;">NOTE.—Also applies on Tables, as described, when shipped with legs, wings, and leaves attached (not loose).</p>	<p>B</p> <p>B</p> <p>B</p>	*155
GROSS WEIGHT		
<p>Charges shall be assessed on the gross weight of the shipment. Such weight shall not include the weight of pads, blankets, dollies, hand trucks, or other carrier equipment.</p>		160
RATES BASED ON VARYING MINIMUM WEIGHTS		
<p>When the charges accruing on a shipment based upon actual weight exceed the charges computed upon a rate based upon a greater minimum weight, the latter shall apply. For the purpose of applying this item to a mixed shipment, deficiency between actual weight of the shipment and the greater minimum weight shall be computed at the rate applicable to the lowest rated commodity in the shipment.</p>		170
UNITS OF MEASUREMENT TO BE OBSERVED		
<p>Rates or charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.</p>		180
* Addition, Decision No. 74148		
EFFECTIVE JULY 1, 1968		
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 90		

SECTION NO. 3—RATES								Item No.
DISTANCE RATES IN CENTS PER 100 POUNDS (See Note 1)								
MILES Over But Not Over		Any Quantity		Minimum Weight 500 Pounds		Minimum Weight 2,000 Pounds		
		Column A(See Note 2)	Column B(See Note 3)	Column A(See Note 2)	Column B(See Note 3)	Column A(See Note 2)	Column B(See Note 3)	
0	5	243	202	172	143	138	115	
5	10	250	208	179	149	145	121	
10	15	257	214	186	155	153	127	
15	20	265	221	194	162	161	134	
20	25	273	227	202	168	169	141	
25	30	281	234	210	175	177	147	
30	35	288	240	217	181	184	153	
35	40	296	247	225	187	191	159	
40	45	303	252	232	193	198	165	
45	50	310	258	239	199	206	172	
50	60	324	270	253	211	219	182	
60	70	338	282	267	222	233	194	
70	80	352	293	281	234	248	207	
80	90	366	305	296	247	262	218	
90	100	376	313	305	254	272	227	
100	110	385	321	314	262	281	234	200
110	120	395	329	324	270	290	242	
120	130	404	337	333	277	300	250	
130	140	413	344	342	285	309	257	
140	150	422	352	351	292	318	265	
150	160	429	357	358	298	325	271	
160	170	438	365	367	306	334	278	
170	180	447	372	376	313	343	286	
180	190	456	380	386	322	353	294	
190	200	466	388	396	330	363	302	

(Continued in Item No. 405)

NOTE 1.—Rates in this item apply only when point of origin is an established depot. When point of origin is other than an established depot, add the additional rates provided in Item No. 60 to the rates provided in this item. The sum of these rates shall be the rate applicable for a single shipment from point of origin to point of destination.

NOTE 2.—Column A rates apply to shipments of articles which have an LTL class rating of 175 or higher in the Governing Classification. (See Notes 4, 5 and *6)

NOTE 3.—Column B rates apply to shipments of articles which have an LTL class rating of less than 175 in the Governing Classification. (See Notes 4, 5 and *6)

NOTE 4.—When there are two or more ratings (sub-numbers) under individual items describing articles of furniture in the Governing Classification, the highest rating shall apply. *(See Note 6)

NOTE 5.—The LTL class ratings applicable under Notes 2, 3 and 4 above are not subject to the provisions of Items (Rules) 423 and 687 of the Governing Classification.

*NOTE 6.—The provisions of Notes 2, 3 and 4 herein do not apply to items describing articles of furniture in the Governing Classification for which the applicable rate column is specifically set forth in Item No. 155 of this tariff.

∅ Change	}	Decisions Nos.	and
* Addition			
Δ Change, neither increase nor reduction			
◊ Reduction			

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San Francisco, California.

Correction No. 91

SECTION NO. 3—RATES (Continued)								Item No.
DISTANCE RATES IN CENTS PER 100 POUNDS (See Note 1)								
MILES		Any Quantity		Minimum Weight 500 Pounds		Minimum Weight 2,000 Pounds		
Over	But Not Over	Column A (See Note 2)	Column B (See Note 3)	Column A (See Note 2)	Column B (See Note 3)	Column A (See Note 2)	Column B (See Note 3)	
200	220	485	404	414	345	361	317	
220	240	501	417	430	358	396	330	
240	260	516	430	445	371	412	343	
260	280	533	444	463	386	429	357	
280	300	551	459	480	400	447	372	
300	325	565	471	494	412	461	384	
325	350	584	487	513	427	480	400	
350	375	603	502	532	443	499	416	
375	400	623	519	552	460	518	432	
400	425	642	535	571	476	538	448	
425	450	662	552	591	492	557	464	
450	475	680	567	609	507	576	480	
475	500	699	582	628	523	595	496	
500	525	719	599	648	540	614	512	
525	550	738	615	667	556	634	528	4405
550	575	758	632	686	572	653	544	
575	600	777	647	706	588	673	561	
600	625	796	663	725	604	692	577	
625	650	816	680	745	621	711	592	
650	-	(See Note 6)		(See Note 6)		(See Note 6)		

NOTE 1.—Rates in this item apply only when point of origin is an established depot. When point of origin is other than an established depot, add the additional rates provided in Item No. 60 to the rates provided in this item. The sum of these rates shall be the rate applicable for a single shipment from point of origin to point of destination.

NOTE 2.—Column A rates apply to shipments of articles which have an LTL class rating of 175 or higher in the Governing Classification. (See Notes 4, 5 and *7)

NOTE 3.—Column B rates apply to shipments of articles which have an LTL class rating of less than 175 in the Governing Classification. (See Notes 4, 5 and *7)

NOTE 4.—When there are two or more ratings (sub-numbers) under individual items describing articles of furniture in the Governing Classification, the highest rating shall apply. *(See Note 7)

NOTE 5.—The LTL class ratings applicable under Notes 2, 3 and 4 above are not subject to the provisions of Items (Rules) 423 and 667 of the Governing Classification.

NOTE 6.—For each 25 miles (or fraction thereof) in excess of 650 miles, add to the rate for 650 miles the following:

Column A: 20 cents per 100 pounds
 Column B: 17 cents per 100 pounds

*NOTE 7.— The provisions of Note 2, 3 and 4 do not apply to items describing articles of furniture in the Governing Classification for which the applicable rate column is specifically set forth in Item No. 155 of this tariff.

∅ Change * Addition Δ Change, neither increase nor reduction ◊ Reduction))))	Decisions Nos.	and
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74148

EFFECTIVE JULY 1, 1968

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San Francisco, California.
Correction No. 92

SECTION NO. 3—RATES (Concluded)						Item No.
POINT-TO-POINT RATES IN CENTS PER 100 POUNDS (See Notes 1 and 2)						
BETWEEN: Los Angeles Territory	Any Quantity		Minimum Weight 500 Pounds		Minimum Weight 2,000 Pounds	
	Column A (See Note 3)	Column B (See Note 4)	Column A (See Note 3)	Column B (See Note 4)	Column A (See Note 3)	Column B (See Note 4)
AND: San Francisco Territory (See Item No. 300)	628	523	572	477	538	448

NOTE 1.—Rates in this item apply only when point of origin is an established depot. When point of origin is other than an established depot, add the additional rates provided in Item No. 60 to the rates provided in this item. The sum of these rates shall be the rate applicable for a single shipment from point of origin to point of destination.

NOTE 2.—If charges accruing under rates in this item, applied on shipments from, to, or between points intermediate between the Los Angeles and San Francisco Territories via routes shown in Item No. 500 are lower than charges accruing under the distance rates in Items Nos. 400 and 405, on the same shipment, such lower charges will apply. Rates in this item applied to intermediate points under these provisions apply at all points located within a distance of one actual highway mile on either side of the authorized route and at all points located within incorporated cities through which the highway route passes.

NOTE 3.—Column A rates apply to shipments of articles which have LTL class rating of 175 or higher in the Governing Classification. (See Notes 5, 6 and *7)

NOTE 4.—Column B rates apply to shipments of articles which have LTL class rating of less than 175 in the Governing Classification. (See Notes 5, 6 and *7)

NOTE 5.—When there are two or more ratings (sub-numbers) under individual items describing articles of furniture in the Governing Classification, the highest rating shall apply.

NOTE 6.—The LTL class ratings applicable under Notes 3, 4 and 5 above are not subject to the provisions of Items (Rules) 423 and 687 of the Governing Classification.

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*NOTE 7.—The provisions of Notes 2, 3 and 4 do not apply to items describing articles of furniture in the Governing Classification for which the applicable rate column is specifically set forth in Item No. 155 of this tariff.

∅ Change	}	Decisions Nos.	and
* Addition			
Δ Change, neither increase nor reduction			
◊ Reduction			

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