

ORIGINALDecision No. 75492

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 and highway 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, trans-
 portation for which rates are provided in
 Minimum Rate Tariff No. 15).

Case No. 7783
 Petition for Modification
 No. 17
 (Filed December 10, 1968)

(Appearances listed in Appendix A)

INTERIM OPINION

This matter was heard January 28, 1969 at San Francisco and January 30, 1969 at Los Angeles before Examiner Thompson and was submitted. Copies of the petition and notice of hearing were served in accordance with the Commission's procedural rules. There are no protests.

This proceeding concerns the established minimum vehicle unit rates in Minimum Rate Tariff No. 15. Said rates were last revised and adjusted generally on May 1, 1968 pursuant to Decision No. 73822 dated March 5, 1968 in Case No. 7783, Petition for Modification No. 10. California Trucking Association has petitioned that said minimum rates be increased and alleges:

"Since such last revision the cost of transporting property by motor vehicles has increased. Such increase in costs has resulted, and will result, principally from increases in wage rates and fringe benefits payable to employees of highway carriers, together with related increases in employer payroll costs. Such increases affect substantially all categories of employees of highway carriers, including truck drivers, helpers, freight handlers, dock employees, maintenance employees, and clerical employees. Additional increased costs have also resulted from legislative action."

Collective bargaining agreements entered into by carriers with drivers and helpers for the period 1967 to 1970 call for increases in wages centering about 18 cents per hour and additional contributions to pension funds to be effective April 1, 1969. The agreements also call for adjustments in wages based upon changes in the cost of living index as a result of which it is estimated by petitioner and by the staff that carriers will be required to pay an additional four cents per hour increase. California Workmen's Compensation Insurance rates for truckmen have also increased as evidenced by an increase in the annual rate from \$4.97 per \$100 to \$5.15 per \$100 effective January 1, 1969. Effective January 1, 1969 the rate for social security tax (F.I.C.A.) increased from 4.4 percent on taxable wages of \$7,800 to 4.8 percent on taxable wages of \$7,800. The effect of said increases in drivers' wages, pension fund, compensation insurance and payroll tax rates is an increase in hourly labor cost for drivers of between 4 and 5 percent.

Petitioner also showed that because of collective bargaining agreements with their clerical employees, on April 1, 1969 the wages of such employees also will be increased by 22 cents per hour and additional contributions will be required for pensions.

The Commission staff prepared the cost study which was the basis for the establishment of the vehicle unit rates in Minimum Rate Tariff No. 15. An associate transportation engineer prepared a supplement to that study which gives effect to the driver wage rates which will become effective April 1, 1969 together with the changes in payroll tax for such drivers and the change in workmen's compensation insurance rates. His report (Exhibit 17-3) states:

"This report has been prepared to reflect increases in labor and related payroll costs as of April 1, 1969. The identical dollar amount used in the 1968 report for indirect costs and for those insurance expenses developed as a percentage of gross revenue are used in this report. This is in accordance with guidelines set forth in the Commission's letter to interested parties concerning wage offset proceedings dated October 31, 1968."

An associate rate expert of the staff offered suggested revisions in the minimum vehicle unit rates. He testified that he had applied the increases in costs reflected in the engineer's report to the present rates utilizing standard procedures for rounding off the results.

Petitioner asserts that the procedure utilized by the engineer in this proceeding of not giving effect to increases in costs other than driver labor costs differs from the procedure utilized by the staff in other proceedings involving the level of minimum vehicle unit rates and as a result of the failure of the engineer to give any effect to other increases in expense, the cost estimates are below the actual cost of performing the service.

The staff's response was that it is bound by the directives set forth in the Commission's letter to interested parties dated October 31, 1968.^{1/}

Petitioner asserts that it has been shown herein that certain expenses have been or will be increased by identifiable amounts, particularly wages of clerical employees and bodily injury and

^{1/} "In wage offset proceedings, only labor costs specifically changed by labor agreements (including changes responsive to statutory requirements) which are identifiable in the cost development should be measured for proposed rate adjustments.

"Elements of expense other than direct labor, as well as labor costs changed by agreement but not set forth specifically in the original cost presentation, are not deemed appropriate justification for rate adjustments in wage offset proceedings."

property damage insurance expense, and that the cost development prepared by the staff has not given effect to such increases in expense and other known increases in expense.

Issues concerning the aforementioned letter dated October 31, 1968 and regarding the treatment to be accorded increases in expenses not specifically identifiable in cost developments have not only been raised in this proceeding but also in Case No. 5432, Petition for Modification No. 523, and Case No. 5439, Petition for Modification No. 83. We are of the opinion that a determination of whether indirect expenses, insurance expense and other increased costs not directly related to direct labor costs or taxes should be considered in offset rate adjustments should be the subject of a further hearing.

We find that:

1. Driver and helper wages, contributions to driver and helper pension funds, payroll taxes on the drivers' and helpers' earnings, and workmen's compensation insurance expense for drivers and helpers are expenses which have been treated directly to determine the hourly labor cost of drivers and helpers in the cost studies developed for the purpose of establishing minimum vehicle unit rates in Minimum Rate Tariff No. 15.

2. The minimum vehicle unit rates presently reflect the levels of hourly labor cost for drivers and helpers as of April 1, 1968.

3. As of April 1, 1969 the hourly labor costs for drivers and helpers will increase by measurable amounts.

4. Exhibit 3 appropriately measures the increase in said driver and helper labor costs and reasonably measures the impact of

such increases upon the cost of providing transportation services under vehicle unit rates.

5. The suggested revisions in minimum rates set forth in Exhibit 4 reasonably reflect the increases in the costs of providing transportation at vehicle unit rates resulting from said increases in hourly driver and helper labor costs.

6. The respondents will incur such increases in costs on April 1, 1969.

7. The present minimum vehicle unit rates established in Minimum Rate Tariff No. 15 are and for the future will be unreasonably low.

8. Wages, fringe benefits, payroll taxes and workmen's compensation insurance rates for clerical employees were not treated directly in the development of costs for minimum rate purposes but were given effect with other expenses as a ratio to direct expenses.

9. Expense for insurance against bodily injury and property damage was given effect in the cost development as a ratio to gross revenues.

10. The determination of whether indirect expenses, insurance expense and other increased costs not directly related to labor costs or taxes should form the basis for offset rate adjustments should be the subject of further hearings.

11. Pending further consideration of the effect of increases in expenses not directly related to driver and helper labor costs or taxes, the rates in Minimum Rate Tariff No. 15 adjusted to reflect the proposed revisions set forth in Exhibit 4, and as set forth in the order that follows, will be the just reasonable and nondiscriminatory minimum rates for highway carriers for the transportation of

property performed at vehicle unit rates. Increases resulting from said adjustments in minimum rates are justified.

We conclude that pending determination after further hearings herein Minimum Rate Tariff No. 15 should be amended to reflect the increases in driver and helper hourly labor costs and that further hearings should be scheduled at a time and place to be set.

INTERIM ORDER

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, 1969, the revised pages attached hereto and listed in Appendix B also attached hereto, which pages and appendix are made a part hereof.
2. Tariff publication, required to be made by common carriers as a result of the order herein shall be filed not earlier than the effective date of this order and shall be made effective May 1, 1969, on not less than five days' notice to the Commission and to the public. The tariff filings made pursuant to this order shall comply in all respects with the regulation governing the construction and filing of tariffs set forth in the Commission's General Order No. 80-A.
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. Submission of this proceeding is set aside and further hearing shall be scheduled at a time and place to be set.

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

Dated at San Francisco, California, this 25th day of MARCH, 1969.

William Lyons, Jr. President
Augustus
John A. [illegible]
[illegible] Commissioners

Commissioner Fred P. Korriss, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A

LIST OF APPEARANCES

FOR PETITIONER:

Richard W. Smith, H. F. Kollmyer and A. D. Poe, for California Trucking Association.

FOR RESPONDENTS:

W. N. Greenham and A. J. Konicki, for Pacific Motor Trucking;
Clyde R. Hoagland, for Redway Truck & Warehouse Company;
Emil P. Fleschner, for Southern California Truck Leasing, Inc.

FOR INTERESTED PARTIES:

John T. Reed, for California Manufacturer Association; William D. Mayer, for Cannery League of California; Donald M. Enos, for Owens-Illinois, Inc.; W. Paul Tarter, for William Volker & Company; Tad Muraoka, for IBM Corporation; R. M. Zaller, for Continental Can Company, Inc.; Gordon Larsen, for American Can Co.; David Benton Carie, for Shell Oil Company; Allan E. Krieger, for Eastman Kodak Company, and James Quintral, for Los Angeles Warehousemen's Association.

FOR THE COMMISSION STAFF:

Robert E. Walker and Robert W. Stich.

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APPENDIX B TO DECISION NO. _____

List of Revised Pages to Minimum Rate Tariff No. 15

Authorized by Said Decision

Eighth Revised Page 12

Third Revised Page 12-A

Seventh Revised Page 14

Ninth Revised Page 15

Seventh Revised Page 16

Seventh Revised Page 18

Eighth Revised Page 19

Seventh Revised Page 20

Eighth Revised Page 22

Seventh Revised Page 23

Seventh Revised Page 28

Eighth Revised Page 29

Eighth Revised Page 30

Seventh Revised Page 31

(End of Appendix B List)

SECTION NO. 1 - RULES AND REGULATIONS (Concluded)		Item No.
CHARGES FOR ESCORT SERVICE		
In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring escort service:		
(a) A charge of \$7.65 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).		
(b) A charge shall be made equal to the actual cost of any bridge or ferry tolls incurred for each escort car.		
(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.		
NOTE.—Charges for fractions of an hour shall be determined in accordance with the following table:		
MINUTES		
Over	But Not Over	
0	8	_____ omit
8	23	_____ shall be $\frac{1}{4}$ hour
23	38	_____ shall be $\frac{1}{2}$ hour
38	53	_____ shall be $\frac{3}{4}$ hour
53	60	_____ shall be 1 hour
CHARGES FOR PERMIT SHIPMENTS		
In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on all permit shipments:		
(a) A charge of \$8.70 shall be made for the service of securing each permit, and		
(b) A charge shall be made equal to the fee, if any, assessed by the governmental agency for issuing each permit.		
CHARGES FOR OBNOXIOUS CARGO		
In addition to all other applicable rates and charges named in this tariff, the following charge shall be assessed whenever obnoxious cargo is transported:		
(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.		
(b) Obnoxious cargo shall constitute the following:		
(1) Creosoted Articles		
(2) Hides		
(3) Lamp Black		

ϕ Change \diamond Increase) Decision No. 75492
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EFFECTIVE MAY 1, 1969

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

Correction No. 120

SECTION NO. 1 - RULES AND REGULATION (Concluded)		Item No.
CHARGES FOR LAYOVER AND SUBSISTENCE		
In addition to all other applicable rates and charges named in this tariff, the following charges will be assessed:		
(a) A charge of \$6.65 per hour, minimum 8 hours, per man, in the event that a driver or other carrier employee must layover en route as required by law because of an excess of hours of service, and		\$1.50
(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.		
◇ Change) ◇ Increase) Decision No.		75492
EFFECTIVE MAY 1, 1969		
Issued by the Public Utilities Commission of the State of California, San Francisco, California		
Correction No. 121		

Seventh Revised Page 14

Cancels

Sixth Revised Page 14

MINIMUM RATE TARIFF NO. 15

SECTION NO. 2 - YEARLY VEHICLE UNIT RATES		Item No.
<p>BASE YEARLY VEHICLE UNIT RATES</p> <p>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.</p> <p>(Subject to Notes 1, 2, 3, 4, 5 and 6)</p>		
Type of Carrier's Motor Power Equipment	Rate Basis	
	A	B
TRUCK WITHOUT TRAILER(2):		
Less than 9 feet(3).....	1194(5)	1139(6)
9 feet but less than 12 feet(3)	1214(5)	1160(6)
12 feet and over, 2-axle(3)		
Flat or Van	1229(5)	1173(6)
Van, insulated	1246(5)	1191(6)
12 feet and over, 3-axle(3)		
Flat or Van	1334	1252(7)
Van, insulated	1359	1277(7)
TRUCK WITH TRAILER(4):		
Gas		
Flat or Van	1498	1407(7)
Van, insulated	1563	1471(7)
Diesel		
Flat or Van	1563	1478(7)
Van, insulated	1626	1542(7)
<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 \$1.45 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>(6) An additional charge of \$2.60 per day shall be assessed for each day that service is performed from, to or between points located in Rate Basis "A".</p> <p>(7) An additional charge of \$4.10 per day shall be assessed for each day that service is performed from, to or between points located in Rate Basis "A".</p>		

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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.

Ø Change)	
◊ Increase)	Decision No. 75492
◊ Reduction)	

EFFECTIVE MAY 1, 1969

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 122

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)	3 axle	2 axle		3 axle	
RATES(8)							oRATES		
Carrier Owned: Flat	Under 28	A	1299	1358	1397	1419	1468	41	0210
		B	1217	1264	1311	1338	1381	41	
Flat	28 and Over	A	1325	1384	1423	1445	1494	67	
		B	1272	1319	1366	1393	1436	67	
Flat	Doubles(7)	A	1384	1443	1482	1504	1553	95	
		B	1300	1347	1394	1421	1464	95	
Van	Under 28	A	1309	1368	1407	1429	1478	51	
		B	1227	1274	1321	1348	1391	51	
Van	28 and Over	A	1331	1390	1429	1451	1500	73	
		B	1278	1325	1372	1399	1442	73	
Van	Doubles(7)	A	1404	1463	1502	1524	1573	115	
		B	1320	1367	1414	1441	1484	115	
Van, insulated	Under 28	A	1340	1399	1438	1460	1509	82	
		B	1258	1305	1352	1379	1422	82	
Van, insulated	28 and Over	A	1389	1448	1487	1509	1558	131	
		B	1336	1383	1430	1457	1500	131	
Van, insulated	Doubles(7)	A	1470	1529	1568	1590	1639	181	
		B	1386	1433	1480	1507	1550	181	
Hopper Equip-									
ment (9):									
Semi-trailer	Under 28	A	1299	1358	1397	1419	1468	41	
		B	1217	1264	1311	1338	1381	41	
Trailer	Under 28	A	--	--	--	--	--	52	
		B	--	--	--	--	--	52	
Doubles	(7)	A	--	1438	1477	1499	1548	90	
		B	--	1342	1389	1416	1459	90	
Converter									
gears,									
dollies (6)	----	A	--	--	--	--	--	21	
		B	--	--	--	--	--	21	

0210

Shipper Owned:	Under 28	A	1258 1317 1356	1378	1427	--
		B	1176 1223 1270	1297	1340	--
	28 and Over	A	1258 1317 1356	1378	1427	--
		B	1205 1252 1299	1326	1369	--
	Doubles(7)	A	1289 1348 1387	1409	1458	--
		B	1205 1252 1299	1326	1369	--

(Continued in Item No. 211)

☐ Increase, except as noted)
☐ No change) Decision No.

75492

EFFECTIVE MAY 1, 1969

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 123

SECTION NO. 3--MONTHLY VEHICLE UNIT RATES		Item No.
<p style="text-align: center;">BASE MONTHLY VEHICLE UNIT RATES</p> <p>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.</p> <p style="text-align: center;">(Subject to Notes 1, 2, 3, 4, 5 and 6)</p>		
TYPE OF CARRIER'S MOTOR POWER EQUIPMENT	(1) RATE BASIS	
	⧫A	⧫B
TRUCK WITHOUT TRAILER(2):		
Less than 9 feet(3) -----	1273 (5)	1219 (6)
9 feet but less than 12 feet(3)-----	1302 (5)	1245 (6)
12 feet and over, 2-axle(3)		
Flat or Van -----	1316 (5)	1265 (6)
Van, insulated -----	1343 (5)	1291 (6)
12 feet and over, 3-axle(3)		
Flat or Van -----	1452	1367 (7)
Van, insulated -----	1477	1392 (7)
TRUCK WITH TRAILER(4):		
Gas		
Flat or Van -----	1644	1564 (7) #300
Van, insulated -----	1728	1648 (7)
Diesel		
Flat or Van -----	1736	1660 (7)
Van, insulated -----	1819	1741 (7)
<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>(6) An additional charge of \$2.55 per day shall be assessed for each day that service is performed from, to or between points located in Rate Basis "A".</p> <p>(7) An additional charge of \$3.85 per day shall be assessed for each day that service is performed from, to or between points located in Rate Basis "A".</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 "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>		

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.

∅ Change)
◊ Increase)
◊ Reduction)

Decision No. 75492

EFFECTIVE MAY 1, 1969

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 125

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)								ORATES
Carrier-Owned: Flat	Under 28	A	1397	1471	1533	1560	1630	51
		B	1316	1387	1447	1478	1541	51
Flat	28 and over	A	1436	1510	1572	1599	1669	90
		B	1385	1456	1516	1547	1610	90
Flat	Doubles(7)	A	1505	1579	1641	1668	1738	126
		B	1421	1492	1552	1583	1646	126
Van	Under 28	A	1413	1487	1549	1576	1646	67
		B	1332	1403	1463	1494	1557	67
Van	28 and over	A	1445	1519	1581	1608	1678	99
		B	1394	1465	1525	1556	1619	99
Van	Doubles(7)	A	1534	1608	1670	1697	1767	155
		B	1450	1521	1581	1612	1675	155
Van,insulated	Under 28	A	1459	1533	1595	1622	1692	113
		B	1378	1449	1509	1540	1603	113
Van,insulated	28 and over	A	1524	1598	1660	1687	1757	178
		B	1473	1544	1604	1635	1698	178
Van,insulated	Doubles(7)	A	1621	1695	1757	1784	1854	242
		B	1537	1608	1668	1699	1762	242
Hopper Equip-ment(9):								
Semi-trailer	Under 28	A	1415	1489	1551	1578	1648	69
		B	1334	1405	1465	1496	1559	69
Trailer	Under 28	A	--	--	--	--	--	90
		B	--	--	--	--	--	90
Doubles	(7)	A	--	1606	1668	1695	1765	153
		B	--	1519	1579	1610	1673	153
Converter, gears, dollies(6)	--	A	--	--	--	--	--	21
		B	--	--	--	--	--	21

0310

Shipper Owned:	Under 28	A	1346 1420 1482	1509 1579	-
		B	1265 1336 1396	1427 1490	-
	28 and Over	A	1346 1420 1482	1509 1579	-
		B	1295 1366 1426	1457 1520	-
	Doubles (7)	A	1379 1453 1515	1542 1612	-
		B	1295 1366 1426	1457 1520	-

(Continued in Item No. 311)

◊ Increase, except as noted)
 ○ No change)

Decision No.

75492

EFFECTIVE MAY 1, 1969

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 126

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 \$3.50 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 \$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>ø311</p>

ø Change
ø Reduction }

Decision No.

75492

EFFECTIVE MAY 1, 1969

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 127

SECTION NO. 4--WEEKLY VEHICLE UNIT RATES		Item No.
<p align="center">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 align="center">(Subject to Notes 1, 2, 3, 4, 5 and 6)</p>		
TYPE OF CARRIER'S MOTOR POWER EQUIPMENT	(1) RATE BASIS	
	OC	OD
TRUCK WITHOUT TRAILER(2):		
Less than 8 feet(3)-----	350(5)	335
8 feet but less than 12 feet(3)-----	358(5)	342
12 Feet and over, 2-axle(3)		
Flat or Van -----	362(5)	348
Van, insulated -----	369(5)	355
12 feet and over, 3-axle(3)		
Flat or van -----	399	376
Van, insulated -----	406	383
TRUCK WITH TRAILER(4):		
Gas		
Flat or Van -----	452	430
Van, insulated -----	475	453
Diesel		
Flat or Van -----	477	457
Van, insulated -----	500	479
<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 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>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>		

400

∅ Change)
∅ Increase) Decision No. **75492**

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Correction No. 128

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 Equip-ment	Trailer or Semi-Trailer Length (1)	Rate Basis (2)	Type of Carrier's Motor Power Equipment					Excess Trail-ing Equip-ment (5)
			Tractor-Gas			Tractor-Diesel		
			2 axle (3)	2 axle (4)	3 axle	2 axle	3 axle	
RATES								oRATES
Carrier Owned: Flat	Under 28	C	384	405	422	429	448	14
		D	362	381	398	406	424	14
Flat	28 and Over	C	395	416	433	440	459	25
		D	381	401	417	426	443	25
Flat	Doubles (7)	C	414	435	452	459	478	35
		D	391	411	427	436	453	35
Van	Under 28	C	388	409	426	433	452	18
		D	366	385	402	410	428	18
Van	28 and Over	C	397	418	435	442	461	27
		D	383	403	419	428	445	27
Van	Doubles (7)	C	422	443	460	467	486	43
		D	399	419	435	444	461	43
Van, insulated	Under 28	C	401	422	439	446	465	31
		D	379	398	415	423	441	31
Van, insulated	28 and Over	C	419	440	457	464	483	49
		D	405	425	441	450	467	49
Van, insulated	Doubles (7)	C	446	467	484	491	510	67
		D	423	443	459	468	485	67
Hopper Equip-ment(8): Semi-trailer	Under 28	C	389	410	427	434	453	19
		D	367	386	403	411	429	19
Trailer	Under 28	C	---	---	---	---	---	25
		D	---	---	---	---	---	25
Doubles	(7)	C	---	442	459	466	485	42
		D	---	418	434	443	460	42

410

410

Converter gears, dollics(6)	-----	C	---	---	---	---	---	6
		D	---	---	---	---	---	6
Shipper Owned:	Under 28	C	370	391	408	415	434	-
		D	348	367	384	392	410	-
	28 and Over	C	370	391	408	415	434	-
		D	356	376	392	401	418	-
	Doubles (7)	C	379	400	417	424	443	-
		D	356	376	392	401	418	-

(Continued in Item No. 411)

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

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SECTION NO. 5 - MILEAGE RATES AND OTHER ACCESSORIAL CHARGES (Continued)										Item No.
DAILY VEHICLE UNIT RATES FOR SATURDAYS, SUNDAYS AND HOLIDAYS										
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.										
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) -----	028	83	07	60	65	32	83	07	60	
10,500 pound load or over(3) -----	29	86	07	63	65	32	83	07	63	
Pulling trailer -----	030	39	08	66	66	34	86	08	66	
TRACTOR:										
Pulling one semi-trailer -----	29	86	07	63	65	32	83	07	63	
Pulling more than one trailer or semi-trailer -----	30	89	08	66	66	34	86	08	66	

520

(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
○ No Change

} Decision No. 75492

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◇ Increase, Decision No.

75492

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Correction No. 131

SECTION NO. 5--MILEAGE RATES AND OTHER ACCESSORIAL CHARGES (Continued)								Item No.
(1)RATES FOR PREMIUM PAY HOURS AND EXCESSIVE HOURS								
TYPE OF CARRIER'S MOTOR POWER EQUIPMENT	(2)RATE BASIS							
	C				D			
	(5)PREMIUM HOURS		(6)EXCES- SIVE HOURS		(6)EXCESSIVE HOURS			
	(7)	(8)	(7)	(8)	(7)	(9)	(10)	
TRUCK:								0540
Less than 10,500 lb. load(3)---	285	375	750	1120	765	1150	1520	
10,500 lb. load or over(4)-----	290	385	775	1155	765	1150	1520	
Pulling trailer -----	300	395	795	1190	790	1185	1565	
TRACTOR:								
Pulling one semi-trailer-----	290	385	775	1155	765	1150	1520	
Pulling more than one trailer or semi-trailer-----	300	395	795	1190	790	1185	1565	
<p>(1) Rates in cents per hour to be added to rates provided in Items Nos. 400, 410 and 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 5:00 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.</p> <p>(9) Rate for Saturdays and Sundays.</p> <p>(10) Rate for Holidays.</p>								
◇ Increase, Decision No.				75492				
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MINIMUM RATE TARIFF NO. 15

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	(1) RATE PER MAN PER HOUR				
	(2) RATE BASIS				
	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.	730	675	730	675	
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.	750	745	750	745	
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. ...	1005(3) 745(4)	745(5) 985(6)	745 --	745(5) 985(6)	0550
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.	1510(3) 1120(4)	1120(5) 1480(6)	1120 --	1120(5) 1480(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.					
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