

ORIGINAL

Decision No. 77438

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 highway carriers relating)
 to the transportation of property)
 in the City and County of San)
 Francisco, and the Counties of)
 Alameda, Contra Costa, Lake, Marin,)
 Mendocino, Monterey, Napa, Santa)
 Clara, Santa Cruz, San Benito,)
 San Mateo, Solano and Sonoma.)

Case No. 5441
 Petition for Modification No. 192
 (Filed April 3, 1970;
 Amended April 17, 1970)

In the matter of the investigation)
 into the rates, rules, regulations,)
 charges, allowances, and practices)
 of all 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, transportation for)
 which rates are provided in Minimum)
 Rate Tariff No. 2).)

Case No. 5432
 Petition for Modification No. 584
 (Filed April 24, 1970)

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

William D. Mayer, for the Cannery League of
 California; Russell Bevans, Draymen's
 Association of San Francisco, Inc.; Eustace
Pate, for MJB Company; Raymond Mosser, for
 J. C. Penney Company; and John T. Reed, for
 California Manufacturers Association;
 interested parties.

Richard Stokes, for Haslett Company, respondent.
Robert E. Walker and Robert W. Stich, for the
 Commission staff.

O P I N I O N

By these petitions, California Trucking Association seeks
 upward adjustments in the minimum rates set forth in Minimum Rate
 Tariff No. 1-B (East Bay Drayage Area) and in Minimum Rate Tariff

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No. 19 (San Francisco Drayage Area), and increases in the pool shipment rates set forth in Minimum Rate Tariff No. 2. Interim Surcharge Supplement And Order issued April 14, 1970 in Petition No. 192 in Case No. 5441, and in several other minimum rate proceedings, authorized temporary increases in the rates and charges involved herein, until further order of the Commission, of 6 percent on charges on any and all shipments computed on a minimum weight of 20,000 pounds or more, and 8 percent on all other charges (except as to C.O.D. charges and charges resulting from the use of railhead to railhead rates applied under alternative application of common carrier rates). Said interim increases were designed to offset increases of 35 cents per hour in base hourly wage rates and related increases in fringe benefits amounting to 11 cents or more per hour retroactive to April 1, 1970, pursuant to recently negotiated wage contracts. The amendment to Petition No. 192, and Petition No. 584 seek cancellation of the temporary surcharges with respect to the two drayage tariffs and the pool shipment rates and, in substitution therefor, the establishment of specific increased rates and charges in MRT 1-B, 2 and 19. Petitioner also seeks to have considered the further increase of 15 cents per hour in base hourly wage rates effective July 1, 1970, and changes in payroll taxes, federal highway use taxes, and workmen's compensation insurance rates occurring since April 1, 1969.

Public hearing was held and the matters submitted before Examiner Mallory at San Francisco on May 26, 1970. Evidence was adduced by petitioner's director of transportation economics and by representatives of the Commission staff.

Petitioner's witness explained that the present rates and charges (exclusive of the temporary surcharges) reflect cost levels

as of April 1, 1969. The witness testified that current wage contracts provide for wage and fringe benefit increases effective April 1, 1970 and additional increases in wages effective July 1, 1970. He introduced Exhibit 192-1 showing the changes occurring since April 1, 1969, in labor rates and fringe benefits, workmen's compensation insurance rates, payroll taxes and federal highway use taxes. He compared said elements of cost which will be in effect on July 1, 1970 with corresponding costs as of April 1, 1969. The witness also developed in Exhibit 192-1 revisions in total costs for the handling of pool shipments in the San Francisco Bay Area to reflect therein cost conditions as of July 1, 1970, which form the basis for the proposed pool shipment rates set forth in the petitions herein.

Engineers from the Commission's Transportation Division presented Exhibits 192-2, 192-3 and 192-4, showing revised costs of transporting property within the San Francisco and East Bay Drayage Areas. Said costs reflect conditions which will be in effect on July 1, 1970. The witnesses testified that their studies were developed using the "wage offset" method found reasonable for offset proceedings involving MRT 1-B and MRT 19. The increased costs so developed were compared with 1969 costs introduced in prior proceedings to develop the percentage increases in costs occurring since that date. A rate expert from the Commission's Transportation Division introduced Exhibit 192-5 containing proposed rates calculated by increasing the present rates (exclusive of the temporary surcharges) by the corresponding percentage of increase shown in the staff cost studies, making minor adjustments to retain proper relationships between rates. The increases proposed by the staff range from 7.7 to 11.7 percent for MRT 1-B and 7.0 to 11.9 percent

for MRT 19, and average about 9.4 percent for both tariffs. Petitioner's director of transportation adopted, with minor changes, the rate levels proposed by the staff. The representative of the Draymen's Association of San Francisco, Inc. also concurred in the staff proposals. No one opposed the sought tariff changes.

Upon consideration of all the facts of record, the Commission finds that the increases in rates as set forth in the staff's exhibit and as proposed by petitioner for pool car shipments are justified and will result in just, reasonable, and nondiscriminatory minimum rates.

The Commission further finds that to the extent that the provisions of Minimum Rate Tariffs Nos. 1-B, 2 and 19 have been found heretofore to constitute reasonable minimum rates and rules for common carriers as defined in the Public Utilities Act, said provisions, as hereinafter adjusted, are, and will be, reasonable minimum rate provisions for said common carriers. To the extent that the existing rates and charges of said common carriers for the transportation involved are less in volume or effect than the minimum rates and charges herein designated as reasonable for said carriers, to that same extent the rates and charges of said carriers are hereby found to be, now and for the future, unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the costs of other means of transportation.

The Commission concludes that Petitions for Modification No. 192, in Case No. 5441, and No. 584 in Case No. 5432, should be granted and that Minimum Rate Tariffs Nos. 1-B, 2 and 19 should be amended accordingly. In order to avoid duplication of tariff distribution, Minimum Rate Tariff No. 1-B will be amended by the

ensuing order and Minimum Rate Tariffs Nos. 2 and 19 will be amended by separate orders.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 1-B (Appendix B of Decision No. 65834, as amended) is further amended by incorporating therein, to become effective August 15, 1970, the revised pages attached hereto and listed in Appendix A, also attached hereto, which pages and appendix by this reference are made a part hercof.
2. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to said Decision No. 65834, as amended, be and they are hereby directed to establish in their tariffs the increases necessary to conform with the further adjustments herein of that decision.
3. Any provisions concurrently maintained in common carrier tariffs which are more restrictive than, or which produce charges greater than, those contained in Minimum Rate Tariff No. 1-B, are authorized to be maintained in connection with the increased rates and charges directed to be established by ordering paragraph 2 hereof.
4. Common carriers maintaining rates on a level other than the minimum rates for which rates are prescribed in Minimum Rate Tariff No. 1-B are authorized to increase such rates by the same amounts authorized for Minimum Rate Tariff No. 1-B rates herein.
5. Common carriers maintaining rates on the same level as Minimum Rate Tariff No. 1-B for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff No. 1-B

are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariff No. 1-B rates herein.

6. Common carriers maintaining rates at levels other than the minimum rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff No. 1-B are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariff No. 1-B rates herein.

7. Tariff publications resulting in increases required or authorized 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 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; such tariff publications as are required shall be made effective not later than August 15, 1970; as to increases which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date of this order; and tariff publications resulting in reductions may be made effective not earlier than the tenth day after the effective date of this order, and may be made effective on not less than ten days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order.

8. 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

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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.

9. Concurrently with the effectiveness of the revised tariff pages herein and, in the case of common carriers, concurrently with the effectiveness of the tariff publications required or authorized herein, the surcharges and authorities granted by Interim Surcharge Supplement and Order in Decision No. 77064, dated April 14, 1970, are canceled with respect to transportation covered by ordering paragraphs 1, 2, 3, 4, 5 and 6.

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

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

Dated at San Francisco, California, this 30th day of JUNE, 1970.

William J. Lyons, Jr.
President
August
Robert J. [unclear]
Thomas [unclear]
Vernon L. Sturgeon
Commissioners

I concur

W. J. Lyons, Jr.

I concur

Vernon L. Sturgeon

C 5441, Pet. #192; C 5432, Pet. #584; C 5432, Pet. #581;
C 5438, Pet. #77; C 7783, Pet. #25; C 7783, Pet. #23;
C 5439, Pet. #116

apl

J. P. VUKASIN, JR., COMMISSIONER and
VERNON L. STURGEON, COMMISSIONER, Concurring:

We concur in these decisions.

The increases are clearly necessary in the public interest to offset wage increases negotiated in the recent labor contracts with the teamsters.

Denial of these increases would pose a serious threat to the movement of goods by truck in California. However, the applicants should be placed on notice that increases of this magnitude contribute to the problems of inflation which beset the national economy and future negotiations should consider the impact on the total economy.

It is our intention in the future to scrutinize such increases very carefully when passing on such applications.



J. P. Vukasin, Jr., Commissioner



Vernon L. Sturgeon, Commissioner

San Francisco, California

June 30, 1970

C. 5441 (Pet. 192) MRT 1-B - ams

APPENDIX A TO DECISION NO. 77438

LIST OF REVISED PAGES TO MINIMUM RATE TARIFF 1-B

AUTHORIZED BY SAID DECISION

FIRST REVISED PAGE 18-A

EIGHTH REVISED PAGE 23

EIGHTH REVISED PAGE 24

FIRST REVISED PAGE 25-A

EIGHTH REVISED PAGE 26

EIGHTH REVISED PAGE 27

TENTH REVISED PAGE 38

SECOND REVISED PAGE 38-A

NINTH REVISED PAGE 40

NINTH REVISED PAGE 41

NINTH REVISED PAGE 42

NINTH REVISED PAGE 43

NINTH REVISED PAGE 47.

(END OF APPENDIX A LIST)

SECTION 1--RULES (Continued)		ITEM
APPLICATION OF RATES		
Rates provided in this tariff are for the transportation of shipments, as defined in Item 11, from point of origin to point of destination and include tailgate loading into and tailgate unloading from the carrier's equipment. (See Item 110)		90
APPLICATION OF GOVERNING PUBLICATIONS		
(a) Except as otherwise provided, class rates in this tariff are subject to the ratings shown in:		
(1) The Governing Classification.		
(2) Sections 2-A, 2-B, 2-C and 2-D only of the Exception Ratings Tariff.		
(b) Except as otherwise provided, rates in this tariff are subject to the provisions of the following items only of the Governing Classification:		100
381	845	
420	997 (Table A)	
(c) Where the ratings are in conflict with those provided in this tariff, the provisions of this tariff will apply.		
(d) Commodity rates named in this tariff are governed by the Governing Classification to the extent that commodity rate items make specific reference thereto.		
ACCESSORIAL CHARGES		
(a) For pickup or delivery or for stacking, sorting or other accessorial service which is not authorized to be performed under the rates named in this tariff and for which a charge is not otherwise provided, an additional charge of \$9.20 per man per hour, minimum charge \$2.30 shall be made.		
(b) When carrier is required to provide additional labor, at point of origin or point of destination, for the handling of articles or packages which, because of their weight or bulk, cannot be handled by one man, an additional charge of \$9.10 per man per hour, minimum charge \$9.10 shall be made.		110
(c) On shipments of glass as described under the heading "Glass" in the Governing Classification in packages named therein exceeding 120 united inches, add 6 1/2 cents per 100 pounds to applicable class rates. (See Note)		
NOTE.--Will not apply where crane facilities are available without cost to carrier or loading and/or unloading is performed by shipper and/or consignee, at both pickup and delivery points.		
o Change)	Decision No. 77438	
o Increase)		
EFFECTIVE		
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA		
Correction 273		

SECTION 1--RULES (Continued)		ITEM																					
<p 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 \$8.00 per hour, plus 8 cents per actual mile, shall be made for each escort vehicle and driver furnished, for the time and distance said vehicle and driver are engaged in such service. (See Notes 1 and 2)</p> <p>(b) A charge shall be made equal to the actual cost of any bridge or ferry tolls incurred for each escort car.</p> <p>NOTE 1.--Service shall commence with departure of each escort vehicle from its point of dispatch and terminate with the return of each escort car to its point of dispatch, excluding off-duty hours.</p> <p>NOTE 2.--Charges for fractions of an hour shall be determined in accordance with the following table:</p> <table border="1"> <thead> <tr> <th align="center" colspan="2">MINUTES</th><th></th></tr> <tr> <th align="center">Over</th><th align="center">But Not Over</th><th></th></tr> </thead> <tbody> <tr> <td align="center">0</td><td align="center">8</td><td>-----omit</td></tr> <tr> <td align="center">8</td><td align="center">23</td><td>-----shall be 1/4 hour</td></tr> <tr> <td align="center">23</td><td align="center">38</td><td>-----shall be 1/2 hour</td></tr> <tr> <td align="center">38</td><td align="center">53</td><td>-----shall be 3/4 hour</td></tr> <tr> <td align="center">53</td><td align="center">60</td><td>-----shall be 1 hour</td></tr> </tbody> </table>		MINUTES			Over	But Not Over		0	8	-----omit	8	23	-----shall be 1/4 hour	23	38	-----shall be 1/2 hour	38	53	-----shall be 3/4 hour	53	60	-----shall be 1 hour	160
MINUTES																							
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38	53	-----shall be 3/4 hour																					
53	60	-----shall be 1 hour																					
<p align="center">CHARGES FOR PERMIT SHIPMENTS</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring transportation permits:</p> <p>(a) A charge of \$9.60 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>		170																					
<p align="center">FAILURE TO ACCOMPLISH DELIVERY</p> <p>If the carrier, through no fault of its own, is unable to effect delivery of any shipment within 48 hours, excluding Saturdays, Sundays and holidays, after receipt of the shipment, notice will be sent or given to consignor or consignee that the shipment is being placed in storage. Thereafter the shipment will be stored at carrier's terminal subject to the rates and charges set forth below, or at carrier's option may be placed in public warehouse.</p> <p>For each of the first five days, 5 1/2 cents per 100 pounds. For the sixth and each succeeding day, 8 cents per 100 pounds.</p> <p>Minimum storage charge per shipment on freight held beyond 48 hours, 5 days or less, 77 cents; 6 days or more, \$1.18. In computing time, any fractional part of 24 hours will be counted as one day. In computing charges, any fractional part of 100 pounds will be computed as 100 pounds. Shipments unloaded from vehicle and reloaded on vehicle will be subject to a charge of \$2.95 per ton in addition to all other charges. Subsequent delivery from point of storage will be charged as a new shipment.</p>		180																					
<p> \$ Change) o Increase) Decision No. </p>		77438																					
EFFECTIVE																							
<p> Correction 274 ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA. </p>																							

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">DELAYS TO EQUIPMENT</p> <p>Delays at place of pickup and/or delivery, exclusive of the time actually consumed in loading or unloading, resulting from any cause not the fault of and beyond the control of carrier which exceed one-half hour will be charged for at the rate of \$10.20 per hour for all time over one-half hour, minimum charge \$2.55.</p>	6190
<p style="text-align: center;">DISPOSITION OF FRACTIONS</p> <p>In computing a rate based on a multiple of another rate, such as one hundred fifty percent of Class 100 (150), the following will govern in the disposition of fractions:</p> <p>Fractions of less than $\frac{1}{4}$ or .25 of a cent omit. Fractions of $\frac{1}{4}$ or .25 of a cent or greater but less than $\frac{1}{2}$ or .50 of a cent will be stated as $\frac{1}{4}$ or .50 of a cent. Fractions of $\frac{1}{2}$ or .50 of a cent or greater, increase to next whole figure.</p>	200
<p style="text-align: center;">EXPORT FREIGHT CLEARANCES</p> <p>When the service of clearing export freight is performed by the carrier, a charge of \$4.85 per clearance will be made.</p>	6210
<p style="text-align: center;">GROSS WEIGHT</p> <p>Charges will be assessed on gross weight of the shipment. No allowance shall be made for the weight of the containers. (See Exception)</p> <p>EXCEPTION.--When palletized shipments subject to minimum weights of 20,000 pounds or more are loaded or unloaded by power-loading device, the weight of the pallets (elevating truck pallets or platforms or lift truck skids) shall not be used in determining the weight of the shipment nor the charges thereon. This exception applies only in connection with rates contained in this tariff, and is not applicable to shipments of empty pallets. When rail rates are used under the provisions of Item 130 of this tariff, the weight of the pallets shall be included or excluded in accordance with the provisions of the governing rail tariff.</p>	220
<p style="text-align: center;">GUARANTEE OF MINIMUM TONNAGE</p> <p>Rates based on weekly, monthly, yearly or per job minimum tonnage requirements will apply only when hauled by one carrier for one shipper or consignee and when carrier is furnished with a satisfactory guarantee that the minimum tonnage requirement will be shipped, or when the required tonnage has been transported.</p> <p>The term "monthly" as used above means a calendar month or a period of 30 consecutive days.</p> <p>The term "per job" as used above means a lot delivered to one or more locations on a single project within a period of not to exceed one year.</p>	230
<div style="display: flex; justify-content: space-between; align-items: center;"> <div> 6 Change) 0 Increase) </div> <div> Decision No. 77438 </div> </div>	
EFFECTIVE	
<div style="display: flex; justify-content: space-between;"> <div>Correction 275</div> <div>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</div> </div>	

SECTION 1--RULES (Continued)		ITEM																				
LOSS AND/OR DAMAGE CLAIMS																						
A minimum charge of \$3.20 shall be made for the handling and collection of loss and/or damage claims against another carrier when the amount involved exceeds \$100.00. When the amount involved is \$100.00 or less, not less than 1 percent of the amount involved shall be charged subject to a minimum of 80 cents. This accessorial service shall not be rendered except upon the shipper's or consignee's request.		0250																				
MARKING OR TAGGING OF PACKAGES																						
For the service of marking packages, when incidental to transportation by the carrier, a charge of 4 cents per package, minimum charge \$1.80 shall be made. When more than one stencil is used, the minimum charge shall apply to each stencil used.		0260																				
MINIMUM CHARGE																						
Except as otherwise provided, on shipments moving under class rates the minimum charge per shipment shall be as follows:																						
<table><tr><th colspan="2">Weight of Shipment (In Pounds)</th><th rowspan="2">Minimum Charge (In Cents)</th></tr><tr><th>Over</th><th>But Not Over</th></tr><tr><td>0</td><td>25 -----</td><td>205</td></tr><tr><td>25</td><td>50 -----</td><td>225</td></tr><tr><td>50</td><td>75 -----</td><td>280</td></tr><tr><td>75</td><td>100 -----</td><td>310</td></tr><tr><td>100</td><td>-----</td><td>390</td></tr></table>		Weight of Shipment (In Pounds)		Minimum Charge (In Cents)	Over	But Not Over	0	25 -----	205	25	50 -----	225	50	75 -----	280	75	100 -----	310	100	-----	390	0270
Weight of Shipment (In Pounds)		Minimum Charge (In Cents)																				
Over	But Not Over																					
0	25 -----	205																				
25	50 -----	225																				
50	75 -----	280																				
75	100 -----	310																				
100	-----	390																				
◊ Increase, Decision No. 77438																						
EFFECTIVE																						
Correction 276	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA																					

SECTION 1--RULES (Continued)												ITEM
POOL SHIPMENTS (Items 280, 281 and 282)												
Pool shipments as described in Item 11 shall be subject to rates and charges as follows for the services designated, viz.:												
1. Unloading and/or segregating (does not include transportation).												
Articles for which rates are not otherwise specified in this item.												
(1) Class rates in cents per 100 pounds												
100	92½	85	77½	70	65	60	55	50	45	40	37½	35
50	48	46	44	40	39	37	35	34	33	32	31	(2) 30½
(1) Minimum Charge 180 cents per component part.												
(2) Applies on articles rated Class 35 or lower.												
<div>Commodity Rates in Cents per 100 Pounds Minimum Charge 180 Cents per component part</div>												◊ 280
Games or Toys, as described under the heading "Games or Toys Group,"												
and												
Bicycles, K.D., as described in Items 188590 and 188610 series,												
and												
Vehicles, other than self-propelled, K.D., as described in Items 188690, 188780, 189000, 189180, 189440, 189780, 189820 and 189960 series, in the Governing Classification-----												
												70
2. Pool Shipments of Furniture or Furniture Parts as described under the headings "Furniture Group" and "Furniture Parts Group" in the Governing Classification shall be charged as follows:												
(a) Unloading and/or segregating including all accessorial services except those governed by paragraphs 3(g) and 3(h) of Item 281, \$1.45 per 100 pounds, minimum charge \$2.80 per component part.												
(Continued in Item 281)												
◊ Increase, Decision No. 77438												
EFFECTIVE												
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.												
Correction 277												

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">POOL SHIPMENTS (Continued) (Items 280, 281 and 282)</p> <p>3. Accessorial Services:</p> <p>(a) A clerical service charge of 85 cents per component part is to be assessed on each and every component that the carrier unloads and/or segregates and delivers to the consignee, subconsignee, their agents or to other carriers. This charge covers the services of preparing delivery instructions, issuance of freight bills to each consignee or shipper and accounting therefor, and/or the processing of similar documents prepared by the shipper and accounting therefor.</p> <p>(b) Listing and reporting marked weights, gallonage or serial numbers, 2½ cents per line, per package or piece, minimum charge 75 cents per component part.</p> <p>(c) Marking, tagging, stenciling or labeling, 2½ cents per package or piece, minimum charge \$1.15 per component part.</p> <p>(d) Advancing, prorating and collecting inbound freight charges of other carriers, 1 percent of amount advanced, minimum charge \$1.15 per component part.</p> <p>(e) Advancing or prepayment of outbound freight charges to other carriers, 85 cents per component part.</p> <p>(f) Breaking down, leveling off, installing dunnage in pool cars stopped for partial unloading will be charged as provided in Item 110 for helpers, plus the cost of dunnage.</p> <p>(g) Storage will be charged as provided in Item 180 when carrier through no fault of its own is unable to effect delivery of a component part.</p> <p>(h) Replacing damage-free equipment in pool cars, or any other accessorial service not provided for elsewhere shall be charged at the hourly rate provided in paragraph (b) of Item 110.</p> <p>(i) In addition to the other accessorial charges provided herein special handling charges based on the total weight of the component part shall be assessed as follows:</p> <ol style="list-style-type: none"> 1. For each component part on which delivery is taken at carrier's terminal: 30 cents per 100 pounds, minimum charge \$1.40. 2. When, through no fault of carrier, all pieces comprising one component part are not picked up at one specific time on delivery taken at carrier's terminal, charges shall be assessed as set forth under subparagraph (1) hereof plus an additional charge of 30 cents per 100 pounds, minimum charge \$1.25. <p style="text-align: center;">(Continued in Item 282)</p>	<p style="text-align: center;">281</p>
<p>o Increase. Decision No. 77438</p>	
<p style="text-align: center;">EFFECTIVE</p> <p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction 278</p>	

SECTION 2--CLASS RATES (Continued) In Cents Per 100 Pounds										ITEM
(1) Rate Basis	Any Quantity									0730
	100	92½	85	77½	70	65	60	55	50	
A	246	234	222	209	197	189	182	172	167	
B	268	255	241	228	214	206	198	187	182	
(1) Rate Basis	Minimum Weight 500 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	133	126	119	113	106	102	98	93	90	
B	149	142	134	127	119	115	110	104	101	
(1) Rate Basis	Minimum Weight 2,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	80	76	72	68	64	62	59	56	54	
B	88	84	79	75	70	68	65	62	60	
(1) Rate Basis	Minimum Weight 4,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	64	61	57	54	51	49	47	45	44	
B	71	67	64	60	57	55	53	50	48	
(1) See Item 700.										
◊ Increase, Decision No. 77438										
EFFECTIVE										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										
Correction 279										

SECTION 2--CLASS RATES (Concluded) In Cents Per 100 Pounds										ITEM
(1) Rate Basis	Minimum Weight 10,000 Pounds except as provided in Note 1									0740
	100	92½	85	77½	70	65	60	55	50	
A	51	48	46	43	41	39	38	36	35	
B	56	53	51	48	45	43	41	39	38	
(1) Rate Basis	Minimum Weight 20,000 Pounds except as provided in Notes 2 and 3									
	100	92½	85	77½	70	65	60	55	50	
A	49	47	44	42	39	38	36	34	33	
B	51	48	46	43	41	39	38	36	35	
(1) Rate Basis	Minimum Weight as provided in the Governing Classification or Section 2-B, 2-C or 2-D of the Exception Ratings Tariff, except as provided in Note 3									
	45		40		37½		35			
A	33		32		31		30			
B	34½		34		33		32			
<p>NOTE 1.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification or Section 2-B, 2-C or 2-D of the Exception Ratings Tariff, but in no event less than 10,000 pounds.</p> <p>NOTE 2.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification or Section 2-B, 2-C or 2-D of the Exception Ratings Tariff, but in no event less than 20,000 pounds.</p> <p>NOTE 3.--When the truckload minimum weight provided in the Governing Classification or Section 2-B, 2-C or 2-D of the Exception Ratings Tariff exceeds 40,000 pounds, the minimum weight shall be 40,000 pounds. Class 35 rates provided herein apply in connection with Class 35.1, 35.2, 35.3 and 35.4 truckload ratings provided in Section 2-B, 2-C or 2-D of the Exception Ratings Tariff.</p> <p>(1) See Item 700.</p>										
♦ Increase, Decision No. 77438										
EFFECTIVE										
Correction 280										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										

SECTION 3--COMMODITY RATES (Continued) In Cents Per 100 Pounds, Except As Noted		ITEM
COMMODITY	RATE	
CANNED GOODS, Pickles, Preserves, in earthenware, glass or metal cans, boxed, or in pails or tubs, crated or in bulk in barrels or kegs, as described under that heading in Item 400, FRUIT, DRIED, in boxes or sacks.		0800
Applies only within ZONE 1 Shipments on Platforms, loaded by Shipper and unloaded by Consignee Minimum 6,000 tons per year, subject to Item 230-----	In Cents per Ton 113	
CASTINGS, Iron or Steel (See Note). City Deliveries. Minimum 1,500 tons per year, subject to Item 230. NOTE.--Rates will also apply on Foundry Patterns, gross weight of which does not exceed 10% of gross weight of total shipment.		
BETWEEN	AND	
All Zones in Alameda, Albany, Berkeley, Emeryville, Oakland	All Zones in Alameda, Albany, Berkeley, Emeryville, Oakland	0810
SHIPMENTS WEIGHING 2,000 pounds and under----- Over 2,000 pounds but not over 4,000 pounds----- Over 4,000 pounds but not over 6,000 pounds----- Over 6,000 pounds-----	(1) 76 41 32 23	
(1) Minimum charge \$2.05 per shipment.		
<div> <div>◊ Increase, Decision No.</div> <div>77438</div> </div>		
EFFECTIVE		
<div> <div>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</div> <div>Correction 281</div> </div>		

SECTION 3--COMMODITY RATES (Continued) In Cents Per 100 Pounds, Except as Noted		ITEM																		
COMMODITY	RATE																			
<p>CIGARS, CIGARETTES, SNUFF OR MANUFACTURED TOBACCO, as described under the heading "CIGARS AND CIGARETTES GROUP" in the Governing Classification.</p> <p>Applies from public warehouses to points and places located within the Oakland Jobber Zone described below:</p> <p>Minimum 75,000 pounds per month</p> <table><tr><td>25 pounds or less-----</td><td>210</td></tr><tr><td>Over 25 pounds but not over 50 pounds-----</td><td>220</td></tr><tr><td>Over 50 pounds but not over 75 pounds-----</td><td>235</td></tr><tr><td>Over 75 pounds but not over 100 pounds-----</td><td>270</td></tr><tr><td>Over 100 pounds but not over 500 pounds-----</td><td>305</td></tr></table> <table><tr><td>Over 500 pounds but not over 1000 pounds-----</td><td>63</td></tr><tr><td>Over 1000 pounds but not over 2000 pounds-----</td><td>49</td></tr><tr><td>Over 2000 pounds but not over 4000 pounds-----</td><td>41</td></tr><tr><td>Over 4000 pounds-----</td><td>37</td></tr></table> <p>The OAKLAND JOBBER ZONE consists of the area bounded as follows:</p> <p>Beginning at the intersection of San Francisco Bay and Oakland approach to the San Francisco-Oakland Bay Bridge; northeast along said bridge approach to the intersection of 32nd Street; northeast on 32nd Street to Peralta Street; south on Peralta Street to 30th Street; east on 30th Street to Broadway; south on Broadway to 26th Street; east on 26th Street to Harrison Street; south on Harrison Street to Lakeside Drive; southeast on Lakeside Drive to Oak Street; south on Oak Street to 12th Street; east on 12th Street to Fallon Street; south on Fallon Street to Estuary; west on Estuary to Waterfront and north to point of beginning, including both sides of designated streets.</p>	25 pounds or less-----	210	Over 25 pounds but not over 50 pounds-----	220	Over 50 pounds but not over 75 pounds-----	235	Over 75 pounds but not over 100 pounds-----	270	Over 100 pounds but not over 500 pounds-----	305	Over 500 pounds but not over 1000 pounds-----	63	Over 1000 pounds but not over 2000 pounds-----	49	Over 2000 pounds but not over 4000 pounds-----	41	Over 4000 pounds-----	37	<p>In Cents per Shipment</p> <p>In Cents per 100 Pounds</p>	0820
25 pounds or less-----	210																			
Over 25 pounds but not over 50 pounds-----	220																			
Over 50 pounds but not over 75 pounds-----	235																			
Over 75 pounds but not over 100 pounds-----	270																			
Over 100 pounds but not over 500 pounds-----	305																			
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o Increase, Decision No. 77438																				
EFFECTIVE																				
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA																				
Correction 282																				

MINIMUM RATE TARIFF 1-B

SECTION 3--COMMODITY RATES In Cents Per 100 Pounds, Except As Noted			ITEM
COMMODITY	RATE	Minimum Weight in Pounds per Shipment	
GRAIN PRODUCTS, as described under the heading "GRAIN PRODUCTS GROUP" in the Governing Classification. Except as noted, rates include inside delivery and piling of flour not exceeding ten sacks high.			
FROM	TO		
Warehouses in ZONE 1--Oakland	Alameda--All points. ZONE 1--Oakland--that portion southerly from a line beginning at the intersection of Yerba Buena Avenue and San Francisco Bay, easterly along Yerba Buena Avenue and its projected line to 40th Street; thence easterly along 40th Street to Piedmont Avenue; and northwesterly from a line beginning at the intersection of 29th Avenue and the Oakland City limits, easterly along 29th Avenue to 23rd Avenue; thence northerly along 23rd Avenue to Foothill Boulevard.	(1)(3)109 (3) 65 (3) 49 (3) 39 (3) 31 (3) 28 (3) 21½	Any Quantity 500 1,000 2,000 5,000 10,000 20,000
	All points in ZONES 1, 2 and 3 (except Alameda, Albany and that portion of ZONE 1--Oakland described above).	(2)(3)121 (3) 73 (3) 54 (3) 40 (3) 34 (3) 33 (3) 27½	Any Quantity 500 1,000 2,000 5,000 10,000 20,000
(1) Minimum charge \$3.25 per shipment. (2) Minimum charge \$3.60 per shipment. (3) For shipping and marking add 16 cents per 100 pounds, minimum charge \$1.60.			0830
♦ Increase, Decision No. 77438			
EFFECTIVE			
Correction 283			ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 3--COMMODITY RATES (Concluded) In Cents Per 100 Pounds, Except As Noted		ITEM
COMMODITY	RATE	
<p>PARCEL CITY DELIVERY (Wholesale Only) (See Note)</p> <p>Within and between all zones, and applies on packages containing property, weighing not to exceed (1)40 pounds per package, and only on deliveries from jobbers, wholesalers, industries and retail stores to other jobbers, wholesalers, industries and retail stores.</p> <p>1 to and including 100 packages per week ----- 92 Over 100 to and including 400 packages per week ----- 72 Over 400 packages per week ----- 60</p> <p>(1) On all packages exceeding 40 pounds in weight, an additional charge of 3 cents per pound shall be made for each pound or fraction thereof in excess of 40 pounds.</p> <p>NOTE.--The above rates are subject to a service charge of 50 cents for each pickup stop made at consignor's place of business.</p>	<p>In Cents Per Package</p> <p>840</p>	
<p>FREIGHT, REGARDLESS OF CLASSIFICATION, transported within and between all zones:</p> <p>PARCEL DELIVERIES</p> <p>1. The rates and provisions of this item are limited in their application to shipments of general commodities, except articles of unusual value, dangerous articles (Class A and B explosives), household goods, commodities in bulk, and commodities requiring temperature control or special equipment. Each package or article shall be considered as a separate and distinct shipment.</p> <p>2. The provisions of this item will not apply to the transportation of:</p> <p>(a) Any package or article weighing more than 50 pounds or exceeding 108 inches in length and girth combined.</p> <p>(b) Any packages or articles weighing in the aggregate more than 100 pounds from one consignor at one location to one consignee at one location during a single day.</p> <p>(c) Any package or article when consignor requests delivery on the same day that package or article is picked up at consignor's place of business or delivered to carrier's terminal.</p> <p>(d) Any shipment between retail stores and their branches or warehouses on the one hand, and on the other hand, the premises of the customers of such stores.</p> <p>3. Rates and charges in this item shall apply only on prepaid shipments and only where the shipper elects in writing in advance to utilize the rates and charges herein for all packages weighing 50 pounds or less tendered by said shipper to the carrier for delivery during the same calendar week.</p> <p>NOTE.--In addition to the rates named herein the carrier shall assess a service charge of \$2.00 per week unless all packages or pieces are tendered at carrier's terminal.</p>	<p>In Cents Per Package 036</p> <p>Plus 3 cents for each pound or fraction thereof (See Note)</p> <p>6850</p>	
<p>Change } Decision No. 77438 Increase }</p>		
EFFECTIVE		
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</p> <p>Correction 284</p>		

SECTION 5--HOURLY TRUCK RATES

ITEM

HOURLY VEHICLE UNIT RATES, including Driver and All Other
Operating Expenses:

Vehicles, N.O.S. (Subject to Notes 1, 2 and 3)

Capacity of Carrier's Equipment in Pounds:

	Rate in Cents per Hour
Over 2,500 or less-----	1145
Over 2,500 but not over 4,500-----	1170
" 4,500 " " " 10,500-----	1190
" 10,500 " " " 20,500-----	1295
" 20,500 " " " 30,000-----	1345
" 30,000 pounds-----	1395

Minimum charge 1 hour.

NOTE 1.--Rates in this item apply only when prior to transportation of the property shipper enters into a written agreement with the carrier to the effect that shipment is to be transported under the provisions of Item 1000 of Minimum Rate Tariff 1-B. When such an agreement is executed, rates otherwise provided in this tariff will not apply.

NOTE 2.--Rates named herein apply during regular working hours and include the services of the driver only. For charges for service at other than regular working hours, see Item 140. When at the request of the shipper carrier furnishes help in addition to the driver, an additional charge shall be made as set forth in paragraph (b) of Item 110.

NOTE 3.--Time for hourly rates shall be computed from the time the vehicle leaves carrier's place of business until it arrives back at said place of business.

61000

o Change)
o Increase) Decision No.

77438

EFFECTIVE

Correction 285

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