

ORIGINAL

Decision No. 78031

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation into the rates, rules, regulations, charges, allowances and practices of all common carriers, highway carriers, and city carriers relating to the transportation of property in the City and County of San Francisco, and the Counties of Alameda, Contra Costa, Lake, Marin, Mendocino, Monterey, Napa, San Benito, San Mateo, Santa Clara, Santa Cruz, Solano and Sonoma.

Case No. 5441
Petition for Modification
No. 203

(Filed August 14, 1970;
Amended August 31, 1970.)

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 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. 597

(Filed August 14, 1970;
Amended August 31, 1970)

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

William D. Mayer, for the Cannery League of California; A. L. Libra, Attorney at Law, for California Manufacturers Association; Robert W. Candlish, for Personal Products Co., Division of Johnson & Johnson; D. H. Marken, by G. C. Willis, for Traffic Managers Conference of California; and G. C. Willis, for Kraft Foods Division of Kraft Co. Corporation, interested parties.

Richard Stokes, for Haslett Company, respondent.
John R. Laurie and Robert W. Stich, for the Commission staff.

O P I N I O N

By these petitions, California Trucking Association (CTA) 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 19 (San Francisco Drayage Area), and increases in the pool shipment rates set forth in Minimum Rate Tariff No. 2. Decision No. 77438, dated June 30, 1970, in Case No. 5441, Petition No. 192, and Case No. 5432, Petition No. 584, authorized increases in said tariffs to reflect labor and allied costs in effect on July 1, 1970, pursuant to wage contracts with Teamster Unions. In the instant petitions, CTA seeks increases in rates to offset labor and allied costs which will be in effect in 1971, pursuant to said labor agreements.

Public hearing was held on October 8 and 9, 1970 before Examiner Mallory in San Francisco. The matters were submitted upon receipt of a late-filed exhibit. Evidence was presented by a transportation analyst employed by petitioner, and by staff representatives from the Commission's Transportation Division.

Petitioner's witness testified that current wage contracts provide for wage and fringe benefit increases effective January 1, 1971 and additional increases in wages effective July 1, 1971. He introduced Exhibit 203-1 showing the changes occurring since July 1, 1970, in labor rates and fringe benefits, workmen's compensation insurance rates and payroll taxes. The witness compared the labor costs which will be in effect on January 1 and July 1, 1971 with those effective July 1, 1970. The witness also developed weighted average labor cost increases effective during calendar year 1971, and compared said weighted average costs with costs effective July 1, 1970. The witness recommended that minimum rates be increased effective January 1, 1971 to reflect the weighted average cost

increases occurring in the calendar year 1971. The witness also developed in Exhibit 203-1 revisions in total costs for the handling of pool shipments in the San Francisco Bay Area to reflect therein average cost conditions for calendar year 1971, which form the basis for the proposed pool shipment rates set forth in the petitions herein.

An engineer from the Commission's Transportation Division presented Exhibits 203-2, 203-3 and 203-4, showing revised costs of transporting property within the San Francisco and East Bay Drayage Areas. Said costs reflect the average of the conditions which will be in effect during 1971. The witness testified that said studies were developed using the "wage offset" method found reasonable in Decision No. 76353 for offset proceedings involving MRT-1B and MRT-19.¹ The increased costs so developed were compared with July 1970 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 203-5 containing proposed rates. The witness adjusted the percentages of increase shown in the engineer's cost exhibit by reducing them by 7 percent. The resulting factors were then applied to existing rates, and minor adjustments were made thereto to retain present relationships between rates. The increases proposed by the staff rate expert range from 7.25 to 9.48 percent for MRT-1B and from 7.52 to 8.46 percent for MRT-19, and appear to average about 7.75 percent overall.

¹ Decision No. 76353, dated October 28, 1969, in Cases Nos. 5432, 5435, 5439, 5441 and 7783.

The staff rate witness testified that the method adopted by him to reflect increases in rates is different from any method heretofore proposed by the staff or adopted by the Commission. The purpose of the instant staff proposal is to eliminate from consideration herein any increase in the profit earned by carriers under existing rates. The reason advanced by the witness for his proposed changed method is that increases which will occur in 1971 are greater than those heretofore experienced by highway carriers. The witness testified that the latest full-scale cost studies were introduced into evidence in 1962. The witness asserted that the minimum rates which reflect the 1962 full-scale cost studies contained a profit factor of 7 percent. Therefore, he assumed that existing minimum rates still contain that same profit relationship. The witness stated that actual operating experience under MRT-19 and MRT-1B rates could not be determined because, to his knowledge, no highway permit carrier earned half or more of its revenues from the minimum rates in either tariff.

The witness for petitioner recommended that the staff costs serve as a basis for the adjustments of rates herein, as said studies show in more detail than petitioner's studies the changes in costs occurring in the various types of services and weights of shipments. Petitioner's witness urged that the percentages of increase in costs shown in the staff studies be reflected in the corresponding rates without the reduction proposed by the staff rate witness. In order to show rates on such levels, petitioner requested and the examiner approved the staff preparing and filing late-filed Exhibit 203-6. The California Manufacturers Association urged that staff rate proposals be adopted.

Discussion

The Commission, in Decision No. 76353, recently reviewed the various methods for offsetting minimum rates to reflect increased labor costs, and adopted a specific method as appropriate for each of the several tariffs involved. That decision found that the "wage offset" method described therein was appropriate for modification of class and commodity rates set forth in MRT-1B and MRT-19. The decision also found that the selection and employment of one of the three acceptable methods of offsetting rates, or such other cost offset procedure for adjusting deemed appropriate, must be fully justified by relevant and competent evidence.

Two of the assumptions which underlie the staff rate proposal are not fully justified by relevant and competent evidence on this record. The first is that the rates in MRT-19 and MRT-1B predicated on 1962 cost data reflected a profit factor of 7 percent; and the other is that the existing level of rates still retain the same level of profit that initially was established in the 1962 rates. Furthermore, the sole reason advanced for the revised method urged herein by the staff is that the magnitude of the labor changes which will occur in 1971 are greater than ever before. As measured in the staff cost studies, such changes in driver hourly labor costs are as high as 11.4 percent in MRT-19 (Exhibit 203-2) and 11.8 percent in MRT-1B (Exhibit 203-3). Corresponding labor cost increases in the last offset proceeding involving these tariffs (Decision No. 77438, supra) were 11.8 and 11.6 percent. Thus, the percentage increases in representative drivers' labor costs are not materially different in the last proceeding from the current proceeding.

The evidence shows that petitioner's witness developed costs for pool car shipments on a basis different than that found reasonable for offsets of rates in the two drayage tariffs in Decision No. 76353, supra. Pool car shipment costs should also be developed on the "wage offset" method adopted in Decision No. 76353, absent any showing concerning the reasonableness of a different method.

Upon consideration of all the facts of record, the Commission finds that the increases in rates as set forth in Late-filed Exhibit 203-6, except for pool car shipments, are justified and will result in just, reasonable, and nondiscriminatory minimum rates. Pool car shipment rates which reflect the "wage offset" method of cost development will result in just, reasonable and nondiscriminatory minimum rates and charges.

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. 203, in Case No. 5441, and No. 597, in Case No. 5432, should be

granted to the extent indicated above, 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 following 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 January 1, 1971, the revised pages attached hereto and listed in Appendix A, also attached hereto, which pages and appendix by this reference are made a part hereof.

2. 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 January 1, 1971, on not less than five days' notice to the Commission and to the public; such tariff publications as are required shall be made effective not later than January 1, 1971; 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 fifth day after the effective date of this order, 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.

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 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. 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 December 23, 1970. ✓

Dated at San Francisco, California, this 8th day of December, 1970.

Chairman

Augusta

William J. ...

[Signature]

Vernon L. Sturgeon
Commissioner

Commissioner J. P. Vukasin, Jr., being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A TO DECISION NO. 78031

LIST OF REVISED PAGES TO MINIMUM RATE TARIFF 1-B
AUTHORIZED BY SAID DECISION

FOURTH REVISED PAGE 18-A

TENTH REVISED PAGE 23

FIRST REVISED PAGE 23-A

TENTH REVISED PAGE 24

SECOND REVISED PAGE 25-A

NINTH REVISED PAGE 26

NINTH REVISED PAGE 27

ELEVENTH REVISED PAGE 38

THIRD REVISED PAGE 38-A

TENTH REVISED PAGE 40

TENTH REVISED PAGE 41

TENTH REVISED PAGE 42

TENTH REVISED PAGE 47

(END OF APPENDIX A LIST)

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates provided in this tariff are for the transportation of shipments from point of origin to point of destination and include tailgate loading into and tailgate unloading from the carrier's equipment. (See Item 110)</p>	90
<p style="text-align: center;">APPLICATION OF GOVERNING PUBLICATIONS</p> <p>1. This tariff is governed to the extent shown herein by:</p> <p>(a) The Governing Classification, except that this tariff is subject to the following rules (items) only thereof:</p> <p>110. Sections 1, 3(a), 3(b), 3(c), 3(d), 4, 4(a), 4(b), 5, 6(a), 6(b), 6(c), 7, 7(a), 7(b), 7(c), 7(d), 8, 9, 10, 11(a), 11(b), 11(c), 12, 12(a), 12(b), 12(c), 12(d), 12(e), 12(f), 13(a), 13(b), 13(c), 14, 15, 15(a), 15(b), 15(c), 15(d), and 16;</p> <p>200; 205; 210; 215; 220; 222; 225; 230; 235; 240; 245; 250; 255; 257; 260; 265; 270; 275; 280; 285; 291; 292; 294; 296; 297; 300; 310;</p> <p>360. Sections 1, 1(a), 1(b), 1(c), 1(d), 1(h), 2, 2(a), 2(b), 2(c), 2(d), 3, 4, 4(a), 4(b), and 5;</p> <p>370; 381; 420. Sections 1, 2, 4 and 5; 421; 422; 423; 424; 426; 428, Section 2;</p> <p>430. Sections 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11(a), 11(b), and 13;</p> <p>455; 520; 535; 540; 565; 595; 640; 645; 680; 685; 687; 689; 765; 780, Section 2;</p> <p>845; 995; 997 (Table A).</p> <p>(b) The Exception Ratings Tariff, Sections 2-A, 2-B, 2-C and 2-D only.</p> <p>(c) The Dangerous Articles Tariff (California Regulations).</p> <p>2. Where the ratings and rules or other provisions or conditions provided in the Governing Classification or Exceptions Ratings Tariff are in conflict with those provided in this tariff, the provisions of this tariff will apply. Except as otherwise specifically provided in this tariff, where the provisions of the Dangerous Articles Tariff are in conflict with provisions set forth in this tariff or the otherwise governing publications referred to in paragraphs (a) and (b) hereof, the provisions of the Dangerous Articles Tariff will apply.</p>	100
<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>(a) For pickup or delivery or for stacking, sorting or other accessorial service which is not authorized to be performed under the rates named in this tariff and for which a charge is not otherwise provided, an additional charge of \$10.10 per man per hour, minimum charge \$2.55, shall be made.</p> <p>(b) When carrier is required to provide additional labor, at point of origin or point of destination, for the handling of articles or packages which, because of their weight or bulk, cannot be handled by one man, an additional charge of \$10.00 per man per hour, minimum charge \$10.00, shall be made.</p> <p>(c) On shipments of glass as described under the heading "Glass" in the Governing Classification in packages named therein exceeding 120 united inches, add 6½ cents per 100 pounds to applicable class rates. (See Note)</p> <p>NOTE.—Will not apply where crane facilities are available without cost to carrier or loading and/or unloading is performed by shipper and/or consignee, at both pickup and delivery points.</p>	\$110
<p>of Change) Increase) Decision No. 75031</p>	
EFFECTIVE	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

SECTION 1--RULES (Continued)		(1) ITEM														
<p style="text-align: center;">CHARGES FOR ESCORT SERVICE</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring escort service:</p> <p>(a) A charge of \$8.90 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><tr><th colspan="2">MINUTES</th></tr><tr><th>Over</th><th>But Not Over</th></tr><tr><td>0</td><td>8-----omit</td></tr><tr><td>8</td><td>23-----shall be 1/2 hour</td></tr><tr><td>23</td><td>38-----shall be 3/4 hour</td></tr><tr><td>38</td><td>53-----shall be 1 hour</td></tr><tr><td>53</td><td>60-----shall be 1 hour</td></tr></table>		MINUTES		Over	But Not Over	0	8-----omit	8	23-----shall be 1/2 hour	23	38-----shall be 3/4 hour	38	53-----shall be 1 hour	53	60-----shall be 1 hour	6160
MINUTES																
Over	But Not Over															
0	8-----omit															
8	23-----shall be 1/2 hour															
23	38-----shall be 3/4 hour															
38	53-----shall be 1 hour															
53	60-----shall be 1 hour															
<p style="text-align: center;">CHARGES FOR PERMIT SHIPMENTS</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring transportation permits:</p> <p>(a) A charge of \$10.50 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>		6170														
<p>6 Change } 0 Increase } Decision No. 78031</p>																

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">DANGEROUS ARTICLES</p> <p>Dangerous Articles must not be accepted for transportation unless at the time of or prior to the initial pickup the consignor has furnished to the carrier written information as required under the regulations of the Dangerous Articles Tariff.</p> <p>To the extent hereinafter provided, the following provisions of this tariff will not apply to shipments of dangerous articles:</p> <ol style="list-style-type: none">1. Item 320 (Mixed Shipments) will not apply to shipments containing one or more commodities which the Dangerous Articles Tariff prohibits being transported at the same time on a single unit of carrier's equipment.2. Items 150-152 (C.O.D. Shipments) will not apply to shipments, including any component parts thereof, containing explosives (Class A, B or C) and/or any other dangerous articles which may not be left unattended in the carrier's equipment under the regulations of the Dangerous Articles Tariff.	175
<p style="text-align: center;">FAILURE TO ACCOMPLISH DELIVERY</p> <p>Except as otherwise provided in the Dangerous Articles Tariff, 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, 5½ 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 \$3.30 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) Increase) Decision No. 78031</p>	
EFFECTIVE	
Correction	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA	

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 \$11.10 per hour for all time over one-half hour, minimum charge \$2.75.</p>	2190
<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 \$5.35 per clearance will be made.</p>	210
<p style="text-align: center;">WEIGHTS - GROSS WEIGHTS AND DUNNAGE (Exception to Sec. 1 and Sec. 3 of Item 995 of the Governing Classification)</p> <p>Unless otherwise provided, charges shall be computed on actual gross weights, except when estimated weights are authorized such estimated weights shall be used (see EXCEPTION).</p> <p>EXCEPTION.--When palletized shipments subject to minimum weights of 20,000 pounds or more are loaded or unloaded by power equipment 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
<p>Change) Increase) Decision No. 78031</p>	
EFFECTIVE	
<p>Correction</p> <p style="text-align: right;">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;">LOSS AND/OR DAMAGE CLAIMS</p> <p>A minimum charge of \$3.55 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 90-cents. This accessorial service shall not be rendered except upon the shipper's or consignee's request.</p>		250																					
<p style="text-align: center;">MARKING OR TACKING OF PACKAGES</p> <p>For the service of marking packages, when incidental to transportation by the carrier, a charge of 4 cents per package, minimum charge \$2.00 shall be made. When more than one stencil is used, the minimum charge shall apply to each stencil used.</p>		260																					
<p style="text-align: center;">MINIMUM CHARGE</p> <p>Except as otherwise provided, on shipments moving under class rates the minimum charge per shipment shall be as follows:</p> <table> <tr> <th colspan="2">Weight of Shipment (In Pounds)</th><th>Minimum Charge (In Cents)</th></tr> <tr> <th>Over</th><th>But Not Over</th><th></th></tr> <tr> <td>0</td><td>25</td><td>225</td></tr> <tr> <td>25</td><td>50</td><td>245</td></tr> <tr> <td>50</td><td>75</td><td>305</td></tr> <tr> <td>75</td><td>100</td><td>340</td></tr> <tr> <td>100</td><td></td><td>425</td></tr> </table>		Weight of Shipment (In Pounds)		Minimum Charge (In Cents)	Over	But Not Over		0	25	225	25	50	245	50	75	305	75	100	340	100		425	270
Weight of Shipment (In Pounds)		Minimum Charge (In Cents)																					
Over	But Not Over																						
0	25	225																					
25	50	245																					
50	75	305																					
75	100	340																					
100		425																					
<p>Change) Increase) Decision No. 78031</p>																							
EFFECTIVE																							
Correction	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
54	51	48	46	43	41	39	37	36	35	34	32	(2) 32

(1) Minimum Charge 180 cents per component part.

(2) Applies on articles rated Class 35 or lower.

Commodity Rates in Cents
per 100 Pounds
Minimum Charge 195 Cents
per component part

◊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-----

77

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, \$1.60 per 100 pounds, minimum charge \$3.05 per component part.

(Continued in Item 281)

◊ Increase, Decision No.

78031

EFFECTIVE

Correction

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,
SAN FRANCISCO, CALIFORNIA

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 95 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 80 cents per component part.</p> <p>(c) Marking, tagging, stenciling or labeling, 2½ cents per package or piece, minimum charge \$1.25 per component part.</p> <p>(d) Advancing, prorating and collecting inbound freight charges of other carriers, 1 percent of amount advanced, minimum charge \$1.25 per component part.</p> <p>(e) Advancing or prepayment of outbound freight charges to other carriers, 95 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: 33 cents per 100 pounds, minimum charge \$1.55. 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 33 cents per 100 pounds, minimum charge \$1.35. <p style="text-align: center;">(Continued in Item 282)</p>	<p style="text-align: center;">0281</p>
<p>◊ Increase, Decision No.</p>	
EFFECTIVE	
<p>Correction</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</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	270	257	243	230	216	208	200	189	184	
B	293	278	264	249	234	226	217	205	199	
(1) Rate Basis	Minimum Weight 500 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	145	138	131	123	116	112	107	102	99	
B	163	155	147	139	130	126	121	114	111	
(1) Rate Basis	Minimum Weight 2,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	88	84	79	75	70	68	65	62	60	
B	95	90	86	81	76	73	70	67	65	
(1) Rate Basis	Minimum Weight 4,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	70	67	63	60	56	54	52	49	48	
B	78	74	70	66	62	60	58	55	53	
(1) See Item 700.										
♦ Increase, Decision No. 78031										
EFFECTIVE										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										
Correction										

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	56	53	50	48	45	43	41	39	38	
B	61	58	55	52	49	47	45	43	41	
(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	53	50	48	45	42	41	39	37	36	
B	56	53	50	48	45	43	41	39	38	
(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	34		33		32½		32			
B	36		35		34½		34			
<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. 78031										
EFFECTIVE										
Correction										
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 122	
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) Minimum charge \$2.25 per shipment.	(1) 83 44 35 25	
o Increase, Decision No. 78031		
EFFECTIVE		
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA	

-41-

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) 119 (3) 71 (3) 54 (3) 43 (3) 34 (3) 31 (3) 23½	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) 132 (3) 80 (3) 59 (3) 44 (3) 37 (3) 36 (3) 30	Any Quantity 500 1,000 2,000 5,000 10,000 20,000
(1) Minimum charge \$3.55 per shipment. (2) Minimum charge \$3.95 per shipment. (3) For shipping and marking add 18 cents per 100 pounds, minimum charge \$1.80.			
◇ Increase, Decision No. 78031			
EFFECTIVE			
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.			
Correction			

SECTION 5--HOURLY TRUCK RATES		ITEM																		
<p>HOURLY VEHICLE UNIT RATES, including Driver and All Other Operating Expenses:</p> <p>Vehicles, N.O.S. (Subject to Notes 1, 2 and 3)</p> <p>Capacity of Carrier's Equipment in Pounds:</p> <table> <tr> <td>Over</td><td>2,500 or less-----</td><td>1245</td></tr> <tr> <td>"</td><td>2,500 but not over 4,500-----</td><td>1270</td></tr> <tr> <td>"</td><td>4,500 " " " 10,500-----</td><td>1290</td></tr> <tr> <td>"</td><td>10,500 " " " 20,500-----</td><td>1395</td></tr> <tr> <td>"</td><td>20,500 " " " 30,000-----</td><td>1450</td></tr> <tr> <td>"</td><td>30,000 pounds-----</td><td>1500</td></tr> </table> <p>Minimum charge 1 hour.</p> <p>NOTE 1.--Rates in this item apply only when prior to transportation of the property shipper enters into a written agreement with the carrier to the effect that shipment is to be transported under the provisions of Item 1000 of Minimum Rate Tariff 1-B. When such an agreement is executed, rates otherwise provided in this tariff will not apply.</p> <p>NOTE 2.--Rates 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.</p> <p>NOTE 3.--Time for hourly rates shall be computed from the time the vehicle leaves carrier's place of business until it arrives back at said place of business.</p>		Over	2,500 or less-----	1245	"	2,500 but not over 4,500-----	1270	"	4,500 " " " 10,500-----	1290	"	10,500 " " " 20,500-----	1395	"	20,500 " " " 30,000-----	1450	"	30,000 pounds-----	1500	61000
Over	2,500 or less-----	1245																		
"	2,500 but not over 4,500-----	1270																		
"	4,500 " " " 10,500-----	1290																		
"	10,500 " " " 20,500-----	1395																		
"	20,500 " " " 30,000-----	1450																		
"	30,000 pounds-----	1500																		
<p>Change) Decision No. 78031</p> <p>Increase)</p>																				
EFFECTIVE																				
Correction		ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA																		