

ORIGINAL

Decision No. 78256

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. 213  
(Filed November 18, 1970)

SUPPLEMENTAL OPINION AND ORDER

Decision No. 78252, entered today in Case No. 5432  
(Petition for Modification No. 611) et al., established revised  
"holiday" provisions in Minimum Rate Tariff 2 in order to reflect  
current statutory and labor contract provisions concerning "holidays".  
Said decision also found that comparable amendments should be made  
in Minimum Rate Tariff 1-B. The decision further stated that, in  
order to avoid duplication of tariff distribution, Minimum Rate  
Tariff 1-B should be amended by separate order.

IT IS ORDERED that:

1. Minimum Rate Tariff 1-B (Appendix B of Decision No. 65834,  
as amended) is further amended by incorporating therein, to become  
effective February 12, 1971, Thirteenth Revised Page 11  
attached hereto and by this reference made a part hereof.

2. Common carriers subject to the Public Utilities Act, to  
the extent that they are subject also to Decision No. 65834, as  
amended, are hereby directed to establish in their tariffs the

increases necessary to conform with the further adjustments ordered herein.

3. Common carriers maintaining rates on a level other than the minimum rates for transportation for which rates are prescribed in Minimum Rate Tariff 1-B are authorized to increase such rates by the same amounts authorized for Minimum Rate Tariff 1-B rates herein.

4. Common carriers maintaining rates on the same level as Minimum Rate Tariff 1-B rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff 1-B are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariff 1-B rates herein.

5. 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 1-B are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariff 1-B rates herein.

6. Tariff publications 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 may be made effective not earlier than the second day after the effective date of this order on not less than two days' notice to the Commission and to the public and such tariff publications shall be made effective not later than February 12, 1971; and the tariff publications which are authorized but not required to be made by common carriers as a result of the order herein may be made effective not earlier than the second day after the effective date of this order, and may be made effective on not less than two 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.

7. 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.

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

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 2nd day of FEBRUARY, 1971.

[Signature]  
Chairman

[Signature]  
Vernon L. Sturgeon

Commissioners

Commissioner William Symons, Jr., being necessarily absent, did not participate in the disposition of this proceeding.

SECTION 1--RULES	ITEM
<p style="text-align: center;"><b>DEFINITION OF TECHNICAL TERMS</b> (Items 10 and 11)</p> <p><b>ARMORED CAR</b> means any motor truck and/or other highway vehicle which has been armored with bullet resistant metal and/or bullet proof glass, and which is manned by an armed crew.</p> <p><b>CITY DELIVERY</b> or <b>CITY DELIVERIES</b> means transportation of property to retail stores or direct consumers of the property transported when the shipment originates within the territory covered by this tariff at other than a carrier's depot, dock, wharf, pier, or landing.</p> <p><b>COMMISSION</b> means the Public Utilities Commission of the State of California.</p> <p><b>COMMON CARRIER RATE</b> means any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment; also any interstate or foreign rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, applying between points in California and in effect at time of shipment and covering transportation exempt from rate regulation of the Interstate Commerce Commission under Section 203(b) (6) or Section 203(b) (8) of Part II of the Interstate Commerce Act.</p> <p><b>DANGEROUS ARTICLES</b> means articles described in the Dangerous Articles Tariff.</p> <p><b>DANGEROUS ARTICLES TARIFF</b> means Motor Carriers' Explosives and Dangerous Articles Tariff 14, Cal.P.U.C. 9, of American Trucking Associations, Inc., Agent, including revisions thereto or successive issues thereof.</p> <p><b>DEBTOR</b> means the person obligated to pay the freight charges to the carrier, whether consignor, consignee or other party.</p> <p><b>ESCORT SERVICE</b> means the furnishing of pilot cars or vehicles by a carrier as may be required by any governmental agency to accompany a shipment for highway safety.</p> <p><b>EXCEPTION RATINGS TARIFF</b> means Exception Ratings Tariff 1 issued by the Commission.</p> <p><b>GOVERNING CLASSIFICATION</b> means National Motor Freight Classification A-11.</p> <p><b>HOLIDAYS</b> means New Year's Day (January 1), Washington's Birthday (the third Monday in February), Memorial Day (the last Monday in May), Fourth of July, Labor Day (the first Monday in September), Thanksgiving Day, the Day after Thanksgiving, December 24 and Christmas Day (December 25). When a holiday falls on Sunday, the following Monday shall be considered as a holiday.</p> <p><b>INHAUL</b> means the transportation of property received from another carrier at a depot, wharf, pier, or landing originating beyond the limits of the territory covered by this tariff and delivered at one address to the consignee shown on the bill of lading of the carrier from which the shipment is received, or the transportation of property from public warehouses when delivered to one wholesaler consignee at one address.</p> <p><b>INDEPENDENT-CONTRACTOR SUBHAULER</b> means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.</p> <p><b>OUTHAUL</b> means transportation of property in City Delivery and Shipping as defined herein.</p> <p><b>PERMIT SHIPMENT</b> means a shipment which because of its width, length, height, weight or size required special authority from a governmental agency regulating the use of highways, roads or streets for the transportation of such shipment in whole or in part.</p> <p><b>POINT OF DESTINATION</b> means the precise location at which property is tendered for physical delivery into the custody of the consignee.</p> <p><b>POINT OF ORIGIN</b> means the precise location at which property is physically delivered by the consignor into the custody of the carrier for transportation.</p> <p style="text-align: center;">(Continued in Item 11)</p>	
of Change, Decision No. <b>78256</b>	
<b>EFFECTIVE</b>	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA	
Correction	