

ORIGINAL

Decision No. 79011

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 Modifica-
tion No. 229)
(Filed June 21, 1971)

SUPPLEMENTAL OPINION AND ORDER

By Decision No. 79008, entered today in Case
No. 5432, et al. the Commission found that various minimum rate
tariffs should be amended to reflect the adoption of National
Motor Freight Classification A-12 in lieu of National Motor
Freight Classification A-11. The decision also provided that
Minimum Rate Tariff No. 1-B should be amended by separate order
to avoid duplication of tariff distribution.

IT IS ORDERED that:

1. Minimum Rate Tariff No. 1-B (Appendix B of Decision
No. 65834, as amended) is hereby further amended by incorporating
therein to become effective September 1, 1971, Fourteenth Revised
Page 11 and Sixth Revised Page 18-A 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 amendments necessary to conform with the further adjustments ordered herein.

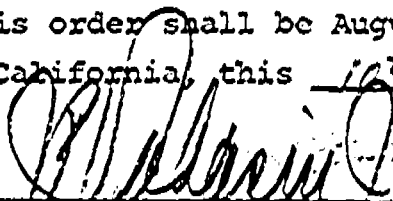



3. Tariff publications required to be made by common carriers as a result of the order herein shall be made effective September 1, 1971, on not less than one day's notice to the Commission and to the public and tariff publications which are authorized but not required to be made by common carriers as a result of the order herein may be made effective not earlier than September 1, 1971, and may be made effective on not less than one day's notice to the Commission and to the public if filed not later than November 1, 1971.

4. Common carriers, in establishing and maintaining the amendments 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 amendments published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

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

The effective date of this order shall be August 27, 1971.

Dated at San Francisco, California, this 10<sup>th</sup> day of August, 1971.

  
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Chairman  
  
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\_\_\_\_\_  
Commissioners

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-12.</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>	<p>§10</p>
<p>Change, Decision No. <b>79C11</b></p>	
<p><b>EFFECTIVE</b></p>	
<p>Correction</p>	<p>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;"><b>APPLICATION OF RATES</b></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;"><b>APPLICATION OF GOVERNING PUBLICATIONS</b></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 (Section 2 only).</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;"><b>ACCESSORIAL CHARGES</b></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 6¢ 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>Change, Decision No. <b>79011</b></p>	
<p><b>EFFECTIVE</b></p>	
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