

Decision No. 80142

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investiga- )  
tion into the rates, rules, )  
regulations, charges, allowances, )  
and practices of all highway )  
carriers relating to the trans- )  
portation of any and all com- )  
modities 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). )

And Related Matters )

Case No. 5432  
Petition for Modification  
No. 699

Case No. 5436, Petition No. 121  
Case No. 5439, Petition No. 158  
Case No. 5441, Petition No. 244  
Case No. 5603, Petition No. 105  
Case No. 7783, Petition No. 53  
Case No. 7857, Petition No. 58  
Case No. 7858, Petition No. 135

Application No. 53290

(Filed April 25, 1972)

OPINION AND ORDER

Various common carriers engaged in intrastate transportation within California participate in National Motor Freight Classification A-12, hereinafter referred to as the Governing Classification, for class ratings and other provisions. Also, certain Commission minimum rate tariffs are subject to the class ratings and/or other provisions of such classification.

By Application No. 53290 National Motor Freight Traffic Association, Inc., Agent, seeks authority, on behalf of such common carriers, to publish specific revisions in the Governing Classification to become effective June 30, 1972, concurrently with the national effective date for such revisions.<sup>1</sup> By the above petitions, California Trucking Association seeks to have the ratings and other provisions in the Governing Classification similarly revised to govern the minimum rates and rules in certain Commission minimum rate tariffs.<sup>2</sup> Petitioner requests that all common carriers be directed to establish in their respective tariffs such modifications as may be prescribed by the Commission's order in these proceedings, including relief from the long- and short-haul provisions of Section 460 of the Public Utilities Code.

Applicant and petitioner, hereinafter referred to as applicants, state that the Governing Classification is periodically revised to meet the changing needs of commerce. Applicants aver that the procedures available to shippers and carriers to initiate such revisions, to participate in their disposition and to protect their interests are generally known to the carriers and shippers.

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<sup>1</sup> The changes, which are provided in Supplement 18 to the Governing Classification, are set forth in Exhibit A and the related justifications are set forth in Exhibits B and C, which are attached to the application.

<sup>2</sup> The tariffs are Minimum Rate Tariffs 1-B (East Bay Drayage), 2 (General Commodities Statewide), 6-A (Petroleum and Petroleum Products Statewide), 9-B (San Diego Drayage), 11-A (Uncrated New Furniture Statewide), 14-A (Agricultural Commodities Statewide), 15 (Vehicle Unit Rates) 19 (San Francisco Drayage) and Exception Ratings Tariff 1.

Applicants allege that the sought revisions have been authorized by the National Classification Board, after due process, and are generally scheduled to become effective June 30, 1972, for tariffs covering areas other than California and that such revisions, if authorized, would permit maintenance of uniformity of classification provisions between California and the rest of the nation.

A review of applicants' proposed revisions indicates that they pertain principally to (1) format of classification; (2) correction of publishing errors and omissions; (3) clarification of existing descriptions of articles; (4) cancellation of obsolete provisions; and (5) establishment of specific ratings for newly designed or manufactured articles.<sup>3</sup> These principal changes are within the framework of the criteria heretofore announced by this Commission for establishing revisions in the Governing Classification on California intrastate traffic.<sup>4</sup>

Copies of the application and petitions were mailed to various chambers of commerce, shipper organizations, carrier representatives and other interested parties on or about April 24, 1972. The application and petitions were listed on the Commission's Daily Calendar of April 27, 1972. No objection to the granting of the application and petitions has been received.

The Transportation Division staff has reviewed the application and petitions and recommends that they be granted by ex parte order.

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<sup>3</sup> Commission staff analysis reveals that of the 361 revisions in question, 97 would result in increases, 54 in reductions, 27 in both increases and reductions, 120 in neither increase nor reduction and 63 new items to establish classes more reflective of the commodities and their transportation characteristics. Of the 97 increases 30 involve cancellation of obsolete provisions.

<sup>4</sup> See Decision No. 68324 in Case No. 5432, et al., 63 Cal.P.U.C.728.

In the circumstances, it appears, and the Commission finds that:

1. The proposed classification revisions set forth in Application No. 53290 are reasonable and, to the extent that said ratings and rules will result in increases, they are justified.

2. The proposed ratings and rules which applicant will be authorized to establish, except to the extent that said ratings and rules are different from and are superseded by present exceptions contained in the respective minimum rate tariffs and the governing exception ratings tariff, are suitable to govern the minimum rates established by the Commission.

3. The rates and charges resulting from the application of the aforesaid ratings and rules are, and for the future will be, the just, reasonable and nondiscriminatory minimum rates for the transportation of property by highway carriers subject to the applicable minimum rate tariffs.

Based on the above findings, the Commission concludes that: the proposed classification changes set forth in Application No. 53290 should be authorized, and that such ratings and rules should be adopted and approved, to the extent indicated in the ensuing order, to govern the minimum rates established by the Commission. The Commission further concludes that the involved participating common carriers in applicant's National Motor Freight Classification A-12 should be 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.

A minor change not related to the subject matter of the petitions will be made in one of the tariff pages herein being revised.<sup>5</sup>

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<sup>5</sup> By Decision No. 79559, the furniture ratings in Section 2-A of Exception Ratings Tariff 1 were canceled. As a result thereof, the furniture ratings in National Motor Freight Classification A-12 became applicable on California intrastate traffic and national uniformity in the furniture ratings was achieved. However, in effecting the aforementioned cancellation, Minimum Rate Tariff 11-A was not amended to reflect this change in the furniture ratings. The necessary correction will be made herein.

IT IS ORDERED that:

1. National Motor Freight Traffic Association, Inc., Agent, on behalf of the involved common carriers participating in National Motor Freight Classification A-12, is authorized to establish and publish the classification ratings and rules set forth in Application No. 53290 to become effective not earlier than June 30, 1972, on not less than five days' notice to the Commission and to the public.

2. Except as otherwise provided in Ordering Paragraph 12 hereof, the classification ratings and rules authorized herein are approved and adopted as the just, reasonable and nondiscriminatory ratings and rules to govern the minimum rates and rules promulgated by the Commission in Minimum Rate Tariffs 1-B, 2, 5-A, 9-B, 11-A, 14-A, 15 and 19.

3. Minimum Rate Tariff 2 (Appendix D of Decision No. 31606, as amended) is further amended by incorporating therein to become effective June 30, 1972, Nineteenth Revised Page 29, attached hereto and by this reference made a part hereof.

4. Minimum Rate Tariff 1-B (Appendix B of Decision No. 65834, as amended) is further amended by incorporating therein to become effective June 30, 1972, Ninth Revised Page 18-A, attached hereto and by this reference made a part hereof.

5. Minimum Rate Tariff 9-B (Appendix A to Decision No. 67766, as amended) is further amended by incorporating therein to become effective June 30, 1972, Thirteenth Revised Page 18, attached hereto and by this reference made a part hereof.

6. Minimum Rate Tariff 11-A (Appendix A to Decision No. 50114, as amended) is further amended by incorporating therein to become effective June 30, 1972, Twelfth Revised Page 4, attached hereto and by this reference made a part hereof.

7. Minimum Rate Tariff 19 (Appendix A of Decision No. 41363, as amended) is further amended by incorporating therein, to become effective June 30, 1972, Thirty-Seventh Revised Page 16, attached hereto and by this reference made a part hereof.

8. Exception Ratings Tariff 1 (Appendix A to Decision No. 66195, as amended) is further amended by incorporating therein, to become effective June 30, 1972, Sixth Revised Page 28 and Sixth Revised Page 28-A, attached hereto and by this reference made a part hereof.

9. Tariff publications required to be made by common carriers as a result of the order herein shall be made effective June 30, 1972, on not less than five days' 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 June 30, 1972, and may be made effective on not less than five days' notice to the Commission and to the public if filed not later than August 29, 1972.

10. The classification ratings and rules authorized to be established by Ordering Paragraph 2 hereof are authorized to be made applicable also for the transportation of:

- (a) Commodities for which minimum rates have not been established, or
- (b) Commodities which are subject to higher rates than, or more restrictive provisions than, the minimum rates or provisions otherwise applicable, or
- (c) Commodities for which rates have been established based upon Minimum Rate Tariffs Nos. 1-B, 2, 6-A, 9-B, 11-A, 14-A, 15 and 19.

11. Any provisions currently maintained in common carrier tariffs which are more restrictive than, or which produce charges greater than, those contained in Minimum Rate Tariffs 1-B, 2, 6-A, 9-B, 11-A, 14-A, 15 and 19 and Exception Ratings Tariff 1 are authorized to be maintained in connection with the ratings and rules authorized and directed to be established herein.

12. Except as provided in Ordering Paragraph 11 hereof, common carriers are not authorized to publish ratings and rules which are different from, and are superseded by, present exceptions contained in Exception Ratings Tariff 1 and Minimum Rate Tariffs 1-B, 2, 6-A, 9-B, 11-A, 14-A, 15 and 19.

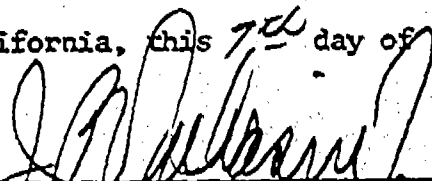
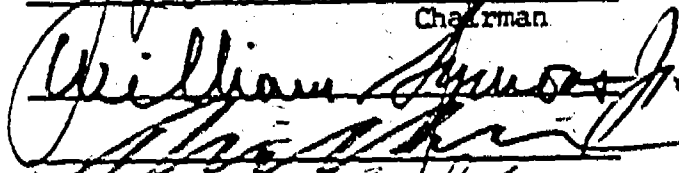
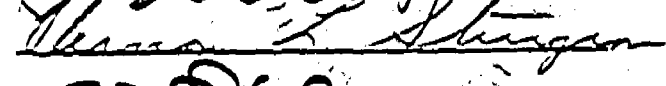

13. Common carriers, in establishing and maintaining the ratings and rules authorized hereinabove, are hereby authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the ratings and rules published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

14. In all other respects, Decisions Nos. 31606, 41363, 50114, 65834, 66195 and 67766, as amended, shall remain in full force and effect.

15. Appendix A attached to the decision constitutes the certification required by the Code of Federal Regulations.

The effective date of this order shall be June 23, 1972.

Dated at San Francisco, California, this 7<sup>th</sup> day of  
June, 1972.

  
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Chairman  
  
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Commissioners

APPENDIX A

Certificate of the Public Utilities Commission  
of the State of California Re Increases in Rates for Certain  
Transportation Services Performed by For-Hire Highway Carriers  
Within California

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Pursuant to provisions of Section 300.16 of the Economic Stabilization Act Amendments of 1971, the Public Utilities Commission of the State of California does hereby certify to the Federal Price Commission as follows:

1. The decision of the California Public Utilities Commission to which this certification is attached authorizes the National Motor Freight Traffic Association, Inc., Agent, to publish, on behalf of various certificated carriers engaged in intrastate transportation within California, revisions in the ratings and rules in National Motor Freight Classification A-12 and permits such revised ratings and rules to govern the minimum rates in certain Commission minimum rate tariffs of highway permit carriers. These revisions generally pertain to clarification or correction of existing provisions, cancellation of obsolete provisions and establishment of ratings for newly designed or manufactured articles and permits uniformity of classification provisions between California and the rest of the nation. These revisions result in both increases and reductions and many of the increases are technical in nature.
2. The total amount of said increases is not susceptible to evaluation; will have little, if any, effect upon carriers' operating ratios and/or rates of return; and will not reflect future inflationary expectations.
3. This appendix to the rate decision constitutes the certification required by the Code of Federal Regulations.

(END OF APPENDIX A)

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
EXCEPTIONS TO GOVERNING CLASSIFICATION AND EXCEPTION RATINGS TARIFF	
<p style="text-align: center;">RULES</p> <p>§ This tariff is subject to the following rules (items) of the Governing Classification:</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, *8(a), *8(b), 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), 15(e) 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(e), 1(f), 1(g), 1(h), 2, 2(a), 2(c), 2(d), 3 and 5;</p> <p>370; 381; 420. Sections 1, 2, 4 and 5; 421; 422; 423; 424; 426; 428;</p> <p>430. Sections 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11(a), 11(b), 13 and 14;</p> <p>455; 520; 535; 540; 565; 580; 595; 640; 645; 680; 685; 687; 689; 765; 770, Section 2; 780, Section 2; 810;</p> <p>845; 995; 997 (Section 2 only).</p>	#280
<p style="text-align: center;">APPLICATION OF EXCEPTION RATINGS NAMED IN THIS TARIFF</p> <p>Unless otherwise specifically provided in individual items in this Section, the exception ratings named herein apply as follows:</p> <p>(a) Exception ratings provided in this Section which are designated as truckload ratings or are made subject to specified minimum weights supersede the "truckload" ratings and minimum weights in the Governing Classification and Exception Ratings Tariff, but do not supersede "less-truckload" or "any quantity" ratings provided in the Governing Classification and Exception Ratings Tariff.</p> <p>(b) Exception ratings provided in this Section which are designated as "less-truckload" or "any quantity" ratings, or are not subject to specified minimum weights, supersede the "less-truckload" and "any quantity" ratings shown in the Governing Classification and Exception Ratings Tariff but do not supersede the "truckload" ratings and minimum weight in the Governing Classification, Exception Ratings Tariff or in this tariff.</p>	285
<p style="text-align: center;">RATINGS</p> <p style="text-align: center;">(Exception to Sec. 2 of Item 997 of the Governing Classification)</p> <p>Except as otherwise provided in this Section, class ratings contained in Section 2 are subject to any quantity, less-truckload and truckload ratings (including minimum weights) as shown in the Governing Classification and Exception Ratings Tariff. (See Exception)</p> <p>EXCEPTION.--When the truckload minimum weight provided in connection with ratings in the Governing Classification or Exception Ratings Tariff exceeds 45,000 pounds, the minimum weight shall be considered as being 45,000 pounds for the purpose of applying rates in Section 2 of this tariff.</p>	290
<p style="text-align: center;">EMPTY PACKAGES OR CARRIERS, SECONDHAND</p> <p>When Empty Packages or Carriers, as described below, are offered for shipment at the rates published in this tariff:</p> <p>(a) Empty Packages or Carriers, secondhand, empty returned: The carrier must determine that such packages were moved filled and are being returned over the same carrier or carriers to consignor of the original filled packages at locations from which original filled packages were shipped or to another location;</p> <p>(b) Empty Packages or Carriers, secondhand, forwarded for return paying loads: Carrier must determine that such packages will, when filled, be moved over the same carrier or carriers to the consignor of the original empty packages at locations from which original empty packages were shipped or to another location;</p> <p>otherwise carrier will apply the ratings for secondhand packages or carriers not returned.</p>	291
<p>§ Change } Decision No. <b>80142</b>        * Addition }</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)	ITEM
<p 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 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, *8(a), *8(b), 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), 15(e) 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(e), 1(f), 1(g), 1(h), 2, 2(a), 2(c), 2(d), 3 and 5;</p> <p>370; 381; 420, Sections 1, 2, 4 and 5; 421; 422; 423; 424; 426; 428;</p> <p>430, Sections 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11(a), 11(b), 13 and 14;</p> <p>455; 520; 535; 540; 565; 580; 595; 640; 645; 680; 685; 687; 689; 765; 770, Section 2; 780, Section 2; 810;</p> <p>845; 995; 997 (Section 2 only).</p> <p>§ (b) The Exception Ratings Tariff, Sections **, 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>	6100
<p 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 )  * Addition ) Decision No. <b>80142</b>  ** Eliminated )</p>	
<b>EFFECTIVE</b>	
<p>Correction</p> <p 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;">RATINGS (Exception to Sec. 2 of Item 997 of the Governing Classification)</p> <p>Except as otherwise provided in this tariff, class rates contained in Section 2 are subject to any quantity, less truckload and truckload ratings (including minimum weights) as shown in the Governing Classification and Exception Ratings Tariff. (See Exception)</p> <p>EXCEPTION.--When the truckload minimum weight provided in connection with ratings in the Governing Classification or Exception Ratings Tariff exceeds 40,000 pounds, the minimum weight shall be considered as being 40,000 pounds for the purpose of applying rates in Section 2 of this tariff.</p>	60
<p style="text-align: center;">APPLICATION OF CLASS RATES THAT ARE PERCENTAGES, MULTIPLES OR PROPORTIONS OF SPECIFIC CLASS RATINGS</p> <p>Class ratings which are based on percentages, multiples or proportions of Class 100 or other specified class ratings are not restricted in their application solely to the minimum class rates in the any quantity weight brackets but will apply in connection with the minimum weight brackets set forth in this tariff applicable to the shipment transported.</p>	70
<p style="text-align: center;">APPLICATION OF GOVERNING PUBLICATIONS</p> <p>(a) This tariff is governed to the extent shown herein by:</p> <p>§(1) 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, *8(a), *8(b), 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), 15(e) 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(e), 1(f), 1(g), 1(h), 2, 2(a), 2(c), 2(d), 3 and 5;</p> <p>370; 381; 420, Sections 1, 2, 4 and 5; 421; 422; 423; 424; 426; 428;</p> <p>430, Sections 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11(a), 11(b), 13 and 14;</p> <p>455; 520; 535; 540; 565; 580; 595; 640; 645; 680; 685; 687; 689; 765; 770,</p> <p>Section 2; 780, Section 2; 810; 845; 995; 997 (Section 2 only).</p> <p>§(2) Sections **, 2-C and 2-D only of the Exception Ratings Tariff.</p> <p>(3) The Dangerous Articles Tariff (California Regulations).</p> <p>(4) The Distance Table (territorial descriptions only - see Item 30 herein).</p> <p>(b) Where the ratings and rules or other provisions or conditions provided in the governing publications described in paragraph (a) are in conflict with those provided in this tariff, the provisions of this tariff will apply.</p> <p>(c) Except as otherwise specifically provided in this tariff, where the provisions of the Dangerous Articles Tariff are in conflict with the provisions set forth in this tariff or the otherwise governing publications referred to in paragraph (a), the provisions of the Dangerous Articles Tariff will apply.</p> <p>(d) Except as otherwise provided in this tariff, shipments subject to truckload ratings lower than Class 50 will be subject to rates provided for Class 50.</p>	680
<p>§ Change ) * Addition ) Decision No. <b>80142</b> ** Eliminated )</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	ITEM
<p align="center"><b>DEFINITION OF TECHNICAL TERMS</b></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; any interstate or foreign rate or rates of any common carrier railroad or railroads applying between points in California by an interstate or foreign route, lawfully 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)(8) of Part II of the Interstate Commerce Act.</p> <p><b>DISTANCE TABLE</b> means Distance Table 7.</p> <p><b>ESTABLISHED DEPOT</b> means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p><b>GOVERNING CLASSIFICATION</b> means National Motor Freight Classification A-12.</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>MOTOR VEHICLE</b> means any motor truck, tractor or other self-propelled highway vehicle used for transportation of property over the public highways, and any trailer, semi-trailer, dolly or other vehicle drawn thereby.</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 or his agent. All points within a single industrial plant or receiving area of one consignee shall be considered as one point of destination. An industrial plant or receiving area of one consignee shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.</p> <p><b>POINT OF ORIGIN</b> means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation. All points within a single industrial plant or shipping area of one consignor shall be considered as one point of origin. An industrial plant or shipping area of one consignor shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.</p> <p><b>RATE</b> includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p><b>SAME TRANSPORTATION</b> means transportation of the same kind and quantity of property between the same points, and subject to the same limitations, conditions and privileges, although not necessarily in an identical type of equipment.</p> <p><b>SHIPMENT</b> means a quantity of property tendered for transportation to one carrier, and delivered into the custody of the carrier at one time on one shipping document by one shipper at one point of origin for one consignee at one point of destination.</p> <p><b>UNCRATED NEW FURNITURE</b> means new "Furniture" as described under the heading "Furniture Group" in the Governing Classification, and lamp shades or reflectors and lamp standards or electric lamps and shades combined when the furniture or other articles are tendered to the carrier loose (not in packages nor completely wrapped).</p> <p><b>UNIT OF EQUIPMENT</b> means a single motor vehicle or more than one motor vehicle connected as a single highway train.</p>	<p align="center">610</p>
<p>of Change, Decision No.</p> <p align="center"><b>80142</b></p>	
EFFECTIVE	
<p>Correction</p>	<p align="center">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>

SECTION 1--RULES OF GENERAL APPLICATION (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 with services of the driver only.</p>	60
<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, *8(a), *8(b), 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), 15(e) and 16;</p> <p>        200; 205; 210; 215; 220; 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(e), 1(f), 1(g), 1(h), 2, 2(a), 2(c), 2(d), 3 and 5;</p> <p>        370; 381; 420, Sections 1, 2, 4 and 5; 421; 422; 423; 424; 426; 428;</p> <p>        430, Sections 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11(a), 11(b), 13 and 14;</p> <p>        455; 520; 535; 540; 565; 580; 595; 640; 645; 680; 685; 687; 689; 765; 770, Section 2; 780, Section 2; 810;</p> <p>        845; 995; 997 (Section 2 only).</p> <p>    (b) The Exception Ratings Tariff, Sections **, 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 publications set forth in this item 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 the provisions set forth in this tariff or the otherwise governing publications referred to in paragraphs (a) or (b) hereof, the provisions of the Dangerous Articles Tariff will apply.</p>	670
<p style="text-align: center;"><b>ACCESSORIAL CHARGES</b></p> <p>For other than tailgate loading or tailgate unloading, for help in addition to driver for loading or unloading furnished by the carrier at request of consignor or consignee, for distribution, segregation, tagging, reconditioning, stacking, sorting or any other accessorial or incidental 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 shall be made as follows:</p> <p>(a) The time consumed by the driver in performing such services shall be charged for at the rate of \$10.10 per hour, minimum charge \$2.55.</p> <p>(b) The time consumed by the helper or helpers in performing such services shall be charged for at the rate of \$10.00 per helper per hour, minimum charge one hour for each helper used.</p>	80
<p>             * Change            )              * Addition        ) Decision No.   <b>80142</b>              ** Eliminated    )           </p>	
<b>EFFECTIVE</b>	
<div style="display: flex; justify-content: space-between;"> <span>Correction</span> <span>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</span> </div>	

## SECTION 2-D--PROVISIONS WHICH ARE EXCEPTIONS TO THE GC

SIXTH REVISED PAGE 28-A  
CANCELS  
FIFTH REVISED PAGE 28-A

Items 1855 and 1857 canceled.

of Change, Decision No.

80142

EFFECTIVE

Correction

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