

ORIGINAL

Decision No. 80283

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 and highway
carriers relating to the transpor-
tation 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. 241
(Filed January 31, 1972)

And Related Matter.

Case No. 5432
Petition for Modification
No. 687
(Filed January 31, 1972)

Richard W. Smith and A. D. Poe, Attorneys at Law,
and H. F. Kollmyer, for California Trucking
Association, petitioner.
Jess J. Butcher, for California Manufacturers
Association, protestant.
William D. Mayer, for Cannery League of Cali-
fornia, interested party.
Robert E. Walker and Robert W. Stich, for the
Commission staff.

O P I N I O N

The California Trucking Association (CTA) seeks cancella-
tion of a 5-1/2 percent interim surcharge, effective January 1,
1972, concurrently with the publication of a wage offset increase
of approximately 15 percent in the rates and charges named in
Minimum Rate Tariffs 1-B (East Bay Drayage) and 19 (San Francisco

Drayage), and the pool shipment rates named in Minimum Rate Tariff 2 (Statewide).

Public hearings were held on March 27, 28 and 29, 1972, before Examiner Gagnon in San Francisco. Evidence was presented by a transportation analyst employed by the CTA and by the Commission's Transportation Division staff. The sought increase is opposed by the staff and the California Manufacturers Association. The proceeding was submitted subject to the receipt of late-filed exhibits, and the filing of concurrent briefs, due on or before April 24, 1972. Staff late-filed Exhibit 6 and concurrent briefs having been received, all matters stand submitted for decision as of April 24, 1972.

The rates and charges contained in Minimum Rate Tariffs (MRT) 1-B and 19, and the pool shipment charges in MRT 2 were last specifically adjusted on January 1, 1971, by Decisions Nos. 78031 and 78032, dated December 8, 1970, in Cases Nos. 5441 and 5432, respectively. Said adjustment reflected the weighted average increase in wage costs, plus increases in allied payroll expenses, which occurred during the calendar year 1971. Thereafter, the Commission issued Decision No. 79490 which made the minimum rates subject to a temporary surcharge of 5-1/2 percent as of January 1, 1972. Said interim surcharge was responsive to CTA's Amended Petitions 232 and 666, in Cases Nos. 5441 and 5432, respectively, wherein it had originally requested a 12 percent wage offset increase in rates predicated upon weighted average wage costs and allied payroll expenses for the calendar year 1972. However, due to subsequent uncertainties emanating from the Federal Government's Economic Stabilization Program, the CTA modified its original proposal to reflect known cost charges through January 1, 1972. The current interim surcharge provisions reflect labor-cost levels as of the latter date.

The CTA presented wage and allied payroll cost data designed to show the increases which will occur as of July 1, 1972, in the wage and allied payroll costs underlying the level of the established minimum rates. The CTA's witness determined the percentage increase in the July 1, 1972 labor costs over the like 1971 weighted average costs currently reflected in MRT 1-B and 19 rate scales. The resulting percentage was then employed as the datum plane for CTA's wage offset rate proposal.^{1/} The teamster labor contracts negotiated for the period 1970-1973 provide semiannual increases for carrier employees during 1972. For example, in addition to the January 1, 1972 labor costs increases previously considered, as of July 1, 1972 wage rates will be again adjusted upward by 25 cents per hour plus an 8 cents per hour cost of living allowance. Said increases do not include related adjustments in so-called "fringe benefits" and allied payroll taxes.

The labor offset procedure employed by the CTA, while being the same as used by petitioner in the prior proceeding (Decision No. 79490) is not one of the methods suggested in Decision No. 76353, dated October 28, 1969, in Case No. 5432. Accordingly, said CTA labor offset proposal differs from the "Wage Offset" method employed in the last rate adjustment authorized by Decisions Nos. 78031 and 78032. In Decision No. 79490, the staff's labor cost offset rate procedure was held to be preferable.

The Commission's Transportation Division was directed to develop updated cost and rate studies that would reflect increased labor costs as of July 1, 1972. In compliance with said directive the staff cost witness used the previously accepted "Wage Offset" method for determining the percentage increase in the July 1, 1972

^{1/} The datum plane established by petitioner amounts to approximately 15 percent.

labor cost increases over the like 1971 cost data underlying the current level of MRT 1-B and MRT 19 rate scales. The resulting datum plane averages approximately 12-13 percent as compared to the overall 15 percent labor offset adjustment proposed by petitioner.

Prior to utilizing the 12-13 percent datum plane for rate-making purposes, the staff rate expert, in effect, discounted the datum plane by 7 percent, thereby reducing the labor cost offset factor to an average of 11-12 percent. This procedure is the same as employed by the staff in Decision No. 79490 and determined therein to be the most rational and equitable approach for various specified reasons which equally apply in this proceeding.

The CTA witness agrees that the staff's updated cost study correctly reflects the July 1, 1972 labor costs. Except for the so-called 7 percent discount in the staff's original cost datum plane and the pool shipment charges developed by the staff rate witness, petitioner is in general agreement with the staff's rate offset of the January 1 and July 1, 1972 labor cost increases. The staff also presented an estimate (Exhibit 6) of the increased revenues that will result under CTA's proposal, the adjusted rates developed by the staff, and the projected revenues resulting under a continuance of the existing interim surcharge. A summary of the pertinent portions of the staff's revenue estimates are hereinafter set forth:

Minimum Rate Tariff 1-B
(East Bay Drayage)

<u>Adjustments</u>	<u>Percent Increase</u>	<u>Increase in Revenues</u>	<u>Total Revenues</u>
1971 Estimated Revenues (1)	-	-	\$7,260,534
<u>Petitioner's Proposal</u>			
<u>Interim Surcharge</u>			
(1-1-72 - 6-30-72)	5.5 (46%)	\$ 183,692	-
Sought Increase	15.0 (54%)	588,103	-
(7-1-72 - 12-31-72)	-	771,795	-
1972 Projected Revenue	-	-	8,032,329
<u>Adjusted Staff Rates</u>			
<u>Interim Surcharge</u>	5.5 (46%)	183,692	-
Adjusted Increase	11.6 (54%)	454,800	-
Additional Revenues	-	638,492	-
1972 Adjusted Revenues	-	-	7,899,026
<u>Staff Rate Proposal</u>			
1971 Estimated Revenues	-	-	7,260,534
Interim Increase	5.5 (100%)	-	399,329
1972 Staff Projected Revenues	-	-	7,659,863

Minimum Rate Tariff 19
(San Francisco Drayage)

1971 Estimated Revenues (1)	-	-	10,549,100
<u>Petitioner's Proposal</u>			
<u>Interim Surcharge</u>			
(1-1-72 - 6-30-72)	5.5 (46%)	266,892	-
Sought Increase			
(7-1-72 - 12-31-72)	15.0 (54%)	854,477	-
Additional Revenues	-	1,121,369	-
1972 Projected Revenue	-	-	11,670,469
<u>Adjusted Staff Rates</u>			
<u>Interim Surcharge</u>	5.5 (46%)	266,892	-
Adjusted Increase	12.6 (54%)	700,671	-
Additional Revenues	-	967,563	-
1972 Adjusted Revenues	-	-	11,516,663
<u>Staff Rate Proposal</u>			
1971 Estimated Revenues	-	-	10,549,100
Interim Surcharge	5.5 (100%)	-	580,200
1972 Staff Projected Revenues	-	-	11,129,300

(1) Report 601-1, Distribution of Revenues by Minimum Rate Tariff, Calendar Year 1970, Cal. P.U.C., Transportation Division, Data Bank.

From the above computation it will be noted that under the adjusted rates developed by the staff, petitioner's sought additional revenues to offset the July 1, 1972 labor cost increases would be reduced by \$287,109 (\$133,303 East Bay Drayage, and \$153,806 San Francisco Drayage). It is also noted that if the adjusted rate increase developed by the staff were to be adopted for both drayage areas additional revenues of \$1,155,471 would be generated to cover the carriers' July 1, 1972 labor cost increases. In the event no further increase in rates other than the present 5-1/2 percent surcharge were to be authorized, said increase would produce about \$979,529 in additional revenues for both drayage areas during 1972. This latter amount was, of course, authorized by Decision No. 79490 to offset only the increases in carriers' wage and allied payroll costs as of January 1, 1972 and not the labor cost increases occurring as of July 1, 1972. If the labor cost offset studies introduced in this proceeding are at all realistic, the additional revenues expected from the present 5-1/2 percent surcharge will not be sufficient to offset carriers' labor cost increases for the year 1972 within either the East Bay or San Francisco Drayage areas.

Pool Shipments: The minimum rates published for pool car shipments within the East Bay and San Francisco Drayage Areas have also been maintained in Minimum Rate Tariff 2 for Trans-bay traffic, thereby maintaining an equality of competitive opportunity between the various metropolitan terminal areas. Said uniformity in pool car shipment rates should be maintained in this proceeding. The CTA's proposed pool shipment rates are predicated upon a specific cost and rate study; whereas the like rates developed by the staff are related to the adjusted Class 70 rate scales, minimum weight 20,000 pounds. In both instances, however, the resulting pool shipment rates are substantially the same.

Federal Wage Price Guidelines

There is a difference of opinion between the California Trucking Association and the Commission's Transportation Division staff as to whether the sought July 1, 1972 labor cost offset increase in rates may be authorized under the present Federal Economic Stabilization Regulations. In view of such disagreement the staff's request for an opportunity to argue the matter further on brief was granted.

1. Brief of Commission's Transportation Division Staff: It is the position of the staff that petitioner's rate proposal is inconsistent with the guidelines set forth in the Federal Economic Stabilization Program to the extent that the resulting increases would exceed an average price increase of 2-1/2 percent per year. The staff contends that the current rates, including the applicable surcharge, appear to reflect the maximum increases for the year 1972 which are sanctioned under the Federal Wage and Price Stabilization guidelines. It is, therefore, the staff's recommendation that no increase in the current minimum rates, including the applicable surcharge, set forth in Minimum Rate Tariffs 1-B, 19 and 2 should be authorized.

The staff further argues that its cross-examination of CTA's witness disclosed that no studies had been made to determine: (1) the extent to which the proposed rate increases would effect the rate of return of carriers subject to the rates; and (2) the effect of the proposed rate increases on future inflationary expectations. The staff further avers that petitioner's consideration of productivity gains, as a possible cost offset factor, was totally inadequate or otherwise inconclusive.

The staff brief sets forth the following conclusions and recommendations:

"The showing made by petitioner is lacking with respect to evidence to satisfy criteria of the Price Commission concerning the carriers' rate of return, the effect of the proposed rate increases on future inflationary expectations and the extent to which obtainable productivity gains were explicitly and quantitatively taken into account.

"Furthermore, the staff maintains the increases sought by petitioner are inconsistent with the purpose of the Price Commission guidelines which were designed to achieve a goal of holding average price increases to a rate of no more than 2-1/2 percent per year.

"The staff respectfully submits that the sought increased rates are inconsistent with the purposes of the Federal Economic Stabilization program in that such increases would violate the Federal Price Commission's price guidelines and therefore recommends that the petition be denied."

2. Brief of the California Manufacturers Association (CMA):

The CMA, a protestant in this proceeding, reaffirms its position that no further increases, other than the present applicable interim surcharge of 5-1/2 percent, should be authorized for the remainder of the year 1972. In support of its position the CMA presents substantially the same arguments as advanced by the staff.

3. Brief of the California Trucking Association: In defense of its sought labor cost offset rate increase the CTA presents the following arguments on brief:

a. The Federal Price Commission Regulations do not Prohibit the Sought Increase

The allegations of the Commission staff and other protestant parties that the increases sought by petitioner are inconsistent with the regulations of the Federal Price Commission to the extent such increases are in excess of 2-1/2 percent is premised upon an apparent lack of understanding

of the federal regulations involved. The CTA submits that its Exhibit 4, together with the testimony of petitioner's witness relative thereto clearly establishes that the applicable Federal Price Stabilization Regulation does not prohibit the increases sought in this proceeding.

b. Federal Regulations Do Not Operate to Preempt and Exclude California Law

The federal regulations are not intended to foreclose regulatory commissions from continuing to regulate "utilities" in the public interest. They are intended to be applied in addition to all other law, not instead of all other law. They purport to establish standards where standards are otherwise absent. Obviously, standards for regulating prices charged by "utilities" are not absent in California. If the California Public Utilities Commission and other regulatory agencies throughout the United States had not been doing a sound job of economic regulation of "utilities", the Federal Price Commission would not have delegated to them the sweeping authority which has been granted by Secs. 300.16 and 300.16(a) of the Price Commission regulations. It should be equally obvious to even a casual reader that the regulations leave otherwise applicable state and federal law intact. They do not substitute for the complex state and federal law and regulation under which the complex pricing structures of "utilities" are established, changed and regulated. The simplistic suggestion that an alleged 2-1/2 percent guideline for annual price increases across the total economy requires rejection of the increases sought herein has no basis in the applicable regulations. Parties in opposition to the sought relief are not suggesting that the labor cost increases faced by the highway carriers on July 1, 1972 will not, in fact, materialize. A simple review of Section 201.14 of the Wage (Pay) Regulations reveals that the labor cost increases will be allowed. The CTA suggests that a like review of the price regulations will disclose that the requested price increase will be permitted to occur as well.

4. Discussion on Briefs: The established minimum rates are predicated upon labor costs which reflect wage rates set forth in union labor contracts negotiated for the three-year period 1970-1973. Said labor contracts provide semiannual wage increases for carrier employees. For example, as of July 1, 1972, drivers are scheduled to receive a semiannual wage increase of 25 cents per hour plus an 8 cents per hour cost of living allowance. It is to be noted that such wage increase was negotiated in 1970, prior to the enactment of the Federal Wage Price Stabilization Regulations.

In support of CTA's position, as to whether the sought rate increase is in harmony with current Federal Economic Stabilization Regulations, the trucking association introduced (Exhibit 4) excerpts from the regulations and rulings of the Federal Pay Board and Price Commission deemed pertinent to the issues involved in this proceeding. A partial summary of said regulations and rulings are hereinafter set forth:

Regulations and Rulings of the Pay Board
Concerning Pay to Employees Under Labor Contracts
Existing Prior to November 14, 1971

A. Sec.201.14 - Wage and Salary increases effective after November 13, 1971:

"Existing contracts and pay practices previously set forth will be allowed to operate according to their terms except that specific pay practices are subject to review, when challenged by a party at interest or by five or more members of the Pay Board, to determine whether any increase is unreasonably inconsistent with the criteria established by this Board..."

A(1) Pay Board Ruling 1972-2 - Existing Contracts:

"Facts. As a result of negotiations with union representatives for the employees ... Corp. A agreed on October 25, 1971, to increase the wages of its employees effective December 1, 1971, to an amount representing 10 percent of all wages and salaries paid ...

"Issue ...

"Ruling ... The agreement will be allowed to operate ... even though it exceeds the 5.5 percent standard, for it was entered into prior to November 14, 1971 ..."

B. Sec.300.16(d) and (e), Vol. 37, No. 54 of the Federal Register, dated March 18, 1972

"(1) The following prices by public utilities are subject to this paragraph (d): ... (iii) ... price increases which receive final regulatory agency approval before May 25, 1972, ... which cannot be processed under Sec.300.16(d) because the regulatory agency ... has not had its rules and procedures ... for price increases approved ...

"(v) There are special circumstances which make the price increase in conformity with the Economic Stabilization Program although it does not meet any of the foregoing criteria ... the Commission shall consider ...

(C) Direct and indirect labor costs, adjusted to reflect productivity gains; taxes; costs of materials and supplies ... whether any costs incurred or expected to be incurred are in excess of those allowed ... and a comparison of all these costs ... between the current period and recent periods in the past.

"(5) Subparagraph 3(i) through (iv) ... does not apply to any public utility price increase where the rate base-cost of service criteria ... has not customarily been ... used by the regulatory agency concerned ..."

(c) "Regulatory agency certification."

Pursuant to Section 300.16(e) of the Federal Economic Stabilization Act Amendments of 1971, petitioner presented a proposed Regulatory agency certification (Exhibit 5) for the Commission's consideration.

The Commission finds that:

1. The rates and charges set forth in Minimum Rate Tariffs 1-B and 19 and the pool shipment rates named in Minimum Rate Tariff 2 reflect weighted average wage costs and allied payroll expenses for the calendar year 1971. By Decision No. 79490 said rates were made subject to an interim surcharge of 5-1/2 percent, effective January 1, 1972, in recognition of increased labor costs as of such date.

2. The minimum rates involved herein were made subject to a January 1, 1972 wage offset interim surcharge, in lieu of reflecting a weighted average of known labor cost increases for the calendar year 1972, pending subsequent clarification of future uncertainties emanating from the Federal Economic Stabilization Program.

3. The carriers' labor costs will be increased as of July 1, 1972, pursuant to effective union wage contracts and related payroll expenses. Said increased labor costs are not now reflected in the current level of minimum rates involved herein.

4. The increase in carriers' wage costs as of July 1, 1972, under existing labor contracts negotiated prior to November 14, 1971, is considered to be consistent with the Regulations and Rulings of the Federal Pay Board (Sec.201.14, Vol. 37, No. 34 of the Federal Register, dated March 18, 1972).

5. The July 1, 1972 labor cost offset rate increase prepared by the Commission's Transportation Division staff reflects the most appropriate rate increase method of record in this proceeding deemed consistent with the Regulations and Rulings of the Federal Price Commission (Sec.300.16(d) and (e) Vol. 37, No. 34 of the Federal Register dated March 18, 1972).

6. The increase in the minimum rates and charges, resulting under the labor cost offset rate study prepared by the Commission's staff, has been shown to be justified, and the resulting increased rates and charges established by the order herein are the just, reasonable and nondiscriminatory minimum rates for the transportation governed thereby.

7. To the extent that the provisions of Minimum Rate Tariffs 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:

1. Subject to the limitations and/or conditions imposed under the Federal Government's Economic Stabilization Regulations, Petitions for Modification Nos. 241 and 687 in Cases Nos. 5441 and 5432, respectively, should be granted only to the extent reflected in the labor cost offset rate study presented by the Commission's Transportation Division staff.

2. To the extent not granted herein, the rate increases sought in Petitions 241 and 687 should be denied.

In order to avoid duplication of tariff distribution, Minimum Rate Tariffs 1-B and 19 will be amended by the following order and Minimum Rate Tariff 2 will be amended by a separate order.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 1-B (Appendix B to Decision No. 65834, as amended) is further amended by incorporating therein, to become effective August 12, 1972, the revised pages attached hereto and listed in Appendix B, also attached hereto, which pages and appendix by this reference are made a part hereof. ✓

2. Minimum Rate Tariff 19 (Appendix A to Decision No. 41363, as amended) is further amended by incorporating therein, to become effective August 12, 1972, the revised pages attached hereto, and listed in Appendix C, also attached hereto, which pages and appendix by this reference are made a part hereof. ✓

3. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to Decisions Nos. 65834, 31606 and 41363, as amended, are hereby directed to establish in their tariffs the amendments necessary to conform with the further adjustments ordered herein of said decisions.

4. 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 and 19 are authorized to be maintained in connection with the increased rates and charges directed to be established by ordering paragraph 4 hereof.

5. Common carriers maintaining rates on a level other than the minimum rates for transportation for which rates are prescribed in Minimum Rate Tariffs 1-B, 2 and 19 are authorized to increase such rates by the same amounts authorized for Minimum Rate Tariffs 1-B, 2 and 19 herein.

6. Common carriers maintaining rates on the same level as Minimum Rate Tariffs 1-B, 2 and 19 rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariffs 1-B, 2 and 19 are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariffs 1-B, 2 and 19 rates herein.

7. 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 Tariffs 1-B, 2 and 19 are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariffs 1-B, 2 and 19 rates herein.

8. Tariff publications 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 August 12, 1972, 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 August 12, 1972;

and as to tariff publications which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date of this order.

9. 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.

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

11. To the extent Petitions for Modification Nos. 241 and 687 in Cases Nos. 5441 and 5432, respectively, are not granted herein, said petitions are hereby denied.

The effective date of this order shall be August 4, 1972. ✓

Dated at San Francisco, California, this 25th day of JULY, 1972.

William J. Quinn President

John A. ...
...

Commissioners
Commissioner Vernon L. Sturgeon, being necessarily absent, did not participate in the disposition of this proceeding.

-15- Commissioner J. P. Vukasin, Jr., being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A
Page 1 of 2

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

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

1. The California Public Utilities Commission has established minimum rates for the for-hire highway transportation property within designated San Francisco and East Bay Metropolitan Drayage Areas, including the trans-bay movement of so-called pool-car shipments. The minimum rates are published in Minimum Rate Tariffs 1-B (East Bay Drayage), 2 (pool shipments), and 19 (San Francisco Drayage).
2. The decision of the California Public Utilities Commission, to which this certification is appended, authorizes a 11-12 percent increase in said rates as of July 1, 1972. Said increase is in lieu of a previously authorized temporary 5-1/2 percent surcharge which became effective as of January 1, 1972.
3. The adjustments in minimum rates are expected to increase the 1972 revenues of all the carriers involved by approximately \$1,606,055, an overall average increase of approximately 9 percent for the test rate year. This additional revenue is being authorized as an offset to like increases in the carriers' labor costs effective as of January 1, 1972 and July 1, 1972. Such labor cost increases reflect the semiannual increases in wage rates experienced by carriers under effective three-year labor contracts negotiated in 1970; said initial effective date being prior to the November 13, 1971 time limitation specified in Section 201.14 of the Economic Stabilization Regulations.
4. The minimum rates are determined upon cost considerations. The amount of capital invested by all carriers engaged in the transportation of property subject to Minimum Rate Tariffs

APPENDIX A
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1-B, 2, and 19 is not known. To the extent that any carrier engaged in the transportation involved herein will achieve any net earnings from transportation under the increased rates it is believed that its rate of return on capital will be minimal.

5. Sufficient evidence was taken in the course of this proceeding to determine:

- a. The increases are cost-based and do not reflect inflationary expectations.
- b. The adjusted minimum rates are the minimum required to assure continued, adequate and safe service.
- c. The adjusted minimum rates will provide additional revenues sufficient only to offset increases in wage costs and allied payroll expenses and is not intended to provide increases in net earnings to attract capital at reasonable costs.
- d. The rates and charges established by the Commission are minimum rates. Under California law the carriers may charge and assess rates greater than the minimum for the transportation subject to the minimum rates established by the Commission. Evidence taken in this proceeding and in prior proceedings regarding the transportation involved herein shows that, because of competitive conditions, the carriers do not generally charge and assess rates in excess of the otherwise governing minimum rates.
- e. This appendix to the rate decision constitutes the certification required by the Federal Government's Economic Stabilization Regulations.

APPENDIX B TO DECISION NO. 80283

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

SUPPLEMENT 10

TENTH REVISED PAGE 18-A

ELEVENTH REVISED PAGE 23

SECOND REVISED PAGE 23-A

TWELFTH REVISED PAGE 24

THIRD REVISED PAGE 25-A

ELEVENTH REVISED PAGE 26

TENTH REVISED PAGE 27

TWELFTH REVISED PAGE 38

FOURTH REVISED PAGE 38-A

ELEVENTH REVISED PAGE 40

ELEVENTH REVISED PAGE 41

ELEVENTH REVISED PAGE 42

ELEVENTH REVISED PAGE 47

(END OF APPENDIX B LIST)

SUPPLEMENT 10
(Cancels Supplement 7)
(Supplements 5, 6, 9 and 10 Contain All Changes)

TO
MINIMUM RATE TARIFF 1-B

NAMING
MINIMUM RATES AND RULES
FOR THE
TRANSPORTATION OF PROPERTY OVER THE
PUBLIC HIGHWAYS WITHIN AND
BETWEEN THE CITIES OF

ALAMEDA	ALBANY	BERKELEY
EMERVILLE	OAKLAND	PIEDMONT

BY
RADIAL HIGHWAY COMMON CARRIERS
HIGHWAY CONTRACT CARRIERS
CEMENT CONTRACT CARRIERS
AND
DUMP TRUCK CARRIERS

The surcharge set forth in Supplement 7 is canceled.

Decision No.

80283

EFFECTIVE

Issued by the
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA
State Building, Civic Center
San Francisco, California 94102

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, 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>	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 \$11.45 per man per hour, minimum charge \$2.85, 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 \$11.35 per man per hour, minimum charge \$1.35 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) o Increase) Decision No. 80283</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

CHARGES FOR ESCORT SERVICE

In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring escort service:

- (a) A charge of \$10.25 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)
- (b) A charge shall be made equal to the actual cost of any bridge or ferry tolls incurred for each escort car.

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.

NOTE 2.--Charges for fractions of an hour shall be determined in accordance with the following table:

<u>MINUTES</u>	
<u>Over</u>	<u>But Not Over</u>
0	8-----omit
8	23-----shall be $\frac{1}{4}$ hour
23	38-----shall be $\frac{1}{2}$ hour
38	53-----shall be $\frac{3}{4}$ hour
53	60-----shall be 1 hour

6160

CHARGES FOR PERMIT SHIPMENTS

In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring transportation permits:

- (a) A charge of \$11.85 shall be made for the service of securing each permit, and
- (b) A charge shall be made equal to the fee, if any, assessed by the governmental agency for issuing each permit.

6170

Change)
Increase) Decision No. 80283

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;">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"> 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. 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 style="padding-left: 40px;">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.</p> <p>Shipments unloaded from vehicle and reloaded on vehicle will be subject to a charge of \$3.70 per ton in addition to all other charges. Subsequent delivery from point of storage will be charged as a new shipment.</p>	6180
<p>Change) Increase) Decision No. 80283</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;">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 \$12.45 per hour for all time over one-half hour, minimum charge \$3.10.</p>	<p style="text-align: center;">0190</p>
<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 \$6.15 per clearance will be made.</p>	<p style="text-align: center;">0210</p>
<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 EXCEPTIONS 1 and 2).</p> <p>EXCEPTION 1.--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> <p>EXCEPTION 2.--When rail rates are used under the provisions of Item 130 of this tariff, actual, estimated or agreed weights shall be used to compute charges in accordance with the provisions of the governing rail tariff.</p>	<p style="text-align: center;">220</p>
<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>	<p style="text-align: center;">230</p>
<p>◇ Increase, Decision No. 86283</p>	
EFFECTIVE	
<p>Correction</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>

ITEM

6250

6260

260

4270

2000

80283

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
62	59	55	51	50	47	45	43	41	40	39	37	(2) 36

- (1) Minimum Charge 225 cents per component part.
(2) Applies on articles rated Class 35 or lower.

Commodity Rates in Cents
per 100 Pounds
Minimum Charge 225 Cents
per component part

0280

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-----

85

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, \$1.85 per 100 pounds, minimum charge \$3.50 per component part.

(Continued in Item 281)

◊ Increase, Decision No.

80283

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 \$1.10 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, 3 cents per line, per package or piece, minimum charge 91 cents per component part.</p> <p>(c) Marking, tagging, stenciling or labeling, 3 cents per package or piece, minimum charge \$1.45 per component part.</p> <p>(d) Advancing, prorating and collecting inbound freight charges of other carriers, 1 percent of amount advanced, minimum charge \$1.45 per component part.</p> <p>(e) Advancing or prepayment of outbound freight charges to other carriers, \$1.10 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: 38 cents per 100 pounds, minimum charge \$1.80. 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 38 cents per 100 pounds, minimum charge \$1.55. <p style="text-align: center;">(Continued in Item 282)</p>	<p>0281</p>
<p>o Increase, Decision No. 80283</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									730
	100	92½	85	77½	70	65	60	55	50	
A	300	285	270	255	240	231	222	210	204	
B	325	309	293	276	260	250	241	228	221	
(1) Rate Basis	Minimum Weight 500 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	163	155	147	139	130	126	121	114	111	
B	181	172	163	154	145	139	134	127	123	
(1) Rate Basis	Minimum Weight 2,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	98	93	88	83	78	75	73	69	67	
B	106	101	95	90	85	82	78	74	72	
(1) Rate Basis	Minimum Weight 4,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	79	75	71	67	63	61	58	55	54	
B	86	82	77	73	69	66	64	60	58	
(1) See Item 700-										
♦ Increase, Decision No. 80283										
EFFECTIVE										
Correction										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA										

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	63	60	57	54	50	49	47	44	43	
B	69	66	62	59	55	53	51	48	47	
(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	59	56	53	50	47	45	44	41	40	
B	63	60	57	54	50	49	47	44	43	
(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	38		37		36		35			
B	41		39		38½		38			
<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. 80283										
EFFECTIVE										
Correction										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										

SECTION 3--COMMODITY RATES 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 134	
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 \$2.50 per shipment.	(1) 92 49 39 28	
♦ Increase, Decision No. 80283		
EFFECTIVE		
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.		
Correction		

SECTION 3--COMMODITY RATES (Continued) In Cents Per 100 Pounds, Except As Noted		ITEM																		
COMMODITY	RATE																			
<p>CIGARS, CIGARETTES, SNUFF OR MANUFACTURED TOBACCO, as described under the heading "CIGARS AND CIGARETTES GROUP" in the Governing Classification.</p> <p>Applies from public warehouses to points and places located within the Oakland Jobber Zone described below:</p> <p>Minimum 75,000 pounds per month</p> <table><tr><td>25 pounds or less-----</td><td>250</td></tr><tr><td>Over 25 pounds but not over 50 pounds-----</td><td>265</td></tr><tr><td>Over 50 pounds but not over 75 pounds-----</td><td>285</td></tr><tr><td>Over 75 pounds but not over 100 pounds-----</td><td>325</td></tr><tr><td>Over 100 pounds but not over 500 pounds-----</td><td>370</td></tr></table> <table><tr><td>Over 500 pounds but not over 1000 pounds-----</td><td>77</td></tr><tr><td>Over 1000 pounds but not over 2000 pounds-----</td><td>60</td></tr><tr><td>Over 2000 pounds but not over 4000 pounds-----</td><td>50</td></tr><tr><td>Over 4000 pounds-----</td><td>46</td></tr></table> <p>The OAKLAND JOBBER ZONE consists of the area bounded as follows:</p> <p>Beginning at the intersection of San Francisco Bay and Oakland approach to the San Francisco-Oakland Bay Bridge; northeast along said bridge approach to the intersection of 32nd Street; northeast on 32nd Street to Peralta Street; south on Peralta Street to 30th Street; east on 30th Street to Broadway; south on Broadway to 26th Street; east on 26th Street to Harrison Street; south on Harrison Street to Lakeside Drive; southeast on Lakeside Drive to Oak Street; south on Oak Street to 12th Street; east on 12th Street to Fallon Street; south on Fallon Street to Estuary; west on Estuary to Waterfront and north to point of beginning, including both sides of designated streets.</p>		25 pounds or less-----	250	Over 25 pounds but not over 50 pounds-----	265	Over 50 pounds but not over 75 pounds-----	285	Over 75 pounds but not over 100 pounds-----	325	Over 100 pounds but not over 500 pounds-----	370	Over 500 pounds but not over 1000 pounds-----	77	Over 1000 pounds but not over 2000 pounds-----	60	Over 2000 pounds but not over 4000 pounds-----	50	Over 4000 pounds-----	46	<p>In Cents per Shipment</p> <p>In Cents per 100 Pounds</p> <p>0820</p>
25 pounds or less-----	250																			
Over 25 pounds but not over 50 pounds-----	265																			
Over 50 pounds but not over 75 pounds-----	285																			
Over 75 pounds but not over 100 pounds-----	325																			
Over 100 pounds but not over 500 pounds-----	370																			
Over 500 pounds but not over 1000 pounds-----	77																			
Over 1000 pounds but not over 2000 pounds-----	60																			
Over 2000 pounds but not over 4000 pounds-----	50																			
Over 4000 pounds-----	46																			
◊ Increase, Decision No. 80283																				
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	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) 130 (3) 78 (3) 59 (3) 48 (3) 38 (3) 35 (3) 26	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) 145 (3) 88 (3) 66 (3) 49 (3) 41 (3) 40 (3) 34	Any Quantity 500 1,000 2,000 5,000 10,000 20,000
(1) Minimum charge \$3.90 per shipment. (2) Minimum charge \$4.35 per shipment. (3) For shipping and marking add 21 cents per 100 pounds, minimum charge \$2.05.			0830
♦ Increase, Decision No. 80283			
EFFECTIVE			
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.		

SECTION 5--HOURLY TRUCK RATES		ITEM
		</

APPENDIX C TO DECISION NO. 80283

LIST OF SUPPLEMENT AND REVISED PAGES TO MINIMUM RATE TARIFF 19
AUTHORIZED BY SAID DECISION

SUPPLEMENT 19

THIRTY-EIGHTH REVISED PAGE 16
TWENTY-SECOND REVISED PAGE 17
EIGHTEENTH REVISED PAGE 19
TWENTY-FOURTH REVISED PAGE 20
TWENTY-EIGHTH REVISED PAGE 21
TWENTY-SEVENTH REVISED PAGE 23
SEVENTEENTH REVISED PAGE 23-A
TWENTY-FIRST REVISED PAGE 24
TWENTY-THIRD REVISED PAGE 36
FIFTH REVISED PAGE 36-A
TWENTY-FOURTH REVISED PAGE 38
TWENTY-EIGHTH REVISED PAGE 39
TWENTY-SECOND REVISED PAGE 41
TWENTY-FIRST REVISED PAGE 43
TWENTY-FOURTH REVISED PAGE 45
TWENTY-SIXTH REVISED PAGE 46
TWENTIETH REVISED PAGE 49

(END OF APPENDIX C LIST)

SUPPLEMENT 19
(Cancels Supplement 18)
(Supplements 16, 17 and 19 Contain All Changes)

TO
MINIMUM RATE TARIFF 19

NAMING
MINIMUM RATES AND RULES
FOR THE
TRANSPORTATION OF PROPERTY OVER THE
PUBLIC HIGHWAYS
OF THE
CITY AND COUNTY OF SAN FRANCISCO
BY
RADIAL HIGHWAY COMMON CARRIERS
HIGHWAY CONTRACT CARRIERS
AND
DUMP TRUCK CARRIERS

The surcharge set forth in Supplement 18 is canceled.

Decision No.

80283

EFFECTIVE

Issued by the
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA
State Building, Civic Center
San Francisco, California 94102

SECTION 1--RULES OF GENERAL APPLICATION (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 with services of the driver only.</p>	60
<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, 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 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>	70
<p style="text-align: center;">ACCESSORIAL CHARGES</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 \$11.45 per hour, minimum charge \$2.85.</p> <p>§(b) The time consumed by the helper or helpers in performing such services shall be charged for at the rate of \$11.35 per helper per hour, minimum charge one hour for each helper used.</p>	80
<p>§ Change) o Increase) Decision No. 80283</p>	
EFFECTIVE	
<p>Correction</p>	<p>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;">CHARGES FOR SERVICE AT OTHER THAN REGULAR WORKING HOURS</p> <p>Rates named in Sections 3, 4, 5 and 6 apply to transportation, accessorial and other services specified herein during regular working hours of 8:15 a.m. to 5:15 p.m. except Saturdays, Sundays and holidays as defined in Item 10.</p> <p>For services performed at request of consignor or consignee at other than during the times specified above, and on Saturdays, Sundays or holidays, charges shall be assessed upon the rates named in this tariff, plus an additional charge equal to the cost to the carrier of the overtime involved.</p>	100														
<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 \$10.25 per hour, plus 8 cents per actual mile, shall be made for each escort vehicle and driver furnished, for the time and distance said vehicle and driver are engaged in such service. (See Notes 1 and 2)</p> <p>(b) A charge shall be made equal to the actual cost of any bridge or ferry tolls incurred for each escort car.</p> <p>NOTE 1.--Service shall commence with departure of each escort vehicle from its point of dispatch and terminate with the return of each escort car to its point of dispatch, excluding off-duty hours.</p> <p>NOTE 2.--Charges for fractions of an hour shall be determined in accordance with the following table:</p> <table border="1" data-bbox="264 1070 1288 1288"> <thead> <tr> <th colspan="2" style="text-align: center;"><u>MINUTES</u></th></tr> <tr> <th style="text-align: center;"><u>Over</u></th><th style="text-align: center;"><u>But Not Over</u></th></tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td><td style="text-align: center;">8-----omit</td></tr> <tr> <td style="text-align: center;">8</td><td style="text-align: center;">23-----shall be ¼ hour</td></tr> <tr> <td style="text-align: center;">23</td><td style="text-align: center;">38-----shall be ½ hour</td></tr> <tr> <td style="text-align: center;">38</td><td style="text-align: center;">53-----shall be ¾ hour</td></tr> <tr> <td style="text-align: center;">53</td><td style="text-align: center;">60-----shall be 1 hour</td></tr> </tbody> </table>	<u>MINUTES</u>		<u>Over</u>	<u>But Not Over</u>	0	8-----omit	8	23-----shall be ¼ hour	23	38-----shall be ½ hour	38	53-----shall be ¾ hour	53	60-----shall be 1 hour	§104
<u>MINUTES</u>															
<u>Over</u>	<u>But Not Over</u>														
0	8-----omit														
8	23-----shall be ¼ hour														
23	38-----shall be ½ hour														
38	53-----shall be ¾ hour														
53	60-----shall be 1 hour														
<p style="text-align: center;">CHARGES FOR PERMIT SHIPMENTS</p> <p>In addition to all other applicable charges, the following charges shall be assessed on shipments requiring transportation permits:</p> <p>§ (a) A charge of \$11.85 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>	§106														
<p>§ Change) Decision No. 80283</p> <p>◊ Increase)</p>															
EFFECTIVE															
<p style="text-align: right;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</p> <p>Correction</p>															

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">(1) COLLECTION OF CHARGES</p> <p>(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges accruing during a calendar month to those who undertake to pay them, such persons hereinafter being called debtors, and collection thereof made not later than the tenth day (excluding Saturdays, Sundays and legal holidays) of the calendar month following the delivery of the freight. (See Exception)</p> <p>(c) Where a carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the debtor, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12 o'clock midnight following the presentation of the subsequently presented freight bill. (See Exception)</p> <p>(d) Freight bills for all transportation and accessorial charges shall be presented to the debtors not later than 12 o'clock midnight of the fifth day (excluding Saturdays, Sundays and legal holidays) of the calendar month following the delivery of the freight. (See Exception)</p> <p>(e) Debtors may elect to have their freight bills presented by means of the United States mail, and when the mail service is so used, the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills. (See Exception)</p> <p>(f) The mailing by the debtor of valid checks, drafts, or money orders which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p> <p>(g) When alternative rail carload rates are applied under the provisions of Item 265 of this tariff, carriers may relinquish possession of freight in advance of payment thereon and extend credit in the amount of said charges to those responsible for payment for period of five days (120 hours) beginning at twelve midnight of the day delivery is accomplished.</p> <p>EXCEPTION.--Not applicable in connection with alternatively applied rail carload rates assessed under the provisions of Item 265 of this tariff.</p> <p>(1) Will not apply to the transportation of property for the United States, state, county or municipal governments.</p>	120
<p style="text-align: center;">COLLECTION OF LOSS AND/OR DAMAGE CLAIMS</p> <p>When incidental to transportation by the carrier, a charge of \$4.65 per claim shall be made by the carrier for the service of handling and collection of loss or damage claims against another carrier when the amount involved therein exceeds \$100.00. When the amount involved is \$100.00 or less, one percent of the amount involved shall be charged, subject to a minimum charge of \$1.15.</p>	0130
<p>o Increase, Decision No. 80283</p>	
EFFECTIVE	
<p>Correction 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;">DELAYS IN 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 the first 7:00 a.m. following receipt of the shipment, the shipment will be placed in storage and notice will be sent or given to consignor or consignee. 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 a public warehouse at public storage rates.</p> <p>For each of the first five days, 5-3/4 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--118 cents.</p> <p>In computing time, any fractional part of 24 hours will be counted as one day.</p> <p>In computing charges, any fractional part of 100 pounds will be computed as 100 pounds.</p> <p>Subsequent delivery from point of storage will be charged as a new shipment.</p>	140
<p style="text-align: center;">EXPORT FREIGHT CLEARANCES</p> <p>When the service of clearing export freight is performed by the carrier, a charge of \$4.95 per clearance, minimum charge \$7.50 will be made.</p>	Q160
<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 Exceptions 1 and 2)</p> <p>EXCEPTION 1.--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 platform 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.</p> <p>EXCEPTION 2.--When rail rates are used under the provisions of Item 265 of this tariff, actual, estimated or agreed weights shall be used to compute charges in accordance with the provisions of the governing rail tariff.</p>	170
<p>◇Increase, Decision No. 80283</p>	
EFFECTIVE	
<p>Correction</p>	<p>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;">MARCKING OF PACKAGES</p> <p>For the service of marking packages when incidental to transportation by the carrier, the following charges shall be made:</p> <p>3-line stencil or less-2½ cents per package, minimum charge \$1.60.</p> <p>When more than one stencil is used, the minimum charge shall apply to each stencil used.</p>	0190												
<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 border="0" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; border-bottom: 1px solid black;">Weight of Shipment</th><th style="text-align: right; border-bottom: 1px solid black;">Minimum Charge in Cents</th></tr> </thead> <tbody> <tr> <td>25 pounds or less-----</td><td style="text-align: right;">250</td></tr> <tr> <td>Over 25 pounds but not over 50 pounds-----</td><td style="text-align: right;">275</td></tr> <tr> <td> " 50 " " " 75 "-----</td><td style="text-align: right;">340</td></tr> <tr> <td> " 75 " " " 100 "-----</td><td style="text-align: right;">375</td></tr> <tr> <td> " 100 "-----</td><td style="text-align: right;">475</td></tr> </tbody> </table>	Weight of Shipment	Minimum Charge in Cents	25 pounds or less-----	250	Over 25 pounds but not over 50 pounds-----	275	" 50 " " " 75 "-----	340	" 75 " " " 100 "-----	375	" 100 "-----	475	0200
Weight of Shipment	Minimum Charge in Cents												
25 pounds or less-----	250												
Over 25 pounds but not over 50 pounds-----	275												
" 50 " " " 75 "-----	340												
" 75 " " " 100 "-----	375												
" 100 "-----	475												
<p style="text-align: center;">ISSUANCE OF DOCUMENTS</p> <p>1. ISSUANCE OF BILLS OF LADING. The bill of lading required to be issued in accordance with provisions of the Governing Classification shall be issued at the time of or prior to the receipt of or pickup of the shipment.</p> <p>2. For the transportation of (1) permit shipments, (2) shipments which require circuitous routing, (3) shipments requiring escort service, or dangerous articles, the following information, wherever applicable, shall be shown on all bills of lading, freight bills or accessorial service documents issued by the carrier in connection therewith and shall be in addition to the information otherwise required to be shown thereon:</p> <ul style="list-style-type: none"> (a) Permit identification of all permit shipments. (b) Any circuitous routing and the authority therefor. (c) Any escort service furnished and the authority therefor. (d) Any description of dangerous articles must be in terms prescribed in the Dangerous Articles Tariff, including reference to labeling requirements. A further description not inconsistent therewith may be included. <p>3. A copy of each bill of lading, freight bill, accessorial service document, weighmaster's certificate, written instructions, written agreement, written request or any other written document which supports the rates and charges assessed and which the carrier is required to issue, receive or obtain by this tariff for transportation or accessorial service shall be retained and preserved by the carrier, at a location within the State of California, subject to the Commission's inspection, for a period of not less than three years from the date of issue.</p>	205												
<p>o Increase, Decision No. 80283</p>													
EFFECTIVE													
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>													

Correction

SECTION 1--RULES OF GENERAL APPLICATION (Continued)

ITEM

POOL SHIPMENTS
(Items 220, 221 and 222)

Pool shipments as described in Item 10 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
62	59	55	51	50	47	45	43	41	40	39	37	(2) 36

- (1) Minimum charge 225 cents per component part.
(2) Applies on articles rated Class 35 or lower.

Commodity Rates in Cents
per 100 pounds
Minimum Charge 225 cents
per component part

♦220

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-----

85

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 221, \$1.85 per 100 pounds, minimum charge, \$3.50 per component part.

(Continued in Item 221)

♦ Increase, Decision No.

80283

EFFECTIVE

Correction

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

SECTION 1--RULES OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">POOL SHIPMENTS (Continued) (Items 220, 221 and 222)</p> <p>3. Accessorial Services:</p> <p>(a) A clerical service charge of \$1.10 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 subconsignee 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, 3 cents per line, per package or piece, minimum charge 91 cents per component part.</p> <p>(c) Marking, tagging, stenciling or labeling, 3 cents per package or piece, minimum charge \$1.45 per component part.</p> <p>(d) Advancing, prorating and collecting inbound freight charges of other carriers, 1 percent of amount advanced, minimum charge \$1.45 per component part.</p> <p>(e) Advancing or prepayment of outbound freight charges to other carriers, \$1.10 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 80 for helpers, plus the cost of dunnage.</p> <p>(g) Storage will be charged as provided in Item 140 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 rates provided in paragraph (b) of Item 80.</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; 38 cents per 100 pounds, minimum charge \$1.80. (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 38 cents per 100 pounds, minimum charge \$1.55. <p style="text-align: center;">(Continued in Item 222)</p>	<p style="text-align: center;">0221</p>
<p>o Increase, Decision No. 80283</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 OF GENERAL APPLICATION (Continued)	ITEM
<p style="text-align: center;">UNITS OF MEASUREMENT TO BE OBSERVED</p> <p>Rates or accessorial charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.</p>	235
<p style="text-align: center;">SHIPMENTS TO BE RATED SEPARATELY</p> <p>Each shipment shall be rated separately. Shipments shall not be consolidated or combined by the carrier. When shipments are delivered to or received from other carriers, each bill of lading, freight bill, dock receipt or dock permit shall be considered as a separate shipment and rated accordingly.</p>	250
<p style="text-align: center;">DELAYS TO EQUIPMENT</p> <p>Delays to equipment exceeding 1/2 hour at points of origin or destination for which the carrier is not responsible will be charged for at the rate of \$12.45 per hour, minimum charge \$3.10.</p>	260
<p>o Increase, Decision No. 80283</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 3--CLASS RATES In Cents per 100 Pounds										ITEM
Rate Basis (1)	Any Quantity									360
	100	92½	85	77½	70	65	60	55	50	
A-----	261	248	235	222	209	201	193	183	177	
B-----	278	264	250	236	222	214	206	195	189	
C-----	301	286	271	256	241	232	223	211	205	
Rate Basis (1)	Minimum Weight 500 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A-----	163	155	147	139	130	126	121	114	111	
B-----	166	158	149	141	133	128	123	116	113	
C-----	183	174	165	156	146	141	135	128	124	
Rate Basis (1)	Minimum Weight 2,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A-----	99	94	89	84	79	76	73	69	67	
B-----	103	98	93	88	82	79	76	72	70	
C-----	114	108	103	97	91	88	84	80	78	
Rate Basis (1)	Minimum Weight 4,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A-----	79	75	71	67	63	61	58	55	54	
B-----	81	77	73	69	65	62	60	57	55	
C-----	98	93	88	83	78	75	73	69	67	
(1) See Item 350.										
◆ Increase. Decision No. 80283										
EFFECTIVE										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										
Correction										

SECTION 3--CLASS RATES (Concluded) In Cents Per 100 Pounds										ITEM
Rate Basis (1)	Minimum Weight 10,000 Pounds. Except as Provided in Note 1									
	100	92½	85	77½	70	65	60	55	50	
A-----	69	66	62	59	55	53	51	48	47	
B-----	73	69	66	62	58	56	54	51	50	
C-----	91	86	82	77	73	70	67	64	62	
Rate Basis (1)	Minimum Weight 20,000 Pounds. Except as Provided in Notes 2 and 3									
	100	92½	85	77½	70	65	60	55	50	
A-----	66	63	59	56	53	51	49	46	45	
B-----	70	67	63	60	56	54	52	49	48	
C-----	75	71	68	64	60	58	56	53	51	
Rate Basis (1)	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									◇ 370
	45		40		37½		35			
A-----	43		41		40		40			
B-----	46		43		43		42			
C-----	49		47		46		45			
<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 as 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.</p> <p>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 350.</p>										
◇ Increase, Decision No. 80283										
EFFECTIVE										
Correction										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										

SECTION 4—COMMODITY RATES In Cents Per 100 Pounds			ITEM
COMMODITY	RATES	Minimum Weight in Pounds	
CEREAL FOOD PREPARATIONS (cracked, ground, granulated, hulled or rolled cereals, partially prepared for human consumption, but requiring cooking),	(1) 203	Any Quantity	
	127	500	
	98	1,000	
	76	2,000	
	59	5,000	
	47	10,000	
	40	20,000	
FLOUR			
City Deliveries (Not subject to Item 60)			6392
(1) Minimum charge \$6.15 per shipment.			

♦ Increase, Decision No.

80283

EFFECTIVE

Correction

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

MINIMUM RATE TARIFF

SECTION 4--COMMODITY RATES (Continued) In Cents Per 100 Pounds, Except As Noted			ITEM
COMMODITY	RATES	Minimum Weight	
CIGARS, CIGARETTES, SNUFF OR MANUFACTURED TOBACCO, as described under the heading "Cigars and Cigarettes Group" in the Governing Classification. Applies from public warehouses to points and places located within Zone 1. 25 pounds or less----- Over 25 pounds but not over 50 pounds----- " 50 " " " 75 "----- " 75 " " " 100 "----- " 100 " " " 500 "----- " 500 " " " 1000 "----- " 1000 " " " 2000 "----- " 2000 " " " 4000 "----- " 4000 pounds-----	 		

SECTION 4--COMMODITY RATES (Continued)				ITEM	
In Cents Per 100 Pounds, Except As Noted					
COMMODITY	RATES				
OFFICE FURNITURE, NEW-City Deliveries (Not subject to Item 60)	(2) In Cents per Piece			0460	
	1st Piece	2nd Piece	Each Additional Piece		
	Desks-----36 inches or less-----	415	415		260
	Over 36 " but not over 42 inches-----	540	415		410
	" 42 " " 60 "-----	660	540		540
	" 60 "-----	920	790		790
	Tables-----42 " or less-----	260	260		260
	Over 42 " but not over 60 inches-----	415	415		260
	" 60 "-----	540	540		475
	File Cabinets-weighing each 100 pounds or less-----	260	260		145
	weighing each over 100 pounds-----	415	260		145
	Letter Files-3 drawers or less-----	260	260		145
	4 "-----	415	415		260
	Transfer Cases-----	260	No Charge		(3)
	Chairs-----	145	145		145
	Telephone Stands-----	145	145		145
	Costumers-----	145	145		145
	(2) A charge of \$5.05 per quarter hour, minimum charge \$2.45 will be assessed for time placing furniture, which will be in addition to the delivery charges when the carrier performs this service.				
	(3rd piece----- 145 cents				
	(3) (4th "----- no charge				
(each additional----- 72 cents					
PAPER, viz.: Newsprint, in rolls.	RATE	Minimum Weight		0470	
Inhaul, and from public warehouses to newspaper plants--	20½	500 tons per Calendar Month (1)			
(1) Monthly tonnage is to be averaged over twelve (12) calendar months commencing with month in which property is first transported.					
♦ Increase, Decision No. 80283					
EFFECTIVE					
Correction					
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA					

SECTION 4--COMMODITY RATES (Concluded) In Cents Per 100 Pounds, Except as Noted			ITEM
COMMODITY	RATE	Minimum Weight	
SUGAR, in packages. Within Zone 1 (See Item 40)----- NOTE.--Monthly tonnage is to be averaged over twelve calendar months commencing with month in which property is first transported. (1) Minimum charge \$3.65 per shipment.	(1) 26 1/2	500 tons per Calendar Month (See Note)	0530
o Increase, Decision No. 80283			
EFFECTIVE			
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.			
Correction			

SECTION 5—UNIT RATES AND RULES

ITEM

APPLICATION OF RATES

(a) Rates in this section apply only when, prior to the transportation of the property, the shipper enters into a written agreement with the carrier as provided in paragraph (c) hereof, and only when the property is transported by one carrier for one shipper. When such agreement is executed, rates otherwise provided in this tariff will not apply.

(b) Rates in this section will not be governed by the general rules in this tariff other than the following:

Definitions in Item 10 of: Dangerous Articles, Dangerous Articles Tariff, Escort Service, Holidays, Permit Shipment, Point of Destination, Point of Origin, Rate, and Same Transportation; Provisions of: Item 100, Charges for Service at Other Than Regular Working Hours; Item 104, Charges for Escort Service; Item 106, Charges for Permit Shipments; Items 110, 111 and 112, Collect on Delivery (C.O.D.) Shipments; Item 120, Collection of Charges; Item 130, Collection of Loss and/or Damage Claims; Item 135, Dangerous Articles; and Item 190, Marking of Packages.

(c) Prior to the transportation of the property, the shipper must enter into a written agreement with the carrier to ship at rates no lower than those provided in this section, stating specifically the class of service desired. No single agreement shall cover shipments transported over a period in excess of one year. The agreement shall be in substantially the following form, and the original or a copy thereof shall be retained and preserved by the carrier, subject to the Commission's inspection, for a period of not less than three years from the date of its issuance.

Date _____

In accordance with the provisions of Section 5 of Minimum Rate Tariff 19,
I hereby elect to have _____ transported by _____
(Identify Transaction) (Name of Carrier)
from _____ to _____ at the rate of _____
(Point of Origin) (Point of Destination) (See Note)
under the rates and provisions of Item _____ of said tariff.
(See Note)

Shipper _____ By _____
(Name in Full) (Name in Full)
Confirmed:
Carrier _____ By _____
(Name in Full) (Name in Full)

NOTE:—In the event shipper and carrier agree to a basis higher than that provided in this section, but in the same unit or units of measurement in which the minimum basis is stated, the agreed basis may be stated in place of the item number.

(d) Rates in this section include the services of the driver only. When, at the request of shipper, carrier furnishes help in addition to the driver, an additional charge shall be made at the rate of \$11.39 per man per hour, minimum charge one hour for each helper used. The time for computing charges shall not be less than the actual time the helpers are engaged in performing the service.

(e) Rates apply for the exclusive use of the equipment furnished.

Change)
Increase) Decision No.

80283

EFFECTIVE

Correction

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

SECTION 5--UNIT RATES AND RULES (Continued)		ITEM
HOURLY VEHICLE UNIT RATES (Subject to Notes 1 and 2). Minimum Charge One Hour. Capacity of Carrier's Equipment in Pounds	RATES in Cents per Hour	
Over 2,500 or less----- " Over 2,500 but not over 4,500----- " 4,500 " " " 10,500----- " 10,500 " " " 20,500----- " 20,500 " " " 30,000----- " 30,000-----	1380 1405 1425 1530 1585 1635	0560
NOTE 1.--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. NOTE 2.--The normal carrying capacity of each vehicle unit shall be determined by the carrier based upon that amount of property in pounds, which physically can be loaded therein and safely transported under normal conditions.		
♦ Increase, Decision No. 80283		
EFFECTIVE		
Correction		
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SECTION 6--SPECIAL RATES (Concluded)

ITEM

LUMBER AND FOREST PRODUCTS

The rates in this item will apply only when they produce lower charges than the minimum rates otherwise applicable.

Shipments transported under rates in this item will not be subject to provisions of Item 100--Charges for Services at other than Regular Working Hours.

LUMBER AND FOREST PRODUCTS, viz.:

The products of the forest consisting of lumber, wallboard or timbers, rough or dressed, green or seasoned, cut to dimension or shaped, laminated or not laminated, not further advanced in manufacture than by shaping, splitting, laminating, sawing, resawing or passing through planning machinery.

Subject to a minimum charge based on the applicable rate for 3,000 feet BM.

MILES (See Note 1)		RATES In Cents Per 1000 Feet BM (See Note 2)
Over	But Not Over	
0	$\frac{1}{4}$	(1) 169
$\frac{1}{4}$	1	212
1	2	309
2	4	371
4	6	540
6	8	688
8	10	843

(1) For transportation from bulkheads, docks, piers or wharves for distances of not over 1,000 feet the rate shall be \$1.37 per 1,000 feet BM.

NOTE 1.--The mileage shall be the actual distance from point of origin to point of destination.

NOTE 2.--For handling lumber between railroad cars, trucks, carrier blocks or stacks, on the one hand, and railroad cars, trucks, carrier blocks or stacks, on the other hand, a charge of \$4.70 per 1,000 feet BM shall be assessed in addition to transportation charges. This handling charge does not include sorting, tallying, grading or other accessorial services.

#590

BASIS FOR COMPUTING BOARD MEASURE
(Applies only on the articles listed below)

	Board Measure Applicable Per Bundle
Carstrips, in bundles:	
7/16" x 1 1/4" or 1 1/4" x 8'	25' BM
1/2" x 1 1/4" or 1 1/4" x 8'	32' BM
Lath, in bundles, 1 1/4" or 1-5/8" x 4'	25' BM
Logs, Piling, Poles, Spars	Use square of mean diameter to compute BM.
Lumber:	
Less than 1" thick	Compute as 1" thick.
Surfaced, dressed or finished lumber 1" or more thick	Use size before surfacing, dressing or finishing.
Mouldings less than 1" x 1"	Compute as 1" x 1".
Shakes, in bundles:	Per Bundle
Redwood	12 1/2' BM
Cedar	40' BM
Shingles, in bundles	25' BM
Wallboard:	Per 1000' SM
Thickness 1/2" or less	500' BM
Thickness over 1/2" but not over 1"	667' BM
Thickness over 1" but not over 1 1/2"	1000' BM
" denotes inches.	BM--board measure.
' denotes feet.	SM--surface measure.

Change)
Increase) Decision No.

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