

Decision No. 80844

ORIGINAL

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 transportation of any and all commodities between and within all points and places in the State of California (including, but not limited to, transportation for which rates are provided in Minimum Rate Tariff No. 15).

Case No. 7783  
(Order Granting Rehearing  
Dated July 11, 1972)

R. W. Smith and A. D. Poe, Attorneys at Law, and  
H. Hughes, for California Trucking Association;  
and E. A. Guldaman, for Stauffer Chemical Company;  
interested parties.  
George L. Hunt and Gary E. Haas, for the Commission  
staff.

OPINION ON REHEARING

Minimum Rate Tariff 15 (MRT 15) contains yearly, monthly, weekly and hourly vehicle unit rates for the transportation of property by highway permit carriers. Section 4-A of said tariff contains hourly rates for specified vehicle units applicable to service within the Metropolitan Los Angeles Area.

On recommendation of its Transportation Division, the Commission issued ex parte Decision No. 79001, dated August 10, 1971, which, among other things, amended the definition of hopper equipment in Section 4-A of MRT 15 by the addition of the word "only". As amended, the definition read as follows: "Hopper equipment is equipment capable of unloading only by gravity."

On August 20, 1971, Stauffer Chemical Company (Stauffer) filed a Petition For Suspension and Reconsideration of Decision No. 79001. In said petition, Stauffer alleged that the addition of

the word "only" would preclude the application of hourly rates to pneumatic equipment, and that the order would deprive the shipping public of reasonable charges for the use of pneumatic equipment.

Stauffer's petition requested the following relief:

"Stauffer Chemical Company respectfully requests the Commission to suspend Provision of Order No. 79001, applying to subparagraph (6) of Item 451, Minimum Rate Tariff 15, and postpone any increase in rates or charges for pneumatic equipment or dual-purpose trailers pending determination by Public Hearing and appropriate cost studies."

Decision No. 79122, dated August 31, 1971, stated that Stauffer's petition stayed the effective date of Decision No. 79001 until the said petition is granted or denied. Decision No. 79122 suspended the tariff revision.

The Commission did not order its staff to conduct cost studies nor did it set the hearing requested in Stauffer's petition. Instead, it issued Decision No. 80049, dated May 17, 1972, which reinstated the original language of the definition of "hopper equipment" in Section 4-A of MRT 15. Said decision stated as follows:

"Having considered petitioner's allegations in this matter, the Commission finds that Decision No. 79001 would restrict rather than clarify the application of the hourly rates in question and that the current tariff provisions for the involved transportation should continue in effect. A public hearing is not necessary. The Commission concludes that Minimum Rate Tariff 15 should be amended accordingly."

On May 25, 1972, California Trucking Association (CTA) filed a Petition For Suspension, Reconsideration or Rehearing of Decision No. 80049. CTA's petition alleged that Decision No. 79451, dated December 14, 1971, in Case No. 7783, Petition No. 41 (issued subsequent to Decision No. 79001, but prior to Decision No. 80049) had specifically found that hourly rates in Section 4-A of MRT 15 do

not apply to movements in pneumatic equipment, and that the addition of the word "only" merely clarified the application of the tariff and did not further restrict the application of the tariff. CTA also asked that if rehearing or reconsideration is granted, the matter be consolidated with Case No. 5432, OSH 700 concerning rates on bulk salt transported in pneumatic hopper and dump truck equipment.

Decision No. 80232, dated July 11, 1972, entitled "Order Granting Partial Rehearing", reads as follows:

"The California Trucking Association having filed a petition for rehearing of Decision No. 80049, the Commission having considered each and every allegation thereof, and being of the opinion that sufficient cause for partial rehearing has been made to appear,

"IT IS ORDERED that rehearing is granted, limited to further proceedings in regard to Item 451(6) of Minimum Rate Tariff No. 15 for the purpose of determining the application of hourly rate to be applied to hopper vehicles that can be unloaded by gravity or by pneumatic means; with rehearing to be held before such Commissioner or Examiner and at such time and place as shall hereafter be designated.

"IT IS FURTHER ORDERED that in all other respects said petition for rehearing is denied."

Rehearing of Decision No. 80049 was held before Examiner Mallory at San Francisco on September 22 and September 26, 1972, and the matter was submitted on the latter date.

At the hearing on September 22, testimony was presented by a supervisor in CTA's Division of Transportation Economics to the following effect: CTA is opposed to the result of Decision No. 80049 because it is CTA's view that said decision is contrary to other decisions involving the application of rates in MRT 15. The yearly, monthly and weekly rates in MRT 15 do not apply to pneumatic equipment. In the proceeding leading to Decision No. 79451 (supra) hourly rates for the use of pneumatic equipment were specifically in issue. That decision denied CTA's request to adjust hourly rates and to apply said rates to all types of equipment units. That decision stated that hourly rates in Section 4-A are based on the specific type of equipment unit furnished, and that no vehicle unit rates are provided in MRT 15 for pneumatic-hopper equipment.

Decision No. 79451 further stated:

"The fact that hourly rates do not apply to movements in dump truck or pneumatic equipment is not improper. The cost studies underlying the former hourly rates in MRT 15, the cost studies introduced by the staff in Case No. 6322, and the cost studies introduced by CTA herein contain no data relating to dump truck and pneumatic equipment. The data introduced by CTA herein is based on equipment costs for van and flatbed equipment only. The record shows that pneumatic equipment is more costly to purchase and to operate than van or flatbed equipment."

The CTA witness pointed out that subsequent to Decision No. 79451, the Commission authorized several rate deviations for the use of hourly rates for both dump truck and pneumatic-hopper equipment for the transportation of salt, chemicals and plastic pellets in bulk, including authorizations to carriers performing service for Stauffer. The issuance of such authorizations assertedly indicates that relief under Section 3666 of the Public Utilities Code is required in order to apply hourly rates for pneumatic equipment in the Metropolitan Los Angeles Area.

The Western Traffic Manager of Stauffer testified substantially as follows: Stauffer uses the services of several carriers operating pneumatic equipment to transport commodities in bulk for Stauffer and its subsidiaries. Class rates are excessive for this transportation. The public should not be deprived of the use of hourly rates for pneumatic equipment. Such would be the result if the definition of hopper equipment adopted in Decision No. 79001 is reinstated. Stauffer has no objection to the establishment of hourly rates in MRT 15 which are reasonably related to the costs of transportation. However, Stauffer strenuously objects to any decision of the Commission which would prohibit the use of hourly rates for pneumatic equipment. Stauffer's witness presented Exhibit A-1 which compares transportation charges resulting from the application of class rates with corresponding charges under hourly rates. Class rates produce charges more than twice those of the compared hourly rates.

Following this testimony, CTA's counsel inquired of the staff representative whether the staff intended to present hourly costs for transportation of commodities in bulk in pneumatic equipment. Upon being advised that the staff was not prepared to present such costs, CTA requested an adjourned hearing for the purpose of presenting estimated costs of operation for pneumatic units and proposed hourly rates related thereto. An adjourned hearing for this purpose was scheduled on September 26. At this hearing CTA's witness presented in evidence Exhibits A-1, A-2 and A-3, which contain developments of estimated costs and proposed hourly rates for use of pneumatic equipment. These exhibits were received over the objection of the staff representative and without cross-examination. At the commencement of the second day of hearing, the staff representative made the following statement and motion:

"It is the staff's position that the proceeding currently before the Commission concerns the question as to the application of hourly rates for hopper equipment and the extent to which these rates apply to equipment which is unloaded by gravity or by pneumatic equipment. It is our understanding that certain parties are planning to present evidence in this proceeding which goes beyond the scope of the proceeding, to the extent that an attempt will be made to increase certain rates for hopper equipment. The staff moves to limit this proceeding to evidence concerning the application of Item 451, paragraph (6) of MRT 15, as stated in the notice of rehearing of Decision 80049, which has been served upon interested parties. It is the further position of the staff that should parties to this proceeding desire to propose increases in the hourly rates for hopper equipment, that this should be accomplished through the filing of an appropriate petition and with adequate notice to the public before the setting of a hearing. The staff plans to present this motion to the Commission in writing."

The oral motion was taken under submission for ruling herein. The written motion was filed on October 6, 1972.

#### Discussion

Decision No. 79451 clearly establishes that the hourly rates for hopper equipment in Section 4-A of MRT 15 are not applicable to pneumatic equipment. This is confirmed by the proceeding in Case No. 5432, OSH 700, in which rates on bulk salt are in issue, and by the several applications of highway carriers to deviate from minimum rates by applying hourly rates on bulk commodities hauled in pneumatic equipment.<sup>1/</sup> Therefore, the tariff language adopted in Decision No. 79001 merely clarifies the tariff and makes no substantial change in the application of the tariff. The staff contention that rate increases will result from the adoption of that description of hopper equipment is incorrect.

It is apparent from the testimony of Stauffer's witness that the public interest requires that minimum hourly rates be

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<sup>1/</sup> Decision No. 80625, dated October 17, 1972, in OSH 700 (issued after submission of the instant proceeding) states (on mimeo page 2) "There are no vehicle unit rates in MRT 15 for an equipment unit consisting of a dump truck and transfer trailer nor for pneumatic hopper-type equipment."

established in MRT 15 for the use of pneumatic equipment. The record contains sufficient data from which reasonable rates may be developed.

The effect of establishing minimum hourly rates on pneumatic equipment is a reduction, rather than an increase, in rates, in view of the rate comparisons in Stauffer's Exhibit A-1.

The order granting rehearing herein is limited in the sense that all of the requests set forth in CTA's petition for rehearing and reconsideration were not granted. The order granting rehearing does not limit the type of evidence that may be received for the purpose of determining the application of hourly rates to be applied to hopper vehicles that can be unloaded by pneumatic means. The motion of the staff should be denied.

#### Findings and Conclusions

The Commission finds as follows:

1. Decision No. 79001, dated August 10, 1971, issued without hearing, amended the description of hopper equipment applicable in connection with hourly rates in Section 4-A of MRT 15, to include only equipment which is unloaded by gravity, thus excluding pneumatic hopper equipment from said definition.

2. Decision No. 79451, dated December 14, 1971, in Case No. 7783, Petition No. 41, found that the hourly rates in Section 4-A of Minimum Rate Tariff 15 are not applicable to pneumatic hopper equipment. Decision No. 80625, dated October 17, 1972, in Case No. 5432, OSH 700, confirmed that finding.

3. The proper application of the rates in Section 4-A of MRT 15 results from the definition of hopper equipment adopted in Decision No. 79001. Said definition should be adopted herein.

4. In the absence of hourly rates, the class rates named in Minimum Rate Tariff 2 are the applicable minimum rates to apply to movements of chemicals, plastics, salt and other commodities in bulk when transported in pneumatic hopper equipment.

5. Class rates produce higher charges than hourly rates formerly in effect in Minimum Rate Tariff 5 and hourly rates which would result from cost data submitted in this proceeding for commodities in bulk transported in pneumatic equipment.

6. It is in the public interest to establish reasonable minimum hourly rates in Section 4-A of MRT 15 for transportation of commodities in bulk in pneumatic hopper equipment.

7. The hourly rates for pneumatic equipment which will be established from the adoption of CTA's proposal herein will result in reductions from existing class rates, inasmuch as there are no hourly rates currently applicable to pneumatic equipment in Section 4-A of MRT 15.

8. The rates and rules set forth in the tariff pages attached to this order are the just, reasonable and nondiscriminatory minimum hourly rates and rules for the transportation of commodities in bulk in hopper equipment and in pneumatic hopper equipment between points in the Metropolitan Los Angeles Area.

9. To the extent that the provisions of MRT 15 heretofore have been found to constitute reasonable minimum rates and rules for common carriers as defined in the Public Utilities Act, said provisions, as amended herein, are, and will be, the just and reasonable minimum rates and rules for said common carriers.

10. The authorizations heretofore granted to highway permit carriers to depart from minimum rates set forth in MRT 2 and MRT 15 with respect to use of hourly rates for pneumatic hopper equipment will continue to be reasonable until such rate deviations expire or are extended by further order of the Commission.

11. Rule 23.1 of the Commission's Rules of Practice and Procedure is not applicable to the hourly rates established by the order herein, inasmuch as said rates result in reductions.

The Commission concludes that MRT 15 should be amended by the order which follows, and that the motion of the staff should be denied.



O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 15 (Appendix B to Decision No. 65072, as amended) is hereby further amended by incorporating therein, to become effective January 20, 1973, the revised pages attached hereto and listed in Appendix A, also attached hereto, which pages and appendix are by this reference made a part hereof.
2. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to Decision No. 65072, as amended, are hereby directed to establish in their tariffs the amendments necessary to conform with the further adjustment ordered herein.
3. Tariff publications required to be made by common carriers as a result of the order herein shall be filed not earlier than the effective date of this order and may be made effective not earlier than the tenth day after the effective date of this order on not less than ten days' notice to the Commission and to the public and such tariff publications shall be made effective not later than January 20, 1973; tariff publications which are authorized but not required to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order, and may be made effective on not less than ten days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order.
4. Common carriers, in establishing and maintaining the change 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 change published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

5. In all other respects, Decision No. 65072, as amended, shall remain in full force and effect.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 19<sup>th</sup> day of DECEMBER, 1972.

Vernon L. Sturgeon  
President  
William L. Sturgeon

Commissioners

I abstain  
H. W. Loring Jr. Commissioner

I dissent -  
Thos. Mann  
Commissioner

APPENDIX A

LIST OF REVISED PAGES TO  
MINIMUM RATE TARIFF 15

FOURTH REVISED PAGE 24-B

SECOND REVISED PAGE 24-D

THIRD REVISED PAGE 24-E

THIRD REVISED PAGE 24-F

THIRD REVISED PAGE 24-G

THIRD REVISED PAGE 24-I

(END OF APPENDIX A LIST)

SECTION 4-A--HOURLY VEHICLE UNIT RATES	ITEM
<p style="text-align: center;">SPECIAL RULES APPLYING IN CONNECTION WITH ITEMS 452, 453, 454, 455, 456 AND 457</p> <p>Rate Basis 1 applies when Rate Bases 2, 3 or 4 are not applicable. Rates are limited to 8 hours' service out of 9 consecutive hours per day.</p> <p>Rate Basis 2 applies on Saturday and Sunday and for all hours in excess of 8 out of 9 consecutive hours on days other than those ratable under Rate Bases 3 or 4.</p> <p>Rate Basis 3 applies on New Year's Day, Memorial Day, July 4th, Labor Day, Thanksgiving Day and Christmas Day. Rates are limited to 8 hours service out of 9 consecutive hours per day; for all hours worked on Sunday when Sunday is 7th consecutive day worked.</p> <p>Rate Basis 4 applies for all hours in excess of 8 out of 9 consecutive hours on days ratable under Rate Basis 3 (Except on Sunday).</p>	450
<p style="text-align: center;">SPECIAL DEFINITIONS AND RULES APPLYING IN CONNECTION WITH RATES IN THIS SECTION (See Notes 1 and 2) (Applies only when specific reference is made hereto)</p> <p>(1) Lineal Loading Space in feet.</p> <p>(2) Trailers or semitrailers furnished by carrier in excess of the number of vehicles or combination of vehicles operated as a single unit. Rates for semis, except for sets of doubles, do not include dollies or converter gears. Excess trailing equipment may not be operated in combination with other units of carrier's equipment as sets of doubles unless the basic hourly rate for use of motor-power equipment together with doubles is assessed.</p> <p>(3) Doubles mean two semis and dolly, or semi and trailer, any lawful combination length.</p> <p>(4) Rates include temperature control service.</p> <p>(5) Converter gears, dollies and other auxiliary trailing equipment.</p> <p>(6) Hopper equipment is equipment capable of unloading *only by gravity.</p> <p>(7) Pneumatic equipment is equipment capable of unloading by use of air pressure in defiance of gravity.</p> <p>NOTE 1.--Rates apply according to the type of carrier's motor-power equipment in combination with the trailing equipment as described.</p> <p>NOTE 2.--An additional charge of 8½ cents per hour shall be made for each unit of carrier's equipment that is equipped with a power-lift gate.</p>	451
<p>           § Change       )            * Addition    ) Decision No. <b>80844</b> </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 4-A--HOURLY VEHICLE UNIT RATES (Continued)

ITEM

## HOURLY VEHICLE UNIT RATES

TRACTOR-GAS, 2-Axle

Base rate in cents per hour per unit of carrier's equipment. Rates do not include a charge for miles operated. See Item 458 for Mileage Rates and Item 457 for Helper Rates.

Type of Trailer or Semitrailer Equipment	Trailer or Semitrailer Length (1)*	RATE BASIS				Excess Trailing Equipment (2)*
		1	2	3	4	
Carrier Owned:						
Flat-----	---	1410	1670	2095	2875	50
Flat-----	Doubles (3)*	1480	1775	2205	2970	120
Van-----	---	1425	1695	2130	2900	70
Van-----	Doubles (3)*	1505	1810	2245	2990	150
Van, insulated-----	---	1495	1735	2165	2930	85
Van, insulated-----	Doubles (3)*	1650	1840	2275	3015	180
Van, refrigerated (4)*-----	---	1565	1810	2253	2980	170
Van, refrigerated (4)*-----	Doubles (3)*	1795	2030	2485	3165	335
Hopper (6)*-----	---	1440	1695	2130	2900	55
Hopper (6)*-----	Doubles (3)*	1540	1810	2245	2990	105
*Pneumatic (7)*-----	---	1640	2050	2440	3265	95
*Pneumatic (7)*-----	Doubles (3)*	1825	2235	2635	3450	185
Converter gears dollies (5)*-----	---	--	--	--	--	40
Shipper Owned-----	Under 28	1375	1575	2005	2755	--
	28 and Over	1395	1615	2055	2840	--
	Doubles (3)*	1395	1615	2055	2840	--
* See Item 451						

#453

§ Change )  
 \* Addition ) Decision No.

80844

EFFECTIVE

Correction

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

## SECTION 4-A--HOURLY VEHICLE UNIT RATES (Continued)

ITEM

## HOURLY VEHICLE UNIT RATES

## TRACTOR-GAS, 3-Axle

Base rate in cents per hour per unit of carrier's equipment. Rates do not include a charge for miles operated. See Item 458 for Mileage Rates and Item 457 for Helper Rates.

Type of Trailer or Semitrailer Equipment	Trailer or Semitrailer Length (1)*	RATE BASIS				Excess Trailing Equipment (2)*
		1	2	3	4	
Carrier Owned:						
Flat-----	---	1450	1740	2170	2940	50
Flat-----	Doubles (3)*	1530	1815	2250	3000	120
Van-----	---	1470	1775	2205	2970	70
Van-----	Doubles (3)*	1555	1845	2285	3025	150
Van, insulated-----	---	1545	1810	2245	3000	85
Van, insulated-----	Doubles (3)*	1700	1875	2355	3075	180
Van, refrigerated (4)*-----	---	1620	1875	2320	3045	170
Van, refrigerated (4)*-----	Doubles (3)*	1845	2070	2535	3195	335
Hopper (6)*-----	---	1485	1780	2205	3080	55
Hopper (6)*-----	Doubles (3)*	1590	1850	2285	3030	105
*Pneumatic (7)*-----	---	1695	2105	2505	3320	95
*Pneumatic (7)*-----	Doubles (3)*	1880	2290	2690	3505	185
Converter gears, dollies (5)*-----	---	---	---	---	---	40
Shipper Owned-----	Under 28	1445	1660	2105	2870	---
	28 and Over	1445	1660	2105	2870	---
	Doubles (3)*	1445	1660	2105	2870	---
* See Item 451						

4454

of Change )  
\* Addition ) Decision No.

80844

EFFECTIVE

Correction:

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

SECTION 4-A--HOURLY VEHICLE UNIT RATES (Continued)						ITEM
HOURLY VEHICLE UNIT RATES <u>TRACTOR-DIESEL, 2-AXLE</u> Base rate in cents per hour per unit of carrier's equipment. Rates do not include a charge for miles operated. See Item 458 for Mileage Rates and Item 457 for Helper Rates.						
Type of Trailer or Semitrailer Equipment	Trailer or Semitrailer Length (1)#	RATE BASIS				Excess Trailing Equipment (2)#
		1	2	3	4	
Carrier Owned:						
Flat-----	---	1470	1705	2120	2895	50
Flat-----	Doubles (3)#	1540	1780	2255	2970	120
Van-----	---	1485	1735	2155	2920	70
Van-----	Doubles (3)#	1570	1850	2285	3025	150
Van, insulated-----	---	1565	1765	2185	2950	85
Van, insulated-----	Doubles (3)#	1710	1880	2320	3050	180
Van, refrigerated (4)#----	---	1625	1840	2290	3000	170
Van, refrigerated (4)#----	Doubles (3)#	1850	2035	2535	3200	335
Hopper (6)#-----	---	1500	1735	2155	2920	55
Hopper (6)#-----	Doubles (2)#	1600	1850	2285	3030	105
*Pneumatic(7)#-----	---	1715	2125	2525	3340	95
*Pneumatic(7)#-----	Doubles (3)#	1895	2305	2705	3520	185
Converter gears, dollies (5)#-----	---	--	--	--	--	40
Shipper Owned-----	Under 28	1435	1605	2060	2785	--
	28 and Over	1455	1630	2120	2870	--
	Doubles (3)#	1455	1630	2120	2870	--
# See Item 451						
# Change ) * Addition ) Decision No. <b>80844</b>						
EFFECTIVE						
Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						

SECTION 4-A--HOURLY VEHICLE UNIT RATES (Continued)						ITEM
HOURLY VEHICLE UNIT RATES <u>TRACTOR-DIESEL, 3-Axle</u> Base rate in cents per hour per unit of carrier's equipment. Rates do not include a charge for miles operated. See Item 458 for Mileage Rates and Item 457 for Helper Rates.						
Type of Trailer or Semitrailer Equipment	Trailer or Semitrailer Length (1)*	RATE BASIS				Excess Trailing Equipment (2)*
		1	2	3	4	
Carrier Owned:						
Flat-----	---	1530	1770	2205	2970	50
Flat-----	Doubles (3)*	1600	1845	2215	3025	120
Van-----	---	1545	1815	2245	2995	70
Van-----	Doubles (3)*	1635	1875	2320	3050	150
Van, insulated-----	---	1620	1840	2275	3025	85
Van, insulated-----	Doubles (3)*	1770	1905	2355	3075	180
Van, refrigerated (4)*-----	---	1695	1910	2355	3070	170
Van, refrigerated (4)*-----	Doubles (3)*	1905	2105	2565	3200	335
Hopper (6)*-----	---	1560	1820	2235	3010	55
Hopper (6)*-----	Doubles (3)*	1660	1875	2320	3055	105
*Pneumatic (7)*-----	---	1780	2290	2590	3405	95
*Pneumatic (7)*-----	Doubles (3)*	1965	2375	2975	3590	185
Converter gears, dollies (5)*-----	---	--	--	--	--	40
Shipper Owned-----	Under 28	1520	1695	2155	2895	--
	28 and Over	1520	1695	2155	2895	--
	Doubles (3)*	1520	1695	2155	2895	--
* See Item 451						
Change ) Addition ) Decision No.						
80844						
EFFECTIVE						
Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.						



## SECTION 4-A--HOURLY VEHICLE UNIT RATES (Continued)

ITEM

MILEAGE RATES  
(Subject to Notes 1, 2 and 3)

Type of Trailer or Semitrailer Equipment	Trailer or Semitrailer Length	Type of Carrier's Motor Power Equipment			
		Tractor-Gas		Tractor-Diesel	
		2-axle	3-axle	2-axle	3-axle
RATES (1)					
Carrier Owned:					
Flat-----	---	20½	23½	18	19
Flat-----	Doubles (2)	23½	26½	21	22
Van-----	---	20½	23½	18	19
Van-----	Doubles (2)	23½	26½	21	22
Van, insulated-----	---	20½	23½	18	19
Van, insulated-----	Doubles (2)	23½	26½	21	22
Van, refrigerated-----	---	20½	23½	18	19
Van, refrigerated-----	Doubles (2)	23½	26½	21	22
Hopper (6) #-----	---	20½	23½	18	19
Hopper (6) #-----	Doubles (2)	23½	26½	21	22
*Pneumatic (7) #-----	---	21	24	19	20
*Pneumatic (7) #-----	Doubles (2)	24	27	22	23
Shipper Owned-----	(3)	16½	19½	14	16
#See Item 451					

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- (1) Rates in cents per mile to be added to rates provided in Items 453 through 456.  
 (2) Sets of doubles, any combination length.  
 (3) Any combination length that may be operated as a single unit.

NOTE 1.—Rates apply according to the type of carrier's motor power equipment in combination with the trailing equipment as described.

NOTE 2.—The total miles operated will be determined by computing the number of speedometer miles registered during the period that service is performed, beginning at the carrier's established depot and ending upon return to carrier's established depot. When point of dispatch for service is other than carrier's established depot, total miles shall be computed by speedometer beginning at point of dispatch, plus 5 miles. When carrier's equipment does not return to carrier's established depot after release from service, mileage shall be computed to point of release, plus 5 miles.

NOTE 3.—This item will not apply to pool shipments for which special rates are provided in Item 179-2 of Minimum Rate Tariff 2.

Change )  
 Addition ) Decision No.

80844

EFFECTIVE

Correction

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