

ORIGINAL

Decision No. 82220

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation
into the rates, rules, regulations,
charges, allowances, and practices
of all common carriers, highway
carriers, and city carriers relat-
ing to the transportation of
property within San Diego County
(including transportation for which
rates are provided in Minimum Rate
Tariff No. 9-B).

Case No. 5439
Petition for Modification
No. 183
(Filed June 13, 1973;
amended July 16 and 23, 1973)

SUPPLEMENTAL OPINION AND ORDER

Decision No. 82219 entered today in Case No. 5432
(Petition for Modification No. 757) et al. found that the rates
and charges in Minimum Rate Tariff 9-B should be increased and
that the amendment of that tariff should be accomplished by a
separate order in order to avoid duplication of tariff distribution.

IT IS ORDERED that:

1. Minimum Rate Tariff 9-B (Appendix A of Decision No. 67766,
as amended) is further amended by incorporating therein, to become
effective January 1, 1974, the revised pages attached hereto
and listed in Appendix A, also attached hereto, which pages and
appendix by this reference are made a part hereof.

2. Common carriers subject to the Public Utilities Act, to
the extent that they are subject also to Decision No. 67766, as
amended, are directed to establish in their tariffs the amendments
necessary to conform with the further adjustments ordered herein of
that decision.

3. Any provisions currently maintained in common carrier
tariffs which are more restrictive than, or which produce charges
greater than, those contained in Minimum Rate Tariff 9-B, are
authorized to be maintained in connection with the increased rates
and charges directed to be established by Ordering Paragraph 2
hereof.

4. Common carriers maintaining rates on a level other than the minimum rates for transportation for which rates are prescribed in Minimum Rate Tariff 9-B are authorized to increase such rates by the same amounts authorized for Minimum Rate Tariff 9-B rates herein.

5. Common carriers maintaining rates on the same level as Minimum Rate Tariff 9-B rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff 9-B are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariff 9-B rates herein.

6. Common carriers maintaining rates at levels other than the minimum rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff 9-B are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariff 9-B rates herein.

7. Common carriers, to the extent they maintain rates not otherwise specifically referenced in other ordering paragraphs hereof, are authorized to increase such rates by 5 percent.

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 the fifth day after the effective date of this order, 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 January 1, 1974; 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 hereof.

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 Decision No. 67766, as amended, shall remain in full force and effect.

11. To the extent Petition for Modification No. 183 is not granted herein, the petition is denied.

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

Dated at San Francisco, California, this 4th day of DECEMBER, 1973.

Vernon L. Sturges
President
William J. Brown

[Signature]
[Signature]
Commissioners

[Signature]

[Signature], Commissioner

APPENDIX A

LIST OF REVISED PAGES TO
MINIMUM RATE TARIFF 9-B

TENTH REVISED PAGE 20
ELEVENTH REVISED PAGE 21
TWELFTH REVISED PAGE 22
FIFTH REVISED PAGE 22-A
FOURTH REVISED PAGE 26
TWELFTH REVISED PAGE 29
TWELFTH REVISED PAGE 31
TWELFTH REVISED PAGE 34
FOURTEENTH REVISED PAGE 44
SEVENTH REVISED PAGE 44-A
FIFTEENTH REVISED PAGE 47
FOURTEENTH REVISED PAGE 49

(END OF APPENDIX A LIST)

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Common carrier rates (including common carrier railroad switching rates) may be applied in lieu of the rates provided in this tariff when such common carrier rates produce a lower aggregate charge for the same transportation between the same points of origin and destination and for the same accessorial services than results from the application of the rates herein provided. (See Notes 1, 2, 3 and 4)</p> <p>When the common carrier rate used does not include accessorial services performed by the carrier, the following charges for such accessorial services shall be added: (See Notes 1, 2, 3 and 4)</p> <p>(a) For loading onto carrier's equipment, the charges provided in paragraph (d).</p> <p>(b) For unloading from carrier's equipment, the charges provided in paragraph (d).</p> <p>(c) For other accessorial services for which charges are provided in this tariff, the additional charge or charges so provided.</p> <p>ø(d) ø9½ cents per 100 pounds.</p> <p>NOTE 1.--When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item. When the rail carload rate is subject to a specified minimum weight, subject to the condition that if the car is loaded to full visible or weight carrying capacity, actual weight will apply, or to actual weight but not less than a lesser carload minimum weight, the actual weight will apply subject to the lesser carload minimum weight, if any.</p> <p>NOTE 2.--When rail switching charges are applicable in connection with linehaul movements by rail and the gross weight of the shipment exceeds the applicable carload minimum weight, only one rail switching charge shall be assessed.</p> <p>NOTE 3.--In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p> <p>NOTE 4.--For the purpose of applying the provisions of this item, the definitions of Point of Destination and Point of Origin set forth in Item 11 will be applicable.</p>	ø110
<p>ø Change) ø Increase) Decision No. 82220</p>	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

Correction

SECTION 1--RULES (Continued)		ITEM																		
ACCESSORIAL SERVICE When carrier performs any accessorial or incidental service which is not authorized to be performed under rates named in this tariff, and for which a charge is not otherwise provided, additional charges shall be assessed as provided in Item 140. The charge therein provided for unit of equipment shall apply whenever the accessorial or incidental service requires its use, or whenever the unit of equipment is inactivated by reason of its driver or helper being engaged in such service.		120																		
DELAYS TO EQUIPMENT When consignor or consignee is responsible for delay to carrier's equipment at or in vicinity of either point of loading or point of unloading in excess of 30 minutes (exclusive of time actually involved in loading or unloading), additional charges for delay time in excess of 30 minutes shall be assessed as provided in Item 140.		130																		
CHARGES FOR ACCESSORIAL SERVICES OR DELAYS For accessorial services or delays under the conditions specified in Items 120 and 130, charges shall be assessed for each period or fraction thereof, as follows:		140																		
<table><tr><td></td><td colspan="2"><u>Charges in Cents</u></td></tr><tr><td></td><td><u>For First</u></td><td><u>For Each</u></td></tr><tr><td></td><td><u>30 Minutes</u></td><td><u>Additional</u></td></tr><tr><td></td><td></td><td><u>15 Minutes</u></td></tr><tr><td>(a) For driver, helper or other employee, per man-----</td><td>0580</td><td>0285</td></tr><tr><td>(b) For unit of equipment-----</td><td>30</td><td>15</td></tr></table>				<u>Charges in Cents</u>			<u>For First</u>	<u>For Each</u>		<u>30 Minutes</u>	<u>Additional</u>			<u>15 Minutes</u>	(a) For driver, helper or other employee, per man-----	0580	0285	(b) For unit of equipment-----	30	15
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o Change) o Increase) Decision No. 82220																				
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;">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>ø(a) A charge of ø\$12.85 per hour, plus 9 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><tr><th colspan="2"><u>MINUTES</u></th></tr><tr><th><u>Over</u></th><th><u>But Not Over</u></th></tr><tr><td>0</td><td>8 -----omit</td></tr><tr><td>8</td><td>23 ----- shall be ¼ hour</td></tr><tr><td>23</td><td>38 ----- shall be ½ hour</td></tr><tr><td>38</td><td>53 ----- shall be ¾ hour</td></tr><tr><td>53</td><td>60 ----- shall be 1 hour</td></tr></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	ø150
<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 rates and charges named in this tariff, the following charges shall be assessed on shipments requiring transportation permits:</p> <p>ø(a) A charge of ø\$14.60 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>		ø160														
<p>ø Change) ø Increase) Decision No. 82220</p>																
<p style="text-align: center;">EFFECTIVE</p>																
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>																
<p>Correction</p>																

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">DANGEROUS ARTICLES</p> <p>Dangerous Articles include those articles described in and subject to the provisions of the Dangerous Articles Tariff.</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"> 1. Item 220 (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. 2. Items 180-182 (C.O.D. Shipments) and 300 (Split Delivery) 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. 	165
<p style="text-align: center;">FAILURE TO ACCOMPLISH DELIVERY (Applies only in connection with Item 165)</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>For each of the first five days, 5 1/2 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 \$3.95 per ton in addition to all other charges.</p> <p>Subsequent delivery from point of storage will be charged as a new shipment.</p>	167
<p>o Change) o Increase) Decision No. 82220</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 (Continued)		ITEM
COLLECT ON DELIVERY (C.O.D.) SHIPMENTS		
(Exception to Sec. 12 of Item 430 of the Governing Classification)		
The charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments shall be as follows:		
When the amount collected is	Charge for collecting and remitting will be	
Not Over \$100 -----	\$ 2.62	
Over 100 not over \$ 110 -----	2.71	
Over 110 not over 120 -----	2.88	
Over 120 not over 140 -----	3.06	
Over 140 not over 160 -----	3.24	
Over 160 not over 180 -----	3.42	
Over 180 not over 200 -----	3.60	0182
Over 200 not over 250 -----	3.89	
Over 250 not over 300 -----	4.40	
Over 300 not over 350 -----	4.62	
Over 350 not over 400 -----	4.91	
Over 400 not over 450 -----	5.37	
Over 450 not over 500 -----	5.83	
Over 500 not over 550 -----	6.29	
Over 550 not over 600 -----	6.76	
Over 600 not over 650 -----	7.22	
Over 650 not over 700 -----	7.68	
Over 700 not over 750 -----	8.14	
Over 750 not over 800 -----	8.60	
Over 800 not over 850 -----	9.06	
Over 850 not over 900 -----	9.52	
Over 900 not over 950 -----	9.99	
Over 950 not over 1,000 -----	10.45	
Over \$1,000 at rate of \$10.45 per \$1,000		
o Increase, Decision No. 82220		
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;">MINIMUM CHARGE</p> <p>Except as otherwise provided, the minimum charge per shipment shall be as follows: (See Note)</p> <table><tr><th colspan="2"><u>Weight of Shipment (In Pounds)</u></th><th rowspan="2"><u>Charge (In Cents)</u></th></tr><tr><th><u>Over</u></th><th><u>But Not Over</u></th></tr><tr><td>0</td><td>25</td><td>365</td></tr><tr><td>25</td><td>50</td><td>415</td></tr><tr><td>50</td><td>75</td><td>475</td></tr><tr><td>75</td><td>100</td><td>505</td></tr><tr><td>100</td><td>150</td><td>540</td></tr><tr><td>150</td><td>200</td><td>585</td></tr><tr><td>200</td><td>250</td><td>625</td></tr><tr><td>250</td><td>300</td><td>660</td></tr><tr><td>300</td><td>400</td><td>710</td></tr><tr><td>400</td><td>500</td><td>770</td></tr><tr><td>500</td><td>600</td><td>850</td></tr><tr><td>600</td><td>700</td><td>940</td></tr><tr><td>700</td><td>800</td><td>990</td></tr><tr><td>800</td><td>900</td><td>1095</td></tr><tr><td>900</td><td>---</td><td>1195</td></tr></table> <p>NOTE.--Will not apply on shipments made under the provisions of Item 420.</p>			<u>Weight of Shipment (In Pounds)</u>		<u>Charge (In Cents)</u>	<u>Over</u>	<u>But Not Over</u>	0	25	365	25	50	415	50	75	475	75	100	505	100	150	540	150	200	585	200	250	625	250	300	660	300	400	710	400	500	770	500	600	850	600	700	940	700	800	990	800	900	1095	900	---	1195	0210
<u>Weight of Shipment (In Pounds)</u>		<u>Charge (In Cents)</u>																																																			
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◆ Increase, Decision No. 82220																																																					

MINIMUM RATE TARIFF 9-B

SECTION 1--RULES (Continued)										ITEM
POOL LOT										
(a) For the service of segregating, or unloading and segregating, a pool lot, the following shall be assessed for each shipment destined to points in the San Diego Drayage Area, in addition to transportation rates:										
Merchandise classified as:										
Class:	100	92½	85	77½	70	65	60	55	50	
Rates in cents per 100 pounds:	52	49	47	44	42	40	38	36	35	
(b) Classification ratings shall be based upon the LTL (less-truckload) ratings in the Governing Classification, Sections 2-A or 2-C of the Exception Ratings Tariff, or this tariff.										
(c) Articles taking a rating higher than Class 100 shall be computed upon the percentage of the Class 100 rating, as set forth in the Governing Classification, Sections 2-A or 2-C of the Exception Ratings Tariff, or this tariff, except that shipments consisting of articles rated higher than Class 150 in the Governing Classification, Sections 2-A or 2-C of the Exception Ratings Tariff, or this tariff shall be subject to the rates applicable for Class 150.										0230
(d) No additional charge shall be made under this item on shipments for which transportation charges are based on a minimum weight of 20,000 pounds when the carrier performing the distribution service receives a transportation charge on such shipment from the distribution point.										
(e) See Item 220 for mixed shipments.										
(f) When a pool lot is segregated at and delivery is made from carrier's established depot, said depot will be considered as being located within Metropolitan Zone 301 for the purpose of assessing transportation charges under this tariff, and transportation rates shall be applied from Metropolitan Zone 301 as point of origin.										
(g) Rates named in this item alternate with rates for the same services contained in tariffs filed with the Commission pursuant to the provisions of the Public Utilities Act, and in effect on the date the services are performed.										
◊ Increase, Decision No. 82220										
EFFECTIVE										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										
Correction										

SECTION 1--RULES (Continued)

ITEM

SPLIT DELIVERY

The rate for transportation of a split delivery shipment shall be the rate applicable for the rate base determined as follows:

- (a) When point of origin and all points of destination are within a single zone, apply rate for rate basis B, subject to Notes 1, 2, and 3;
- (b) When point of origin and all points of destination are within the area encompassed by two adjoining Metropolitan Zones, apply rate for rate basis C, subject to Notes 1, 2, and 3 (Metropolitan Zone 305 does not adjoin any other zone, except Metropolitan Zone 311, for the purposes of this rule);
- (c) For all other shipments, apply rates for rate basis F, subject to Notes 1, 2, and 3.

NOTE 1.--For each split delivery shipment a single bill of lading or shipping order shall be issued. It shall describe the kind and quantity of property for the entire shipment, and bear the date such property is physically accepted by the carrier. At the time of or prior to the tender of the shipment the carrier shall be furnished with written instructions showing the name of each consignee, the point or points of destination, and a description of the kind and quantity of property in each component part of the split delivery shipment.

NOTE 2.--If shipping instructions do not conform with the requirements of Note 1 hereof, each component part of the split delivery shipment shall be rated as a separate shipment under other provisions of this tariff. When shipping instructions do conform with the requirements of Note 1 hereof, component parts of split delivery shipments shall not be treated as separate shipments.

NOTE 3.--In addition to the rate for transportation, the following additional charges shall be assessed for split delivery service:

Weight of Component Parts (Pounds)		Split Delivery Charge for Each Component Part in Cents
Over	But not Over	
0	500-----	255
500	1000-----	305
1000	2000-----	440
2000	4000-----	605
4000	10000-----	685
10000	-----	810

NOTE 4.--Rates provided in this tariff do not apply to transportation of split delivery shipments unless point of origin and all points of destination are within the San Diego Drayage Area. When point of origin or one or more points of destination are located outside of the San Diego Drayage Area, rates in Minimum Rate Tariff 2 shall apply.

Change } Decision No. 82220
Increase }

EFFECTIVE

Correction

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

SECTION 2--RATE BASES AND RATES (Continued)										ITEM
CLASS RATES (In Cents per 100 Pounds)										
Rate Basis	Any Quantity									
	100	92½	85	77½	70	65	60	55	50	
A	122	116	110	104	98	94	90	85	83	
B	148	141	133	126	118	114	110	104	101	
C	165	157	149	140	132	127	122	116	112	
D	185	176	167	157	148	142	137	130	126	
E	196	186	176	167	157	151	145	137	133	
F	214	203	193	182	171	165	158	150	146	
Rate Basis	Minimum Weight 2,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	102	97	92	87	82	79	75	71	69	0420
B	116	110	104	99	93	89	86	81	79	
C	127	121	114	108	102	98	94	89	86	
D	142	135	128	121	114	109	105	99	97	
E	155	147	140	132	124	119	115	109	105	
F	173	164	156	147	138	133	128	121	118	
Rate Basis	Minimum Weight 4,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	73	69	66	62	58	56	54	51	50	
B	84	80	76	71	67	65	62	59	57	
C	101	96	91	86	81	78	75	71	69	
D	111	105	100	94	89	85	82	78	75	
E	119	113	107	101	95	92	88	83	81	
F	134	127	121	114	107	103	99	94	91	
♦ Increase, Decision No. 82220										
EFFECTIVE										
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.									

SECTION 2--RATE BASES AND RATES (Continued)										ITEM
CLASS RATES (In Cents per 100 Pounds)										
Rate Basis	Minimum Weight 10,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	51	48	46	43	41	39	38	36	35	
B	65	62	59	55	52	50	48	46	44	
C	74	70	67	63	59	57	55	52	50	
D	80	76	72	68	64	62	59	56	54	
E	95	90	86	81	76	73	70	67	65	
F	101	96	91	86	81	78	75	71	69	
Rate Basis	Minimum Weight 20,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	0415
A	41	39	37	35	33	32	30	28½	28	
B	48	46	43	41	38	37	36	34	33	
C	54	51	49	46	43	42	40	38	37	
D	63	60	57	54	50	49	47	44	43	
E	68	65	61	58	54	52	50	48	46	
F	75	71	68	64	60	58	56	53	51	
Rate Basis	Minimum Weight 30,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	37	35	33	31	29½	28½	27½	26	25	
B	41	39	37	35	33	32	30	28½	28	
C	45	43	41	38	36	35	33	32	31	
D	48	46	43	41	38	37	36	34	33	
E	54	51	49	46	43	42	40	38	37	
F	58	55	52	49	46	45	43	41	39	
♦ Increase, Decision No. 82220										
EFFECTIVE										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										
Correction										

SECTION 3--EQUIPMENT RATES AND RULES	ITEM
<p style="text-align: center;">RULES</p> <p>(a) Rates named in this section are subject to Items 10 and 11, Definitions of Technical Terms; Item 20, Application of Tariff; Item 30, Application of Tariff--Territorial; Items 50 and 51, Application of Tariff--Commodities; Item 150, Charges for Escort Service; Item 160, Charges for Permit Shipments; Item 165, Dangerous Articles; Item 170, Collection of Charges; Items 180, 181 and 182, Collect on Delivery (C.O.D.) Shipments; Items 200 and 201, Issuance of Shipping Documents; Item 250, References to Items and Other Tariffs; and Item 260, Units of Measurement To Be Observed. They are not subject to the other rules provided in Section 1.</p> <p>(b) Rates named in this section are subject to Items 110 and 565 of the Governing Classification. They are not subject to the other rules of the Governing Classification.</p> <p>(c) Rates named in this section apply only when the property is transported by one carrier for one shipper.</p> <p>(d) Prior to the transportation of the property, the shipper must enter into written agreement with the carrier to ship at rates no lower than those provided in this section, stating specifically the class of service desired. (See Item 510.) Except as herein provided, no single agreement shall cover shipments transported over a period in excess of 31 days. EXCEPTION: The agreement will not be necessary for transportation of overweight and/or oversize shipments for which a special permit has been issued pursuant to the provisions of Sections 35780 to 35784, inclusive, of the Vehicle Code, State of California, and attached to or identified on the shipping document.</p> <p>(e) Rates named in Item 520 are subject to an additional charge at the rate of \$10.65 per man, per hour, minimum charge one-half hour, when carrier furnishes help in addition to the driver. The time for computing the additional charge shall be not less than the actual time in minutes the helper or helpers are engaged in performing the services. The total time so computed shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the table provided in Note 1(c), Item 520.</p> <p>(f) When carrier's equipment is painted, lettered or marked, or when special equipment or accessories are furnished by the carrier, in connection with transportation which is performed subject to the rates named in Item 520, a charge not less than the cost of painting, lettering or marking or the costs applicable to the use of the special equipment or accessories shall be made.</p>	5500
<p> \$ Change) o Increase) Decision No. 82220 </p>	
EFFECTIVE	
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.

SECTION 3--EQUIPMENT RATES AND RULES (Concluded)

ITEM

FREIGHT, regardless of classification, subject to Note 1:

Weight in Pounds (See Note 2)	o(1)(2) Rates in Cents Per Hour		
	Column 1	Column 2	Column 3
Less than 12,000-----	1240	1755	2260
12,000 but not over 20,000-----	1280	1765	2265
Over 20,000-----	1380	1845	2275

(1) Minimum Charge--The charge for one hour.

(2) Rates do not include bridge or ferry tolls. Such tolls, when incurred by the carrier, shall be added to the transportation charges.

Column 1--Rates per unit of equipment with driver, except for time equipment is operated in excess of 8 hours out of 9 consecutive hours, and except when operated on Saturdays, Sundays or holidays.

Column 2--Rates per unit of equipment with driver for time equipment is operated in excess of 8 hours out of 9 consecutive hours or on Saturdays, Sundays or the following holidays: Washington's Birthday, Memorial Day, the day after Thanksgiving or the day before Christmas.

Column 3--Rates per unit of equipment with driver for time equipment is operated on the following holidays: Independence Day, Labor Day, Thanksgiving Day, Christmas or New Year's Day.

NOTE 1.--

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(a) Subject to paragraph (b) below, rates in this item apply from the time the truck and driver report for service pursuant to the shipper's order to the time of completion of the last trip under such order. EXCEPTION: If the single transaction covers a period in excess of one day, time consumed in driving from last point of destination to the carrier's terminal at the close of one day's business, and from the carrier's terminal to the point of origin at the beginning of the next day's business will not be included in computing the chargeable time.

(b) In computing time for trailer shuttle service no time shall be charged for the movement of truck tractors without load or for trailers or semitrailers without power unit except when such trailers are being loaded or unloaded.

(c) In computing time under the basis outlined in paragraphs (a) and (b) hereof the various time factors shall not be less than the actual time involved in minutes. After the total time has been determined under the provisions of paragraph (a) hereof, it shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the following table:

Less than 8 minutes--omit.
 8 minutes or more but less than 23 minutes shall be $\frac{1}{4}$ hour.
 23 minutes or more but less than 38 minutes shall be $\frac{1}{2}$ hour.
 38 minutes or more but less than 53 minutes shall be $\frac{3}{4}$ hour.
 53 minutes or more shall be 1 hour.

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.

ø Change)
 ø Increase) Decision No. 82220

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SAN FRANCISCO, CALIFORNIA.