

Decision No. 82925

**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, highway carriers and city carriers relating 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. 198  
(Filed December 14, 1973;  
amended January 4, 1974)

SUPPLEMENTAL OPINION AND ORDER

Decision No. 82924 entered today in Case No. 5432 (Petition for Modification No. 779) 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 July 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 July 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. 198 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 29<sup>th</sup>  
day of MAY, 1974.

*I concur in part  
and dissent in part for  
same reasons stated in  
A 54556*

*Vernon L. Sturgeon*

*Vernon L. Sturgeon*  
President

*William J. Quinn*

*[Signature]*

*[Signature]*  
Commissioners

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

APPENDIX A

LIST OF SUPPLEMENT AND REVISED PAGES  
TO MINIMUM RATE TARIFF 9-B

SUPPLEMENT 11

ELEVENTH REVISED PAGE 20

TWELFTH REVISED PAGE 21

THIRTEENTH REVISED PAGE 22

SIXTH REVISED PAGE 22-A

FIFTH REVISED PAGE 26

THIRTEENTH REVISED PAGE 29

FOURTEENTH REVISED PAGE 31

THIRTEENTH REVISED PAGE 34

FIFTEENTH REVISED PAGE 44

NINTH REVISED PAGE 44-A

SIXTEENTH REVISED PAGE 47

FIFTEENTH REVISED PAGE 49

(END OF APPENDIX A LIST)

SUPPLEMENT 11

(Cancels Supplements 8 and 10 and  
Interim Surcharge Supplement and  
Order to this tariff in Decision  
No. 82453)

(Supplement 11 Contains All Changes)

TO

MINIMUM RATE TARIFF 9-B

NAMING

MINIMUM RATES AND RULES

FOR THE

TRANSPORTATION OF PROPERTY

OVER THE PUBLIC HIGHWAYS

WITHIN A

DEFINED SAN DIEGO DRAYAGE AREA

BY

HIGHWAY CONTRACT CARRIERS

CEMENT CONTRACT CARRIERS

RADIAL HIGHWAY COMMON CARRIERS

AND

DUMP TRUCK CARRIERS

**82925**

Decision No.

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 data-bbox="469 340 1094 362" style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p data-bbox="232 384 1333 504">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 data-bbox="232 522 1333 592">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> <ul style="list-style-type: none"><li data-bbox="304 610 1368 637">(a) For loading onto carrier's equipment, the charges provided in paragraph (d).</li><li data-bbox="304 654 1402 681">(b) For unloading from carrier's equipment, the charges provided in paragraph (d).</li><li data-bbox="304 698 1282 747">(c) For other accessorial services for which charges are provided in this tariff, the additional charge or charges so provided.</li><li data-bbox="286 765 684 791">◊ (d) 9½ cents per 100 pounds.</li></ul> <p data-bbox="232 814 1414 973">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 data-bbox="232 990 1368 1061">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 data-bbox="232 1079 1380 1176">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 data-bbox="232 1194 1380 1243">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>	0110
<p data-bbox="304 1300 813 1336">◊ Increase, Decision No. <b>82925</b></p>	
EFFECTIVE	
<p data-bbox="218 1981 351 2004">Correction</p> <p data-bbox="577 1955 1492 2004" style="text-align: right;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>	

MINIMUM RATE TARIFF 9-B

SECTION 1--RULES (Continued)		ITEM												
<p align="center"><b>ACCESSORIAL SERVICE</b></p> <p>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.</p>		120												
<p align="center"><b>DELAYS TO EQUIPMENT</b></p> <p>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.</p>		130												
<p align="center"><b>CHARGES FOR ACCESSORIAL SERVICES OR DELAYS</b></p> <p>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:</p> <table border="0"> <thead> <tr> <th></th><th align="center" colspan="2"><u>Charges in Cents</u></th></tr> <tr> <th></th><th align="center"><u>For First 30 Minutes</u></th><th align="center"><u>For Each Additional 15 Minutes</u></th></tr> </thead> <tbody> <tr> <td>(a) For driver, helper or other employee, per man-----</td><td align="center">0620</td><td align="center">0305</td></tr> <tr> <td>(b) For unit of equipment-----</td><td align="center">30</td><td align="center">15</td></tr> </tbody> </table>			<u>Charges in Cents</u>			<u>For First 30 Minutes</u>	<u>For Each Additional 15 Minutes</u>	(a) For driver, helper or other employee, per man-----	0620	0305	(b) For unit of equipment-----	30	15	140
	<u>Charges in Cents</u>													
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<p>o Change )          o Increase ) Decision No. <b>82925</b></p>														
<b>EFFECTIVE</b>														
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,          SAN FRANCISCO, CALIFORNIA.</p>														
Correction														

SECTION 1--RULES (Continued)	ITEM														
<p style="text-align: center;"><b>CHARGES FOR ESCORT SERVICE</b></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 \$13.60 per hour, plus 10½ 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"> <thead> <tr> <th colspan="2">MINUTES</th></tr> <tr> <th>Over</th><th>But Not Over</th></tr> </thead> <tbody> <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> </tbody> </table>	MINUTES		Over	But Not Over	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	0150
MINUTES															
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23	38 ----- shall be ½ hour														
38	53 ----- shall be ¾ hour														
53	60 ----- shall be 1 hour														
<p style="text-align: center;"><b>CHARGES FOR PERMIT SHIPMENTS</b></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>(a) A charge of \$15.35 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>	0160														
<p>♦ Increase, Decision No. <b>82925</b></p>															
EFFECTIVE															
<p>Correction ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>															



MINIMUM RATE TARIFF 9-B

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;"><b>DANGEROUS ARTICLES</b></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"> <li>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.</li> <li>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.</li> </ol>	<p style="text-align: center;">165</p>
<p style="text-align: center;"><b>FAILURE TO ACCOMPLISH DELIVERY</b>          (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, 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 \$4.20 per ton in addition to all other charges.</p> <p>Subsequent delivery from point of storage will be charged as a new shipment.</p>	<p style="text-align: center;">167</p>
<p>Change )          Increase ) Decision No. <b>82925</b></p>	
<b>EFFECTIVE</b>	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

Correction

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 -----	\$ 2.80	
Over 100 not over 110 -----	2.90	
Over 110 not over 120 -----	3.10	
Over 120 not over 140 -----	3.30	
Over 140 not over 160 -----	3.45	
Over 160 not over 180 -----	3.65	
Over 180 not over 200 -----	3.85	
Over 200 not over 250 -----	4.15	
Over 250 not over 300 -----	4.70	
Over 300 not over 350 -----	4.84	
Over 350 not over 400 -----	5.15	0182
Over 400 not over 450 -----	5.63	
Over 450 not over 500 -----	6.12	
Over 500 not over 550 -----	6.60	
Over 550 not over 600 -----	7.08	
Over 600 not over 650 -----	7.57	
Over 650 not over 700 -----	8.05	
Over 700 not over 750 -----	8.54	
Over 750 not over 800 -----	9.02	
Over 800 not over 850 -----	9.50	
Over 850 not over 900 -----	9.99	
Over 900 not over 950 -----	10.47	
Over 950 not over 1,000 -----	10.96	
Over \$1,000 at rate of \$10.96 per \$1,000		
♦ Increase, Decision No. <b>82925</b>		
EFFECTIVE		
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

## SECTION 1--RULES (Continued)

ITEM

## MINIMUM CHARGE

Except as otherwise provided, the minimum charge per shipment shall be as follows: (See Note)

Weight of Shipment (In Pounds)

<u>Over</u>	<u>But Not Over</u>	<u>Charge (In Cents)</u>
0	25	390
25	50	440
50	75	505
75	100	535
100	150	575
150	200	620
200	250	665
250	300	700
300	400	755
400	500	820
500	600	905
600	700	1000
700	800	1055
800	900	1165
900	---	1270

0210

NOTE.--Will not apply on shipments made under the provisions of Item 420.

◊ Increase, Decision No.

82925

EFFECTIVE

Correction

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

## SECTION 1--RULES (Continued)

ITEM

## POOL SHIPMENTS

- (a) Pool shipments unloaded or segregated within the San Diego Drayage Area shall be subject to the following rates, in addition to transportation rates:

Merchandise classified as:

Class:	100	92½	85	77½	70	65	60	55	50
Rates in cents per 100 pounds:	56	53	50	47	45	43	41	39	38

- (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.
- (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 shipment 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.

0230

◊ Increase, Decision No.

82925

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-----	270
500	1000-----	325
1000	2000-----	470
2000	4000-----	645
4000	10000-----	730
10000	-----	865

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.

◊ Increase, Decision No.

82925

EFFECTIVE

Correction

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

## MINIMUM RATE TARIFF 9-B

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	130	124	117	110	104	100	96	91	88	
B	158	150	142	134	126	122	116	110	107	
C	176	167	158	150	140	136	130	123	120	
D	197	188	178	168	158	152	146	138	134	
E	209	198	188	178	167	161	154	146	142	
F	228	216	206	194	182	176	168	160	155	
Rate Basis	Minimum Weight 2,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	0410
A	108	103	98	92	87	84	80	76	74	
B	124	118	111	105	99	95	92	86	84	
C	136	128	122	115	108	104	100	94	92	
D	152	144	136	128	121	116	112	106	103	
E	165	157	148	140	132	127	122	116	112	
F	184	175	166	156	148	142	136	129	126	
Rate Basis	Minimum Weight 4,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	78	74	70	66	62	60	58	54	52	
B	90	85	80	76	72	69	66	62	60	
C	108	102	96	92	86	82	80	75	73	
D	110	112	106	100	94	91	88	82	80	
E	126	120	114	108	102	98	94	88	86	
F	142	136	128	122	114	110	106	100	97	
♦ Increase, Decision No. <b>82925</b>										
EFFECTIVE										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										
Correction										

MINIMUM RATE TARIFF 9-B

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	54	52	48	46	43	42	40	38	36	
B	69	66	62	58	55	53	51	48	46	
C	78	74	70	66	62	60	58	55	53	
D	85	80	76	72	68	65	62	60	58	
E	100	96	90	86	80	78	74	70	68	
F	107	102	96	91	86	82	79	75	73	
Rate Basis	Minimum Weight 20,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	0415
A	44	41	39	37	35	34	32	31	30	
B	51	48	46	43	40	39	38	36	34	
C	58	54	52	48	46	44	42	40	39	
D	67	64	60	57	54	52	50	47	46	
E	72	68	65	62	58	56	54	50	49	
F	80	76	72	68	64	62	59	56	54	
Rate Basis	Minimum Weight 30,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	39	37	35	33	32	30	29	28	26	
B	44	41	39	37	34	33	32	31	30	
C	48	46	43	40	38	36	35	34	32	
D	51	48	46	43	40	39	38	36	34	
E	58	54	52	48	46	44	42	40	39	
F	62	58	56	52	49	48	46	43	42	
o Increase, Decision No. <b>82925</b>										
EFFECTIVE										
Correction	ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.									

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 \$11.40 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>	0500
<p>♦ Increase, Decision No. <b>82925</b></p>	
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Correction



## SECTION 3--EQUIPMENT RATES AND RULES (Concluded)

ITEM

FREIGHT, regardless of classification, subject to Note 1:

Weight in Pounds (See Note 2)	(1) (2) Rates in Cents Per Hour		
	Column 1	Column 2	Column 3
Less than 12,000-----	1315	1855	2385
12,000 but not over 20,000-----	1355	1865	2390
Over 20,000-----	1455	1945	2400

(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.--

(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.

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