

Decision No. 84540

**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. 239  
(Filed December 20, 1974;  
amended February 4, 1975  
and March 26, 1975)

SUPPLEMENTAL OPINION AND ORDER

Decision No. 84539, entered today in Case No. 5432  
(Petition 833) et al., found that rates and charges in Minimum Rate  
Tariff 9-B should be increased and that amendment of the tariff  
should be accomplished by separate order.

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 14, 1975, the supplement and revised tariff pages listed in  
Appendix A, attached hereto and 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. 67766, as amended,  
are hereby directed to establish in their tariffs the amendments  
necessary to conform with the further adjustments ordered herein of  
said decision.
3. 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 herein.

4. 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.

5. 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.

6. 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 July 14, 1975, on not less than five days' notice to the Commission and to the public; such tariff publications as are required shall be made effective on July 14, 1975; 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. ✓

7. Common carriers are authorized to depart from the Commission's tariff circular requirements only to the extent necessary in establishing the surcharge authorized by this order.

8. Common carriers, in establishing and maintaining the rates authorized hereinabove, are hereby authorized to depart from the provisions of Section 461.5 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.

9. In all other respects Decision No. 67766, as amended, shall remain in full force and effect.

10. To the extent not granted herein, Petition No. 239 in Case No. 5439, as amended, is denied.

The effective date of this order shall be July 7, 1975. ✓

Dated at San Francisco, California, this 17th day of JUNE, 1975.

I will <sup>file</sup> the written concurring  
and dissenting opinions  
William Symons Jr.

Vernon L. Sturgeon  
President  
William Symons Jr.  
~~William Symons Jr.~~  
Leonard Ross  
Ralph B. ...  
Commissioners

I concur in part  
and dissent in part  
Vernon L. Sturgeon

APPENDIX A

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

SUPPLEMENT 16

TWELFTH REVISED PAGE 20

THIRTEENTH REVISED PAGE 21

FOURTEENTH REVISED PAGE 22

SEVENTH REVISED PAGE 22-A

SIXTH REVISED PAGE 26

FOURTEENTH REVISED PAGE 29

FIFTEENTH REVISED PAGE 31

FOURTEENTH REVISED PAGE 34

SIXTEENTH REVISED PAGE 44

TENTH REVISED PAGE 44-A

SEVENTEENTH REVISED PAGE 47

SIXTEENTH REVISED PAGE 49

(END OF APPENDIX A LIST)

SUPPLEMENT 16

(Cancels Supplement 14)

(Supplements 15 and 16 Contain 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 DRAVAGE AREA

BY

HIGHWAY CONTRACT CARRIERS

RADIAL HIGHWAY COMMON CARRIERS

AND

DUMP TRUCK CARRIERS

Decision No.

**84540**

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;">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> <ul style="list-style-type: none"> <li>(a) For loading onto carrier's equipment, the charges provided in paragraph (d).</li> <li>(b) For unloading from carrier's equipment, the charges provided in paragraph (d).</li> <li>(c) For other accessorial services for which charges are provided in this tariff, the additional charge or charges so provided.</li> <li>o(d) 11 cents per 100 pounds.</li> </ul> <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>	<p style="text-align: center;">0110</p>
<p>o Increase, Decision No. <b>84540</b></p>	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

Correction

SECTION 1--RULES (Continued)		ITEM														
<p style="text-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 style="text-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 style="text-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><tr><td></td><td colspan="2" style="text-align: center;"><u>Charges in Cents</u></td><td rowspan="2"></td></tr><tr><td></td><td style="text-align: center;"><u>For First 30 Minutes</u></td><td style="text-align: center;"><u>For Each Additional 15 Minutes</u></td></tr><tr><td>(a) For driver, helper or other employee, per man-----</td><td style="text-align: center;">0675</td><td style="text-align: center;">0330</td><td rowspan="2">140</td></tr><tr><td>(b) For unit of equipment-----</td><td style="text-align: center;">30</td><td style="text-align: center;">15</td></tr></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-----	0675	0330	140	(b) For unit of equipment-----	30	15	
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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 \$14.75 per hour, plus 10¢ 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	\$150
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<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 \$16.65 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>		\$160														
<p>◊ Change      ) Decision No. <b>84540</b> ◊ Increase    )</p>																
<p style="text-align: center;"><b>EFFECTIVE</b></p>																
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<p>Correction</p>																

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>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>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>	165
<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, 5¢ cents per 100 pounds.</p> <p>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.</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>Shipments unloaded from vehicle and reloaded on vehicle will be subject to a charge of \$4.75 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> <input type="checkbox"/> Change      )  <input type="checkbox"/> Increase    ) Decision No. </p> <p style="text-align: center; font-size: 1.5em;"><b>84540</b></p>	
<b>EFFECTIVE</b>	
<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

SECTION 1--RULES (Continued)		ITEM																																																																					
<p align="center"><b>COLLECT ON DELIVERY (C.O.D.) SHIPMENTS</b></p> <p align="center">(Exception to Sec. 12 of Item 430 of the Governing Classification)</p> <p>The charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments shall be as follows:</p> <p>When the amount collected is</p> <p>Charge for collecting and remitting will be</p> <table> <tr><td>Not Over \$100</td><td>-----</td><td>\$ 3.15</td></tr> <tr><td>Over 100 not over 110</td><td>-----</td><td>3.25</td></tr> <tr><td>Over 110 not over 120</td><td>-----</td><td>3.50</td></tr> <tr><td>Over 120 not over 140</td><td>-----</td><td>3.75</td></tr> <tr><td>Over 140 not over 160</td><td>-----</td><td>3.90</td></tr> <tr><td>Over 160 not over 180</td><td>-----</td><td>4.10</td></tr> <tr><td>Over 180 not over 200</td><td>-----</td><td>4.35</td></tr> <tr><td>Over 200 not over 250</td><td>-----</td><td>4.70</td></tr> <tr><td>Over 250 not over 300</td><td>-----</td><td>5.30</td></tr> <tr><td>Over 300 not over 350</td><td>-----</td><td>5.45</td></tr> <tr><td>Over 350 not over 400</td><td>-----</td><td>5.80</td></tr> <tr><td>Over 400 not over 450</td><td>-----</td><td>6.35</td></tr> <tr><td>Over 450 not over 500</td><td>-----</td><td>6.90</td></tr> <tr><td>Over 500 not over 550</td><td>-----</td><td>7.45</td></tr> <tr><td>Over 550 not over 600</td><td>-----</td><td>8.00</td></tr> <tr><td>Over 600 not over 650</td><td>-----</td><td>8.55</td></tr> <tr><td>Over 650 not over 700</td><td>-----</td><td>9.10</td></tr> <tr><td>Over 700 not over 750</td><td>-----</td><td>9.65</td></tr> <tr><td>Over 750 not over 800</td><td>-----</td><td>10.20</td></tr> <tr><td>Over 800 not over 850</td><td>-----</td><td>10.75</td></tr> <tr><td>Over 850 not over 900</td><td>-----</td><td>11.30</td></tr> <tr><td>Over 900 not over 950</td><td>-----</td><td>11.80</td></tr> <tr><td>Over 950 not over 1,000</td><td>-----</td><td>12.35</td></tr> </table> <p>Over \$1,000 at rate of \$12.35 per \$1,000</p>		Not Over \$100	-----	\$ 3.15	Over 100 not over 110	-----	3.25	Over 110 not over 120	-----	3.50	Over 120 not over 140	-----	3.75	Over 140 not over 160	-----	3.90	Over 160 not over 180	-----	4.10	Over 180 not over 200	-----	4.35	Over 200 not over 250	-----	4.70	Over 250 not over 300	-----	5.30	Over 300 not over 350	-----	5.45	Over 350 not over 400	-----	5.80	Over 400 not over 450	-----	6.35	Over 450 not over 500	-----	6.90	Over 500 not over 550	-----	7.45	Over 550 not over 600	-----	8.00	Over 600 not over 650	-----	8.55	Over 650 not over 700	-----	9.10	Over 700 not over 750	-----	9.65	Over 750 not over 800	-----	10.20	Over 800 not over 850	-----	10.75	Over 850 not over 900	-----	11.30	Over 900 not over 950	-----	11.80	Over 950 not over 1,000	-----	12.35	182
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SECTION 1--RULES (Continued)			ITEM
MINIMUM CHARGE			
Except as otherwise provided, the minimum charge per shipment shall be as follows: (See Note)			
<u>Weight of Shipment (In Pounds)</u>			
<u>Over</u>	<u>But Not Over</u>	<u>Charge (In Cents)</u>	
0	25	435	
25	50	490	
50	75	560	
75	100	595	0210
100	150	640	
150	200	690	
200	250	740	
250	300	775	
300	400	840	
400	500	910	
500	600	1005	
600	700	1110	
700	800	1170	
800	900	1295	
900	---	1410	
NOTE.--Will not apply on shipments made under the provisions of Item 420.			
◊ Increase, Decision No. 84540			
EFFECTIVE			
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.			
Correction			

MINIMUM RATE TARIFF 9-B

SECTION 1--RULES (Continued)										ITEM																				
POOL SHIPMENTS																														
<p>(a) Pool shipments unloaded or segregated within the San Diego Drayage Area shall be subject to the following rates, in addition to transportation rates:</p> <p>Merchandise classified as:</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="text-align: left;">Class:</th> <th>100</th> <th>92½</th> <th>85</th> <th>77½</th> <th>70</th> <th>65</th> <th>60</th> <th>55</th> <th>50</th> </tr> </thead> <tbody> <tr> <td style="text-align: left;">Rates in cents per 100 pounds:</td> <td>61</td> <td>57</td> <td>54</td> <td>51</td> <td>49</td> <td>47</td> <td>44</td> <td>42</td> <td>41</td> </tr> </tbody> </table>										Class:	100	92½	85	77½	70	65	60	55	50	Rates in cents per 100 pounds:	61	57	54	51	49	47	44	42	41	
Class:	100	92½	85	77½	70	65	60	55	50																					
Rates in cents per 100 pounds:	61	57	54	51	49	47	44	42	41																					
<p>(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.</p> <p>(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.</p> <p>(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.</p> <p>(e) See Item 220 for mixed shipments.</p> <p>(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.</p> <p>(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.</p>										0230																				
<p>o Increase, Decision No.</p> <div style="text-align: center; font-size: 1.2em; font-weight: bold;">84540</div>																														
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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	305
500	1000	370
1000	2000	530
2000	4000	730
4000	10000	825
10000		980

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.

84540

EFFECTIVE

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

Correction

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	147	140	132	124	117	113	108	103	99	
B	178	169	160	151	142	138	131	124	121	
C	199	188	178	169	158	153	147	139	135	
D	222	212	201	190	178	171	165	156	151	
E	236	223	212	201	188	182	174	165	160	
F	257	244	232	219	205	199	190	180	175	
Rate Basis	Minimum Weight 2,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	0410
A	122	116	111	104	98	95	90	86	83	
B	140	133	125	118	112	107	104	97	95	
C	153	144	138	130	122	117	113	106	104	
D	171	162	153	144	136	131	126	120	116	
E	186	177	167	158	149	143	138	131	126	
F	208	197	187	176	167	160	153	146	142	
Rate Basis	Minimum Weight 4,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	88	83	79	74	70	68	65	61	59	
B	102	96	90	86	81	78	74	70	68	
C	122	115	108	104	97	92	90	85	82	
D	133	126	120	113	106	103	99	92	90	
E	142	135	129	122	115	111	106	99	97	
F	160	153	144	138	129	124	120	113	109	
♦ Increase, Decision No. <b>84540</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	61	59	54	52	49	47	45	43	41	
B	78	75	70	66	62	60	58	54	52	
C	88	84	79	75	70	68	66	62	60	
D	96	90	86	81	77	73	70	68	66	
E	113	108	102	97	90	88	84	79	77	
F	121	115	108	103	97	93	89	85	82	
Rate Basis	Minimum Weight 20,000 Pounds									0415
	100	92½	85	77½	70	65	60	55	50	
A	50	46	44	42	40	39	36	35	34	
B	58	54	52	49	45	44	43	41	39	
C	66	61	59	54	52	50	48	45	44	
D	76	73	68	65	61	59	57	53	52	
E	82	77	74	70	66	64	61	57	56	
F	91	86	82	77	73	70	67	64	61	
Rate Basis	Minimum Weight 30,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	44	42	40	37	36	34	33	32	29½	
B	50	46	44	42	39	37	36	35	34	
C	54	52	49	45	43	41	40	39	36	
D	58	54	52	49	45	44	43	41	39	
E	66	61	59	54	52	50	48	45	44	
F	70	66	64	59	56	54	52	49	48	
<p>◊ Increase, Decision No. <b>84540</b></p>										
EFFECTIVE										
<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>										
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 (Definitions and Explanation of Terms, Punctuation and References) and 565 (Fractions) 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 (Equipment Rates) are subject to an additional charge at the rate of \$12.40 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 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>o Increase, Decision No.</p> <p style="text-align: center; font-size: 2em;">84540</p>	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

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-----	1400	1940	2495	
12,000 but not over 20,000-----	1440	1950	2500	
Over 20,000-----	1540	2030	2510	
(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 1/4 hour.				
23 minutes or more but less than 38 minutes shall be 1/2 hour.				
38 minutes or more but less than 53 minutes shall be 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.				
♦ Increase, Decision No. 84540				
EFFECTIVE				
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Correction				

C. 5432, Pet. #833)  
C. 5439, Pet. #239)  
C. 5441, Pet. #327) D. 84539  
C. 7783, Pet. #111)

C. 5439, Pet. #239 - D. 84540  
C. 5441, Pet. #327 - D. 84541  
C. 7783, Pet. #111 - D. 84542

COMMISSIONER WILLIAM SYMONS, JR., Concurring in Part and  
Dissenting in Part

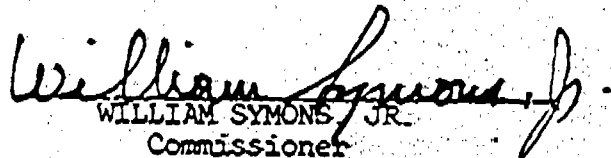
I concur in the findings as to legitimate increases in the actual costs experienced by for-hire carriers transporting general commodities statewide and I support the rate relief granted herein as fully justified.

I dissent with respect to the statements made in the opinion under the heading "New Regulatory Program", page 16, of D. 84539.

I consider the language gratuitous but disruptive. Gratuitous because it effects no ordering paragraph of this decision as issued, disruptive because it throws a great cloud of doubt over the entire established mode of regulation of a major industry of our state; it hints darkly of radical re-structuring within thirty days, perhaps even without a hearing.

Any change as momentous as this language implies must be handled deliberatively and with due process. This is no place for reckless or haphazard action.

San Francisco, California  
June 17, 1975

  
WILLIAM SYMONS, JR.  
Commissioner