

ORIGINALDecision No. 89356 SEP 6 1978

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation)
 for the purpose of considering)
 and determining minimum rates for)
 transportation of general commodi-)
 ties within San Diego County as)
 provided in Minimum Rate Tariff)
 9-B and the revisions or reissues)
 thereof.)

Case No. 5439
 Petition for Modification
 No. 317
 (Filed December 1, 1977)

SECOND SUPPLEMENTAL OPINION AND ORDER

Decisions Nos. 88693 and 88694, entered April 11, 1978 in Case No. 5432 (Petition 1001) et al. and Case No. 5439 (Petition 317), provided that the adjusted surcharges established thereby in Minimum Rate Tariff 9-B should be subsequently incorporated directly into the applicable minimum rates and charges by separate order.

Minor changes not related to the subject matter of these petitions will be made in several of the tariff pages herein being revised.

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 thirty days after the effective date hereof, the supplement and revised pages contained 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 by this 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 by this decision for Minimum Rate Tariff 9-B rates.

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 such rates by the same amounts authorized by this decision for Minimum Rate Tariff 9-B rates.

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 such rates by the same amounts authorized by this decision for Minimum Rate Tariff 9-B rates.

6. 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.

7. Tariff publications required to be made by common carriers as a result of this order shall be filed not earlier than the effective date of this order and made effective thirty days after the effective date hereof on not less than ten days' notice to the Commission and to the public; as to tariff publications which are authorized, but not

required, the authority shall expire unless exercised within sixty days after the effective date of this order.

8. Common carriers, in establishing and maintaining the rates authorized by this order, are 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.

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

Dated at San Francisco, California, this 10th day of SEPTEMBER, 1978.

Robert B. ...

President

William ...

Vernon L. ...

Richard W. ...

Commissioners

Commissioner Claire T. Dedrick, being necessarily absent, did not participate in the disposition of this proceeding.

C. 5439, (Pet. 317)

APPENDIX A

LIST OF REVISED PAGES
TO MINIMUM RATE TARIFF 9-B

SUPPLEMENT			26
THIRTEENTH	REVISED	PAGE	20
SIXTEENTH	REVISED	PAGE	21
FIFTEENTH	REVISED	PAGE	22
FIFTEENTH	REVISED	PAGE	29
SIXTEENTH	REVISED	PAGE	31
FIFTEENTH	REVISED	PAGE	34
SEVENTEENTH	REVISED	PAGE	44
TWELFTH	REVISED	PAGE	44-A
SEVENTEENTH	REVISED	PAGE	49

(END OF APPENDIX A)

CANCELLATION SUPPLEMENT

SUPPLEMENT 26

(Cancels Supplements 24 and 25)

(Supplements 15, 22 and 26 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 DRAYAGE AREA

BY

RADIAL HIGHWAY COMMON CARRIERS

HIGHWAY CONTRACT CARRIERS

AGRICULTURAL CARRIERS

CEMENT CONTRACT CARRIERS

AND

DUMP TRUCK CARRIERS

Decision No.

89356

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>§Rates of common carriers *o by land (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"> (a) For loading onto carrier's equipment, the charges provided in paragraph (d). (b) For unloading from carrier's equipment, the charges provided in paragraph (d). (c) For other accessorial services for which charges are provided in this tariff, the additional charge or charges so provided. (d) 11 cents per 100 pounds. <p>NOTE 1.--When a rail carload rate is subject to varying minimum weight, 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>6110</p>
<p>o Change) * Addition) Decision No. 89356 o Increase)</p>	
EFFECTIVE	
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

Correction

SECTION 1--RULES (Continued)		ITEM												
<p align="center">ACCESSORIAL SERVICE</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">HANDLING OF LOSS OR DAMAGE CLAIMS</p> <p>Claims for loss or damage shall be governed by the provisions of General Order No. 139.</p>		125												
<p align="center">DELAYS TO EQUIPMENT</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">CHARGES FOR ACCESSORIAL SERVICES OR DELAYS</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" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th colspan="2" style="text-align: center;"><u>Charges in Cents</u></th> </tr> <tr> <th></th> <th style="text-align: center;"><u>For First 30 Minutes</u></th> <th style="text-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 style="text-align: center;">884</td> <td style="text-align: center;">442</td> </tr> <tr> <td>(b) For unit of equipment-----</td> <td style="text-align: center;">40</td> <td style="text-align: center;">20</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-----	884	442	(b) For unit of equipment-----	40	20	140
	<u>Charges in Cents</u>													
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(a) For driver, helper or other employee, per man-----	884	442												
(b) For unit of equipment-----	40	20												
<p align="center">CHARGES FOR OBTAINING A WEIGHMASTER'S CERTIFICATE</p> <p>Whenever a carrier is requested by the shipper, consignee or debtor to obtain a certified weight from a public scale, or when a carrier must obtain a certified weight for billing purposes or for other legal requirements, and a charge is assessed by the public weighmaster for this service, the carrier shall assess a charge of not less than the actual amount paid by the carrier to the public weighmaster for the weighing service for each weight certificate obtained and furnished to the debtor or other person requesting a certified weight.</p>		145												
<p>◇ Increase, Decision No. 89356</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;">CHARGES FOR ESCORT SERVICE</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring escort service:</p> <p>(a) A charge of \$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 border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;"><u>MINUTES</u></th> <th style="text-align: center;"><u>But</u> <u>Not Over</u></th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;"><u>Over</u> 0</td> <td style="text-align: center;">8</td> <td style="text-align: right;">-----omit</td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">23</td> <td style="text-align: right;">----- shall be ¼ hour</td> </tr> <tr> <td style="text-align: center;">23</td> <td style="text-align: center;">38</td> <td style="text-align: right;">----- shall be ½ hour</td> </tr> <tr> <td style="text-align: center;">38</td> <td style="text-align: center;">53</td> <td style="text-align: right;">----- shall be ¾ hour</td> </tr> <tr> <td style="text-align: center;">53</td> <td style="text-align: center;">60</td> <td style="text-align: right;">----- shall be 1 hour</td> </tr> </tbody> </table>	<u>MINUTES</u>	<u>But</u> <u>Not Over</u>		<u>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
<u>MINUTES</u>	<u>But</u> <u>Not Over</u>																		
<u>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>(a) A charge of \$21.80 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>	o 160																		
<p>o Increase, Decision No. 89356</p>																			
<p>EFFECTIVE</p>																			
<p>Correction</p>	<p>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p>																		

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	570	
25	50	640	
50	75	735	
75	100	780	
100	150	840	0210
150	200	905	
200	250	970	
250	300	1015	
300	400	1100	
400	500	1190	
500	600	1315	
600	700	1455	
700	800	1535	
800	900	1625	
900	---	1845	
NOTE.--Will not apply on shipments made under the provisions of Item 420.			
◊ Increase, Decision No.		89356	
EFFECTIVE			
Correction		ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.	

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>										
Class:	100	92½	85	77½	70	65	60	55	50	
Rates in cents per 100 pounds:	80	75	71	67	64	62	58	55	54	
<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>										
<p>◊ Increase, Decision No. 89356</p>										
EFFECTIVE										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										
Correction										

0230

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-----	400
500	1000-----	485
1000	2000-----	695
2000	4000-----	955
4000	10000-----	1080
10000	-----	1285

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.

0300

o Increase, Decision No.

89356

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	193	183	173	162	153	148	141	135	130	66 410
B	233	221	210	198	186	181	172	162	159	
C	261	246	233	221	207	200	193	182	177	
D	291	278	263	249	233	224	216	204	198	
E	309	292	278	263	246	238	228	216	210	
F	337	320	304	287	269	261	249	236	229	
Rate Basis	Minimum Weight 2,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	160	152	145	136	128	124	118	113	109	66 410
B	183	174	164	155	147	140	136	127	124	
C	200	189	181	170	160	153	148	139	136	
D	224	212	200	189	178	172	165	157	152	
E	244	232	219	207	195	187	181	172	165	
F	272	258	245	231	219	210	200	191	186	
Rate Basis	Minimum Weight 4,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	115	109	103	97	92	89	85	80	77	66 410
B	134	126	118	113	106	102	97	92	89	
C	160	151	141	136	127	121	118	111	107	
D	174	165	157	148	139	135	130	121	118	
E	186	177	169	160	151	145	139	130	127	
F	210	200	189	181	169	162	157	148	143	
◊ Increase) ◊ Reduction) Decision No. 89356										
EFFECTIVE										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										
Correction										

MINIMUM RATE TARIFF 9-R

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	78	76	69	67	63	60	58	55	52	
B	100	96	90	84	79	77	74	69	67	
C	113	108	101	96	90	87	84	79	77	
D	123	115	110	104	99	93	90	87	84	
E	145	138	131	124	115	113	108	101	99	
F	155	147	138	132	124	119	114	109	105	
Rate Basis	Minimum Weight 20,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	64	59	56	54	51	50	46	45	44	
B	74	69	67	63	58	56	55	52	50	
C	84	78	76	69	67	64	61	58	56	
D	97	93	87	83	70	76	73	68	67	
E	105	99	95	90	84	82	78	73	72	
F	116	110	105	99	93	90	86	82	78	
Rate Basis	Minimum Weight 30,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	56	54	51	47	46	44	42	41	38	
B	64	59	56	54	50	47	46	45	44	
C	69	67	63	58	55	52	51	50	46	
D	74	69	67	63	58	56	55	52	50	
E	84	78	76	69	67	64	61	58	56	
F	90	84	82	76	72	69	67	63	61	
Rate Basis	Minimum Weight 40,000 Pounds, subject to Note									
	100	92½	85	77½	70	65	60	55	50	
A	53	50	48	44	43	40	39	38	35	
B	59	55	53	50	46	44	43	41	40	
C	64	61	58	54	51	49	48	46	43	
D	69	64	61	58	54	53	51	49	46	
E	79	71	70	64	61	59	58	54	53	
F	83	79	76	70	66	64	61	58	58	
Rate Basis	Minimum Weight 50,000 Pounds, subject to Note									
	100	92½	85	77½	70	65	60	55	50	
A	51	49	46	43	41	39	38	36	34	
B	58	54	51	49	45	43	41	40	39	
C	63	60	56	53	50	48	46	45	41	
D	66	63	60	56	53	51	50	48	45	
E	76	70	68	63	60	58	56	53	51	
F	81	76	75	68	65	63	60	56	56	
NOTE: The minimum weight applicable in connection with rates making reference hereto applies to each single unit of carrier's equipment utilized in transporting a shipment.										
◊ Increase) ◊ Reduction) Decision No. 89356										
EFFECTIVE										
ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.										
Correction										

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MINIMUM RATE TARIFF 9-B

SECTION 3--EQUIPMENT RATES AND RULES (Concluded)		ITEM
FREIGHT, regardless of classification, subject to Note 1:		
	(1) (2) Rates in Cents Per Hour	
Weight in Pounds (See Note 2)	Column 1	Column 2 Column 3
Less than 12,000-----	1790	2485 3195
12,000 but not over 20,000-----	1845	2495 3200
Over 20,000-----	1970	2600 3210
(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.		0520
(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.		89356
EFFECTIVE		
Correction		ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.