

Decision No. 28632

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the establishment
of rates, rules, classifications and
regulations for the transportation
of property, exclusive of property
transported in dump trucks, for com-
pensation or hire over the public
highways of the City and County of
San Francisco.

Case No. 4084

Joseph F. Vizzard and Sanborn & Roehl, by H.H. Sanborn,
for the Draymen's Association of San Francisco.

L.A. Bailey, for the Warehousemen's Association of
San Francisco.

Hal Remington, for the San Francisco Chamber of Commerce
and the Manufacturers' and Wholesalers' Association of
San Francisco.

L.R. Keith and J.I. Lyons, for Canners' League of
California.

Earl Wright, for the Motor Truck Operators' Association
of Northern California.

A.W. Coplin, for Charles J. Worth Drayage Company.

Richard L. Sloss, for the Retail Drygoods Association.

Douglas Brookman, for United Parcel Service of San Francisco.

Alfred Sutro and Gary Owen, by Gary Owen, for Western
Union Telegraph Company.

Berne Levy and G.B. Duffy, for The Atchison, Topeka and
Santa Fe Railway Company.

L.I. McKim, for The River Lines.

Edward M. Berol, for Truck Owners' Association of California.

N.R. Moon and J.V. Costello, for Sperry Flour Company

John J. Barker, for Bemis Brothers Packing Company

N.E. Keller, for Pacific Portland Cement Company

J.L. Roney, for Sussman Wormser Company and the Equitable
Cash Grocery Company

L.H. Wolters, for Golden State Company, Ltd.

E.J. Heartsner, for Haas Brothers.

Vincent P. Kennedy, for California Association of Retail Drygoods Specialty Stores.

R.C. Fels, for Retail Furniture Association of California

H.F. Gittings, Jr., for Bloesser-Heynemann Co., Everwear Manufacturing Company, and Rough Rider Manufacturing Co.

J.L. Lyons and A.L. Whittle, by A.L. Whittle, for Pacific Motor Transport Company and Southern Pacific Company, as their interests may appear.

H.M. McIwen, for Atlas East Freight, Inc.

Philip E. Brooks, for Wholesale Grocery Association.

A. Harris, for Harris-Globe Special Delivery.

E.E. Forest, for Manufacturers' and Wholesalers' Association of San Francisco.

R.O. Biedenbach, for M.J.B. Company.

F.P. Kensinger, for Loose-Wiles Biscuit Company

H.E. Jacobs, for Domestic Freight Forwarders Association.

W. Ross Wright, for International Forwarding Company

F.P. McInerney, for National Carloading Corporation.

DEVLIN, COMMISSIONER:

OPINION

During the 1935 session of the Legislature of the State of California there was enacted Chapter 313, Statutes of 1935, known as the City Carriers' Act, by virtue of which this Commission is charged with the regulation of carriers engaged in the transportation of property for compensation or hire as a business over any public highway in any city or city and county in this State by means of a motor vehicle or vehicles. The purpose of this act as stated in the preamble is to preserve "for the public the full benefit and

use of public highways consistent with the needs of commerce without unnecessary congestion or wear and tear upon such highways; to secure to the people just and reasonable rates for transportation by carriers operating upon such highways; to secure full and unrestricted flow of traffic by motor carriers over such highways which will adequately meet reasonable public demands by providing for the regulation of rates of all transportation agencies so that adequate and dependable service by all necessary transportation agencies shall be maintained and the full use of the highways preserved to the public." In Section 3 of the act it is provided among other things that, "The Railroad Commission shall, upon complaint or upon its own initiative without complaint, establish or approve just, reasonable and nondiscriminatory maximum or minimum or maximum and minimum rates to be charged by any carrier subject to this act."

Shortly after the Act became effective, the Draymen's Association of San Francisco, hereinafter referred to as the Association, comprising in its membership, it is claimed, 90% of the for-hire freight-carrying vehicles operating exclusively within the City and County of San Francisco, represented to the Commission that the establishment or approval of minimum rates was necessary and in the public interest in order to eliminate unfair and harmful competition. It attached to its application a schedule of proposed rates, rules and regulations which it requested the Commission to approve. Pursuant to this request the Commission on November 4, 1935 instituted this investigation in order to develop a record on which rates could be established or approved and also to afford carriers not represented by the Association, shippers, and other interested parties full opportunity to participate in the proceeding.

Public hearings were had at San Francisco on December 3, 1935 and January 7 and 8, 1936, at the latter of which the matter was taken under submission.

The order instituting the investigation excludes rates on property transported in dump trucks.¹ The Commission also has under submission Case 4086 involving rates for the transportation for compensation or hire of household goods, furniture, personal effects, musical instruments, radios, office and store fixtures and equipment and for accessorial services incident to such transportation. For this reason rates for such service have likewise been eliminated from this proceeding. No evidence was submitted to cover the transportation of fresh or green fruits and vegetables, property transported in tank trucks, parcels delivered for retail stores, and property delivered by special messenger. The order herein will cover none of these services. City draymen also engage in picking up and delivering for common carriers shipments transported from or to points outside the San Francisco city limits under through pick-up and delivery rates. Such service likewise was not provided for in the Association's proposal and will not be considered in this proceeding.²

¹ Rates for the transportation for this class of property were established by the Commission by Decisions Nos. 28274 and 28625 in Cases 4076 and 4087.

² Speaking of this service, J.F. Vizzard, a witness for the Association testified as follows:

"Q. And your tariff that you propose makes no provision for that character of service.

A. It does not.

Q. And so far as your tariff is concerned you do not mean to imply that the general rates shown in your tariff should apply to that character of service.

A. No, sir, my idea was that the present contract should be left undisturbed until such time as the Commission has found what those rates should be." (Tr. P. 87)

The record does not contain evidence sufficient to justify a finding as to the minimum rates for this service.

Section 9 of the City Carriers' Act heretofore referred to also provides that in establishing or approving just, reasonable and non-discriminatory maximum or minimum, or maximum and minimum rates, for city carriers "the Commission shall take into account and give due and reasonable consideration to the cost of all of the transportation services performed, including length of haul, any additional transportation services performed, or to be performed, or of any accessorial service and the value of the commodity transported and the value of the facility reasonably necessary to perform such transportation service." To this end the Commission had one of its engineers make a study of the cost of performing the transportation service here involved. The results of this study are contained in a report introduced as Exhibit 1. The report consists of Parts 1 and 2. Part 1 develops costs per hour and per mile for various sizes of trucks from one to six tons, and for a representative tractor-trailer unit including driver, together with an explanation of the methods used in determining these costs. Part 2 shows costs in cents per 100 pounds for various classifications of articles. The results of this study are summarized as follows:

<u>Rated Capacity of truck</u>	<u>Total Cost</u>	
	<u>Per Hour</u>	<u>Per Mile</u>
1 Ton	\$1.74	\$.210
2 "	1.98	.297
3 "	2.11	.420
4 "	2.35	.563
5 "	2.62	.653
6 "	2.63	.877
Tractor Semi-trailer Unit	2.55	.849

<u>Class</u>	<u>Average Cost Per 100 pounds.</u>
5th	4.84 cents
4th	6.05 "
3rd	7.25 "
2nd	9.68 "
1st	12.10 "
1½ x 1st	15.10 "
1¾ x 1st	18.20 "
Double 1st	24.20 "

The variation in costs by classes for hauling into and between suggested zones of the City of San Francisco were determined in this study as follows:

<u>Class</u>	<u>From Zone 1 to 2</u>	<u>From Zone 1 to 3</u>
5th	\$.009 per 100 lbs.	\$.013 per 100 lbs.
4th	.011 " " "	.017 " " "
3rd	.013 " " "	.020 " " "
2nd	.017 " " "	.027 " " "
1st	.022 " " "	.033 " " "
1½ x 1st	.027 " " "	.042 " " "
1¾ x 1st	.033 " " "	.050 " " "
Double 1st	.043 " " "	.067 " " "

Cost figures computed on an hourly and mileage basis were also introduced by a witness for the Transportation Guarantee Company. They are somewhat higher than those set forth in the study of the Commission's engineer. This witness made no computation in cents per 100 pounds, it being his proposal that rates should not be established in this manner.³

The Association's proposed tariff, which was revised on October 28, 1935, and further amended at the hearings, provides both class and commodity rates. For the purpose of applying the

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The following is a quotation taken from Page 25 of Exhibit No. 4 submitted by this witness:

"It is the belief of the writer, to attain an equitable basis for all, radical changes are necessary. The rate per ton or commodity measurement must be discarded and a new yard stick established, measured upon the basis of costs to the industry."

class rates, the city is divided into three zones.⁴ Numerous special commodity rates are provided, many of which are predicated on minimum tonnages of specified commodities for particular types of business. The proposed schedule contains a classification of articles said to be transported in this service most frequently and provides that the ratings of the Western Classification shall apply on all other commodities. It also contains "pool car" distribution rates, charges for truck hire, monthly truck rental, and the delivery of parcels from wholesale houses to points within the city limits. Among other rules it is provided that the minimum rates are to "apply to sidewalk, platform or truckside pick up and/or delivery" only, and that an additional charge is to be made whenever additional services are performed.

The proposed tariff, however, contains certain features substantially different from those generally contained in tariffs heretofore filed with this Commission. Instead of the four classes customarily provided for the transportation of property in less than carload or less than truckload lots, with additional classes

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The territories embraced by these zones are as follows:

- Zone No. 1. Van Ness Avenue and the Bay to Broadway Street, to Fillmore Street, to Duboce Avenue, to Church Street, to 16th Street, to Valencia Street, to Army Street, to the Bay.
- Zone No. 2. From the boundaries of Zone 1 to 24th Avenue in the Park-Presidio District, 19th Avenue in the Sunset District, to Ocean Avenue, to Mission Street, to Silver Avenue, to San Bruno Avenue and to the County Line and Bay.
- Zone No. 3. All portions of the City and County of San Francisco beyond the above boundaries.

for carload or truckload transportation, it provides five classes regardless of the quantity transported. The spread between the classes likewise varies from that ordinarily employed. For lots exceeding 6,000 pounds, rates are stated in cents per 100 pounds. For quantities of 6,000 pounds or less, specific charges are proposed on a so-called "grasshopper scale". It is proposed that on articles classified higher than first class, charges be assessed at actual weight and at the rate shown for the class specified subject to the first class charge as a minimum. The tariff contains but one scale of rates and provides that "for hauls from zone 1 to zone 2 use next higher class; from zone 1 to zone 3, second higher class and vice versa; zone 2 to zone 3 next higher class and vice versa." It also permits draymen to meet rail switching competition by collecting a charge equivalent to the total charge of the rail movement plus the expenses of car loading. Numerous special commodity rates with minima of a certain number of pounds per shipment, per month or per year, are also proposed. In many cases they do not apply on specific articles but on such commodities as are handled by department stores, mail order houses and the like. The class ratings are subject to packing requirements specified in each entry. "Bulk freight (not in any type of container), will be subject to a charge of not less than truck and labor hire (this rule not to apply to commodities given a class rate herein when shipped loose)."

The Walkup Drayage and Warehouse Company, a member of the Association, seeks rates for the transportation of sugar in lots of 500 tons, property transported for wholesale hardware houses, wholesale grocery houses and flour mills when in quantities of from 750 to 1000 tons or more per calendar month and for the distribution of shipments for the National Carloading Company which are lower than the rates proposed by the Association. Otherwise it concurs in the Association's proposal.

Another witness engaged in the transportation of milk and other dairy products suggested special rates for this class of hauling.⁵

The witness for the Transportation Guarantee Company proposed a plan of rates for truckload lots based on the size of the trucks necessary and the time and miles operated. Less than truckload lots under this plan would be classified according to their density per cubic feet.

A group of shippers suggested that the Commission establish a minimum rate of 5 cents and a maximum rate of 25 cents per 100 pounds for all drayage in the City and County of San Francisco, leaving a bargaining area of 20 cents. Under this proposal the rate to be charged would be determined by the drayman and the user by agreement, the only requirement being that it fall within this zone.

In justification of its proposed tariff, the Association represents that by long established custom growing out of conditions

^eThe suggested rates are set forth in Exhibit No. 7. In addition to an alleged need for such rates to meet proprietary competition, the witness advanced the following reasons for their adoption:

"First, the movement is extremely regular, takes place 365 days a year; second, throughout the year we try to have shipments arrive at the same time every day; third, the processing companies receive milk at a stated time; fourth, the size of the shipments is usually about the same. In most instances the traffic is handled in truckload lots; fifth, the distances to be traveled are relatively small in most cases; in fact, the entire haul being only about a mile."
(Tr. page 278)

peculiar to drayage in San Francisco, rates have been made in the manner here proposed; that unless tonnage rates are established in the manner suggested the shippers of large quantities of various goods will do their own hauling; that such rates are moreover justified by operating economies which follow from the handling of truckload or large less than truckload quantities. Although operating costs are said to have increased from 10 to 15% the rates proposed are from 10 to 15% lower than those in effect in 1922 and 1923. They are about the same as those contained in the tariff filed with the Code Authority under the N.R.A.

The rates proposed by the Walkup Drayage and Warehouse Company while admittedly low are said to be fully remunerative and as in the case of the tonnage rates proposed by the Association are based on the necessity of establishing rates that will prevent proprietary hauling. It is apparently conceded by all that unless low rates are established for commodities moving in substantial quantities this tonnage will be moved in shipper-owned trucks.

The Wholesale Grocers Association and certain wholesale grocery concerns protested the proposed rule providing that the minimum rates "apply to sidewalk, platform or truckside pickup and/or delivery" It is their contention that draymen have always included inside delivery at no additional cost, that their customers expect and demand it and that the proposed limitation is a radical change from a long

The witness for the Association testified as follows:

"***the industry itself is what is known as a bread and butter industry, in that there is no opportunity for any large profit, because as soon as the profit gets large enough, or if there is any real profit, a shipper will put on his own trucks to do his own work, and we have had to take that into consideration in making all of our rates."

established practice. Objections to the proposed tariff were also raised by other interested shippers on the grounds that it is too complicated and unenforceable, that it would result in eliminating small drayage concerns from competition, and that the rates proposed would result in large increases over the "going rates" and that in some instances they are discriminatory.

Full consideration of the results of the cost studies of record leads to the conclusion that in general the rates contained in the tariff proposed by the Association are not higher nor the rules more burdensome than is required to return revenue necessary to maintain "adequate and dependable service." This is particularly true when consideration is given to the numerous deviations from the scale of class rates brought about by special commodity rates and exceptions to the normal classification. Nor are they lower than the needs of commerce or the threat of proprietary competition seem to require. If particular rates are found to be either too high or too low, they should be brought to the Commission's attention.

In certain respects, however, the proposed tariff will have to be modified.

The method of providing inter zone rates is not only confusing but likewise disturbs the relationship between the various classes. Instead, the tariff should provide three scales of class rates, the first one applicable to points in the same zone, the second between points in zone 1 and points in zone 2 and between points in zone 2 and points in zone 3, and the third between points in zone 1 and points in zone 3. To determine the proper basis for scales 2 and 3, the average additional cost per 100 pounds shown in the study of the Com-

mission's engineer and hereinbefore set forth should be added to each class and the resulting rates applied to their respective classes on shipments weighing 6,000 pounds and over. The rates for scale 2 thus obtained would be approximately 120 per cent of those in scale 1, and for scale 3 approximately 130 per cent of scale 1.

On this record it appears that to confine the picking up and delivery of property to sidewalk, platform or truckside would result in a drastic change and an undue restriction of a service long extended. Inside deliveries should be permitted at the rates proposed but should be limited so as to prevent city carriers from performing an undue amount of incidental service. This could be accomplished by providing that the minimum rates will apply to sidewalk, platform, truckside or inside delivery when on street level and not more than 20 feet from the curb, provided there is sufficient available space. Inside delivery moreover should not include stacking, sorting or any other accessorial service. If such services are to be performed, an additional charge should be made.

It is not apparent why the Western Classification, if suitable for use in part, could not be used to the exclusion of the proposed classification. However, since its use would require the revision of the entire rate structure, which is said to be of long standing, it should not now be made mandatory.

Based on the cost studies here of record, it appears that the rates proposed by the Association for the transportation of property on a monthly basis are somewhat high for services limited to 50 miles for any one day and low for transportation

in excess of 50 miles for any one day.⁷ The Commission should prescribe rates somewhat lower than those proposed for services limited to 50 miles for any one day. For services in excess of 50 miles per day the rates should be graded according to the carrying capacity of the equipment used.

The record indicates that in certain cases there may be a need for reduced drayage rates for the purpose of meeting switching rates now in effect or hereafter to be established by rail carriers. No showing has been made, however, as to the volume of these switching rates or as to the ability of the carriers here involved to meet them without unduly burdening other traffic. Unless and until such a showing is made, the Commission should not approve the proposed rule.

The proposal that the Commission establish a minimum rate of 5 cents and a maximum rate of 25 cents per 100 pounds, leaving a bargaining area of 20 cents, is untenable. It is apparent that such a plan of rate fixing would be wholly inadequate and ineffective and would utterly fail in accomplishing the purpose of the City Carriers' Act.

A sharp conflict arose between a number of draymen as to rates to be established for the distribution of property received in "pool cars" from points outside the State. Rates for similar service were involved in Case No. 4029 and related proceedings, wherein the Commission, by Decision No. 28519 of January 20, 1936, said, "The question of whether or not transportation largely analogous to

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In the proposal a flat charge of 5 cents per mile is suggested for transportation over 50 miles regardless of the size of the equipment.

that performed for those forwarding companies is subject to this Commission's jurisdiction is now before the California Supreme Court in Adley vs. Railroad Commission L.A. 15053. Under these circumstances disposition of this feature of those proceedings will be withheld pending the decision of the Supreme Court." The proceeding referred to is still pending in the Supreme Court. For like reasons as before, no rates will be established at this time for this service.

Upon careful consideration of all the facts of record I am of the opinion and find that until the further order of the Commission, the rates, rules, classifications and regulations set forth in Exhibit No. A attached to this order should be prescribed as just, reasonable and non-discriminatory minimum rates to be observed by all carriers transporting the property here involved between points withⁱⁿ the City and County of San Francisco. I am not unmindful of the fact that the proposed schedule is in certain respects at variance with established tariff practices. The Commission is here confronted with practical problems that in certain respects are difficult to reconcile with technical tariff rules without, in some instances, defeating the purpose for which these rules were established. In such circumstances the technical rules must give way to what appears practical. This is the first proceeding under the new City Carriers' Act. If after a reasonable time experience dictates another course, the Commission should give the matter further consideration.

I recommend the following form of order.

O R D E R

This matter having been duly heard and submitted,

IT IS HEREBY ORDERED that until the further order of the Commission the rates set forth in Exhibit "A" attached hereto and hereby made a part hereof be and they are hereby established as the just, reasonable and non-discriminatory minimum rates to be charged and collected by all "carriers" as defined in the "City Carriers' Act" (Chapter 312, Statutes of 1935) transporting property for compensation or hire over the public highways of the City and County of San Francisco, and that the rules, classifications and regulations set forth in said Exhibit "A" be and they are hereby established as the rules, classifications and regulations to control and be observed in the application of said minimum rates for the services described in said Exhibit "A."

IT IS HEREBY FURTHER ORDERED that from and after the effective date of this order all "carriers" as defined in the "City Carriers' Act" (Chapter 312, Statutes of 1935), engaged in the transportation of property for compensation or hire over the public highways of the City and County of San Francisco, refrain from charging, collecting, demanding or receiving for said transportation covered by this order any lesser rate or rates than the said minimum rates herein established, and comply with any and all rules, classifications and regulations prescribed herein.

IT IS HEREBY FURTHER ORDERED that the Commission retain jurisdiction of this proceeding for the purpose of making, from time to time, such further investigation, and making and rendering such further order or orders as in its discretion may be deemed proper and necessary, and as the public interest may require.

The foregoing Opinion and Order are hereby approved and ordered filed as the Opinion and Order of the Railroad Commission of the State of California.

The effective date of this Order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 16th day of March, 1936.

M. B. Davis
Leon Churchill
M. J. Carr
Walter J. ...
Frank R. ...

EXHIBIT "A"
RAILROAD COMMISSION OF THE STATE OF CALIFORNIA
CITY CARRIERS' TARIFF NO. 1

Naming

Minimum rates, Rules, Regulations and Classifications for
the transportation of property over the public
highways of the City and County of

SAN FRANCISCO

by Carriers as defined in the City Carriers' Act
(Chapter 312, Statutes of 1935)

Established by order of the
Railroad Commission of the
State of California in
Decision No.
of March 16, 1936, in Case
No. 4084.

Effective -- April 5, 1936.

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Cereal products - - - - -	75
Chain Department Stores, commodities transported for - -	60
Cheese, cottage - - - - -	85
Chemical Houses, commodities transported for = = = = =	10
Coffee, green - - - - -	65
Cream - - - - -	85
Dairies and dairy products companies, commodities trans- ported for - - - - -	5
Dairy products, liquid - - - - -	85
Department Stores, chain or retail, commodities trans- ported for - - - - -	60
Department Stores, wholesale, commodities transported for -	120
Drug Houses, commodities transported for - - - - -	10
Dry Goods Houses, wholesale, commodities transported for -	120
Feed - - - - -	75
Flour - - - - -	70-75
Grocery Houses, wholesale, commodities transported for -	30-125
Houses, bagging, commodities transported for - - - - -	55
Houses, chemical, commodities transported for - - - - -	10
Houses, dry goods, wholesale, commodities transported for -	120
Houses, drug, commodities transported for - - - - -	10
Houses, grocery, wholesale, commodities transported for -	30-125
Houses, Mail order, commodities transported for - - - -	120
Lath, metal - - - - -	15
Lift vans containing Bakery goods- - - - -	80
Mail order houses, commodities transported for - - - - -	120
Milk - - - - -	85
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Parcel city delivery, wholesale - - - - -	95
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EXPLANATION OF REFERENCE MARKS AND ABBREVIATIONS

BBL.	- - - - -	Barrel
BDLS.	- - - - -	Bundles
BXD.	- - - - -	Boxed
CHGE.	- - - - -	Charge
C.O.D.	- - - - -	Collect on delivery
CRTD.	- - - - -	Crated
ETC.	- - - - -	Etcetera
INCL.	- - - - -	Inclusive
K.D.	- - - - -	Knocked down
LBS.	- - - - -	Pounds
MIN.	- - - - -	Minimum
N.O.S.	- - - - -	Not otherwise specified in this tariff
NO.	- - - - -	Number
O.R.	- - - - -	Owner's risk
PKGS.	- - - - -	Packages
SKS.	- - - - -	Sacks
S.U.	- - - - -	Set up
O/O	- - - - -	Per Centum
¢	- - - - -	Cents
\$	- - - - -	Dollar

1	- - - - -	First class
2	- - - - -	Second class
3	- - - - -	Third class
4	- - - - -	Fourth class
5	- - - - -	Fifth class
1 $\frac{1}{4}$	- - - - -	One and one-fourth times 1st Class
1 $\frac{1}{2}$	- - - - -	One and one-half times 1st Class
1 $\frac{3}{4}$	- - - - -	One and three-fourths times 1st Class
D1	- - - - -	Double 1st Class
2 $\frac{1}{2}$ tl	- - - - -	Two and one-half times 1st Class
3tl	- - - - -	Three times 1st Class
3 $\frac{1}{2}$ tl	- - - - -	Three and one-half times 1st Class
4tl.	- - - - -	Four times 1st Class

RULES AND REGULATIONS

Rule 5

Application of Rates.

(a) Rates named in this tariff are minimum rates and apply to the transportation of property (see Note) over the public highways of the City and County of San Francisco by Carriers as defined in the City Carriers' Act (Chapter 312, Statutes of 1935.)

NOTE: The minimum rates named in this tariff do not apply to the transportation of

1. Household goods, furniture, personal effects, musical instruments, radios, office and store fixtures and equipment.
2. Fruit and Vegetables, fresh or green.
3. Property transported in dump trucks.
4. Property transported in tank trucks.
5. Property transported in special messenger service.
6. Pick-up and delivery of common carrier shipments transported from or to points outside the San Francisco City limits under through pick-up and delivery rates.
7. Unloading and distribution of freight forwarders' cars originating at points outside the State.
8. Parcels delivered from retail stores (Parcel City Delivery).

(b) Unless otherwise specifically provided, rates named in this tariff apply only for sidewalk, platform, truckside or inside pick-up and delivery. Inside pick-up and delivery, when used herein, includes pick-up and delivery inside shipper's and consignee's door at street level not more than 30 feet from the curb provided there is sufficient available space and will not include stacking, sorting or any other accessorial handling. When pick-up

RULES AND REGULATIONS
(Continued)

Rule 5
(Concluded)

or delivery of articles transported under class rates at other than the above is performed, apply the next higher class rate subject to a minimum penalty of 25 cents. When pick-up or delivery of articles transported under commodity rates at other than the above is performed or when any other accessorial service is rendered, a charge of \$1.25 per man per hour, minimum \$1.25, will be assessed for such accessorial service in addition to the transportation rate.

(c) Unless otherwise specifically provided class rates named in this tariff are governed by the ratings shown in the classification of articles contained on pages 11 to 17, inc., of this tariff. In the absence of a specific rating herein the minimum class rate shall be no less than that applicable at the less than carload rating provided in Western Classification No. 65, C.R.C. No. 580, of F. W. Gomph, Agent, supplements thereto and reissues thereof.

(d) Where property in quantities of 6,000 pounds or less is classified at higher than first class, charges will be assessed at actual weight and rate shown for quantities of over 6,000 pounds at the class specified subject to the first class charge as minimum.

Rule 10 Description of Zones From and To Which Rates Apply

Rates herein apply to and from the districts bounded as follows:

Zone No.1 - From San Francisco Bay and Van Ness Avenue, SOUTH to Broadway Street, WEST to Fillmore Street, SOUTH to Duboce Avenue, EAST to Church Street, SOUTH to 16th Street, EAST to Valencia Street, SOUTH to Army Street, EAST to San Francisco Bay.

Zone No.2 - From the Westerly boundaries of Zone No.1, WEST to 24th Avenue in the Park-Presidio District, SOUTH to 19th Avenue in the Parkside District, SOUTH to Ocean Avenue, EAST to Mission Street, NORTHEAST to Silver Avenue, EAST to San Bruno Avenue, SOUTH to Bayshore Boulevard, SOUTH to County Line and EAST to San Francisco Bay.

(Rule 10 concluded on next page)

RULES AND REGULATIONS
(Continued)

Rule 10
(Concluded)

Zone #3 - All portions of the City and County of San Francisco beyond the above boundaries.

Rule 15 Definition of Shipment

Unless otherwise provided, rates named herein apply to single shipments of property. A single shipment of property is a lot received from one shipper, at one pick-up address, on one shipping order or one bill of lading, at one time, for one consignee, to one delivery address. Two or more single shipments shall not be combined and billed as one shipment, but must be carried as separate shipments, and at rates not less than the established minimum rates for each shipment.

Rule 20 Unusual Delays

Delays to equipment at docks, warehouses or stores for which the carrier is not responsible will be charged for at the rate of \$2.00 per hour, minimum charge 50 cents, for all time over $\frac{1}{2}$ hour.

Rule 25 Delays in Delivery

If the carrier, through no fault of its own, is unable to effect delivery of a shipment at the delivery address, within a period of 48 hours from receipt of the property, every effort will be made to secure instructions from either shipper or consignee as to disposition desired; failing in this, such shipment will be stored at carrier's terminal on demurrage, or placed in suitable storage where facilities are available, at owner's risk and expense, and shipper and consignee immediately notified. If such shipment is left at the carrier's terminal, the liability of the carrier will be that of a warehouseman only, and a demurrage charge of 75 cents per revenue ton if unloaded and reloaded on truck, plus a demurrage charge of 5 cents per revenue ton per day inclusive of Sundays and/or holidays will be made.

Rule 30 Export Freight Clearances, Charges for

When the service of clearing Export Freight is performed by the carrier, a charge of \$1.00 per clearance, minimum \$1.50 will be made.

RULES AND REGULATIONS
(Continued)

Rule 35 Charges for Service at other than
Regular Working Hours

Rates named in this tariff apply for service performed during regular working hours of 8:00 A.M. to 5:00 P.M. except Saturdays, Sundays, and holidays. Working hours on Saturdays will be 8:00 A.M. to 3:00 P.M. For services performed at the request of the shipper or consignee at other than those hours and on Sundays or holidays an additional charge equal to the additional cost of overtime will be made.

Rule 40 Advance Charges

All charges on shipments advanced by a carrier for the account of a shipper or consignee will be payable on demand of the carrier making the advance.

Rule 45 Package Requirements

Whenever the form of shipment (boxed, crated, loose, etc.) is specifically provided in connection with the ratings shown on pages 11 to 17, incl., hereof, the ratings shown apply only on shipments in the form or forms specified. When the form of shipment is not specifically shown the ratings apply on articles in suitable packages. Shipments in a form not specifically provided for herein and not in suitable packages will be subject to the ratings contained in the Western Classification, C.R.C. No. 65 of F.W. Gomph, Agent, supplements thereto or reissues thereof, and if no ratings are provided in that classification to a penalty of not less than 25%.

Rule 50 Heavy or Bulky Shipments

Rates named in this tariff apply only on articles or packages that can be handled by one man. When additional labor is required for the handling of heavy or bulky packages an additional charge of \$1.25 per man, per hour, minimum \$1.25, will be assessed.

Rule 55 Payment of Freight Bills

A charge of 15 cents per carrier freight bill will be assessed whenever a city carrier advances charges of another carrier and performs no transportation service in connection with shipment or shipments covered by said freight bill.

RULES AND REGULATIONS
(Continued)

Rule 60 C.O.D. Shipments, Charges for

A charge of $\frac{1}{2}$ of 1¢, minimum 15 cents, (for exception see Item N. 35) will be made for the collection and return of each C.O.D. shipment.

Rule 65 Collection of Loss and/or Damage Claims, Charges for

A charge will be made for the handling and collection of loss and/or damage claims against another carrier in the sum of 1% of the amount involved with a minimum charge of \$1.00.

Rule 70 Marking of Packages, Charges for

The rate per package for marking will be:

2 line stencil or mark... $\frac{1}{2}$ ¢, minimum 10¢
3 lines or more.....1¢, minimum 25¢

Rule 75 Explanation of Technical Terms

Except as otherwise provided in individual rules or items the terms used in this tariff are defined as follows:

- (a) Ton means 2,000 pounds.
- (b) City delivery as used in Items 70, 75 and 125 means transportation of property from warehouses, wholesale grocery houses or mills to retailers or consumers.
- (c) Pick-ups as used in Items 70 and 75 means transportation of property from retailers or consumers to warehouses, wholesale grocery houses or mills.
- (d) Shipping means transportation of property to another carrier when destined beyond the limits of the City and County of San Francisco.
- (e) Outhaul means transportation of property in City delivery and shipping as defined in paragraphs (b) and (d), above.
- (f) Inhaul means transportation of property received from another carrier when originating beyond the limits of the City and County of San Francisco.

(Rule 75 concluded next page)

RULES AND REGULATIONS
(Continued)

Rule 75
(Concluded)

- (g) Steamship transfer means transportation of property from one water carrier's wharf, pier, dock or landing to another water carrier's wharf, pier, dock or landing when the transportation charge for this service is for the account of said water carrier or carriers. Rates for such transfer shall be based on weight or measurement at 2,000 pounds per ton or measurement of 40 cubic feet per ton according to ship's manifest.

Rule 80

Disposition of Fractions

In computing a rate based on a multiple of another rate, such as one and one-half times first class rate ($1\frac{1}{2}$), the following will govern in the disposition of fractions:

Fractions of less than $\frac{1}{4}$ or .25 of a cent omit.

Fractions of $\frac{1}{4}$ or .25 of a cent or greater but less than $\frac{3}{4}$ or .75 of a cent will be stated as $\frac{1}{2}$ or .50 of a cent.

Fractions of $\frac{3}{4}$ or .75 of a cent or greater, increase to next whole figure.

Rule 85

Guarantee of Minimum Tonnage

Rates based on monthly or annual minimum tonnage requirements will apply only when carrier is furnished with a satisfactory guarantee that the minimum tonnage requirement will be shipped, or when the required tonnage has actually been transported.

CLASSIFICATION

ARTICLES	RATINGS:	ARTICLES	RATINGS
Acids, in glass	1 :	Bicycles, crated or boxed .	D1
In bbls. or metal containers	3 :	Billiard or Pool Tables KD.	1
Adding Machines, in boxes . . .	1 1/2 :	Blackboards, boxed or crated	3
Uncrated, OR	D1 :	loose	1
Adding Machine Stands	D1 :	Blocks, butcher	3
Advertising Matter, in boxes,	2 :	Boats, Min. Chge. 500 pounds	D1
bbls. or bcls.	2 :	Boiler Compound	3
Agricultural Implements SU . . .	1 1/2 :	Boiler Tubes	3
KD	2 :	Boilers, range	2
Alcohol	1 :	Bolts and Nuts, iron, NOS. . .	4
Aluminum Castings	2 :	Books, boxed	2
Ingots	3 :	Boots and Shoes	1 1/2
Aluminum Ware, nested or flat,	1 :	Boot and Shoe Findings	2
bbls. or boxes	2 :	Bottles, glass	3
Ammonia, in glass	3 :	Bottle Caps	3
In drums or cylinders.	3 :	Box Shooks, wooden	3
Ammunition	3 :	Boxes, paper, KD	2
Anchors NOS	3 :	SU	D1
Anchors, over 2000 pounds each	1 :	Bran, in sacks	3
Artists' Materials, NOS	1 :	Brass or Copper, in bcls.,	
Asbestos, cases	2 :	or crates	3
loose	1 1/2 :	Brass or Copper, bars or in-	
Asphaltum	4 :	gots	3
Athletic Goods	1 :	Brick, common, loose	2
Automobile Fenders	1 1/2 :	In bbls., boxes or crates.	4
Accessories and parts NOS. . .	2 :	Brooders or Incubators, SU .	1 1/2
Awning Frames or Fixtures, KD,	1 :	KD	2
bcls., boxes or bbls.	1 :	Broom Corn, in bales	1
Babbitt, Metal Bar, pig or	4 :	Broom Handles	2
slab	3 :	Brooms, in bcls	1
Bagging, and bags, old, NOS. . .	3 :	Brushes, boxed, NOS	1
Bamboo, poles.	1 :	Burial Cases	1
Barrels, beer	3 :	Burial Caskets or Coffins . . .	1 1/2
" wine	1 1/2 :	Burlap and Bags in Com-	
" other than wine and	2 :	pressed Bales	5
beer	D1 :	Butter, in cartons	3
Batteries, in cases	2 :	Cables, lead covered	3
" loose	1 :	Calendars	2
Battery Boxes	1 1/2 :	Cameras, boxed	1
Batting Cotton	1 :	Candy and Confectionery, NOS	3
Beans, Dried, NOS, in bags . . .	5 :	Candles	3
Beans, Dried, NOS, in mats . . .	4 :	Canned Goods: Viz.	
Beans, Tonka, Cocoa or vanilla	1 :	Fruit	4
Beaver Board, boxed or crated	3 :	Meat	3
" " loose	1 :	Milk	4
Beer, in cases or bbls.	3 :	Vegetables	4
empties, pkgs. returning	3 :	Cans, empty, NOS	1
Belting	3 :	Cans, Oil in crates	1 1/2
Beverages, non-alcoholic, NOS.	3 :	Milk in crates	1 1/2

Applicable at
SAN FRANCISCO

CLASSIFICATION

(Continued)

ARTICLES	RATINGS	ARTICLES	RATINGS
Canvas, cotton or duck	3	Cutlery, other than silver	
Caps, bottle or jar	3	or gold plated	2
Carbides	3	Cylinders, wrought iron or	
Carbon, arc light or battery	3	steel for compressed air	
Carpets	1	or gas, empty loose	3
Carpet lining, baled or boxed	2	Dates, dried	3
Carpet Sweepers, boxed or		Dessert Preparations (Ice	
crated	1	cream, Jelly, Pie or	
Carriages, baby, crated KD	1½	Fudding, dry)	2
SU	D1	Disinfectants	3
Go-carts, SU	1½	Dog Biscuits, in boxes or	
Crated, KD	1	sacks	3
Cash Registers, boxed	1	Doors, wooden, boxed or	
Castings, NOS	3	crated	2
Celluloid Goods	1	Screen	1
Cement, building	3	Steel rolling	2
Liquid	3	Loose	1
Cereals, Prepared, other than		Refrigerator	1
flaked	4	Drugs or Medicines, NOS	2
Cereals, Flaked, prepared	1	Dry Goods, NOS	1
Chain, Iron or Steel, in pack	3	Dry Plates or Films	1
" loose	2	Dyes, in boxes	2
Chalk	3	Egg Case Fillers, KD	2
Charcoal	2	Eggs, in cases	2
Cheese	3	Electric Appliances, NOS	2
Chemicals, NOS, in bbls. or		Electric Globes or Shades,	D1
boxes	3	Electric Light Fixtures	1
Chicory	3	Enamelware	2
Chocolate	3	Envelopes	2
Cigars and cigarettes	2	Excelsior, in bales	3
Clocks, NOS	1	Explosives, NOS	D1
Cloth and Clothing, NOS	1	Extracts, NOS	2
Coffee, roasted	3	Feathers, other than mil-	
" green	4	linery goods	D1
Cocoonut, dessicated	3	Feed, NOS	4
Collars, cloth, in cartons	1½	Fence material, iron or	
Conduits, iron or steel, bbls.	3	steel	3
Other than iron or steel	1	Fertilizers, NOS	4
Confectioners' Supplies NOS	2	Fire Escapes, SU	1½
Cooperage Stock, bbls. or		Fire Escapes, KD	3
crates	3	Fire Extinguishers	1
Copra	5	Fire Works, NOS	1
Cordage, NOS	3	Fish, fresh	2
Cork, boxes or bbls.	2	Fish, dried, salted, or	
Corn Husks	1½	smoked	3
Cotton, absorbent	1	Fixtures, Gas and Electric	1
" Compressed bales	3	Flags, NOS	1
" Corduroy, Drill, Duck,		Floss, compressed	3
Denim and Sheeting	3		
Crockery, NOS	2		
Curtain Poles or rods, boxed	3		

Applicable at
SAN FRANCISCO

CLASSIFICATION
(Continued)

ARTICLES	RATINGS :	ARTICLES	RATINGS
Flour, Cereal Products and Feed, in packages, in-haul	5	: Heaters, Electric, crated or boxed	1
Forms, display	D1	: NOS, crated or boxed	1
Frames, picture	1	: Hemp	3
Freezers, NOS	1	: Hides, Green	5
Fruits, Canned	4	: Dried	1
" Glazed	2	: Holloware, NOS	2
Fruit, dried	4	: Honey	3
Furnaces, house or heating, NOS	1	: Hops	2
Furniture Polish	3	: Horse Shoes	3
Furniture Stock	2	: Hose, NOS	2
		: " , Flexible or Metallic	1
		: Hydrants	1
Garden Tools, rakes, hoes, scoops, shovels	3	: Incubators, SU	D1
Gas in Cylinders, acetylene, carbonic, acide, hydrogen, oxygen and prestolite	3	: KD	2
Glasses, jelly	2	: Ink, in glass	2
		: in drums	3
		: Insect Powder, NOS	2
		: Insulators, glass and porcelain	3
Glass, plate	1	: Iron, pig	5
EX RAIL	EX WATER	: Iron and Steel, angle, cast, channel, plates, scrap, sheet or reinforcing	5
Rough Rolled 2	1	: Iron or Steel, Billets; forgings; cold rolled, spring and tool steel and welding rods	3
Window 2	2	: Precision Steel	2
Classware, cut	1 1/2	: Ironing Boards	1
" other than cut glass	1	: Jacks or Jackscrews, NOS	3
Demijohns, Carboys, in boxes or crates, NOS	1	: Jams and Jellies:	
Demijohns, loose	D1	In packages weighing less than 30 lbs. each	3
Gloves, NOS	1	In packages weighing over 30 lbs	4
Glucose	4	: Jute, in bags or bales, compressed	3
Glue, NOS	3		
" Liquid in bbls. or drums	4	: Kalsomine	3
Grain, whole	5	: Kapok	3
Granite, rough	4	: Kernels, Fruit	3
" cut	2		
Graphite, dry	3	: Labels	3
Grease, NOS	3	: Lacquered Ware	1
Gum, NOS	3	: Ladders, NOS	D1
		: Ladders, KD	1
Hair, in compressed bales	3	: Lamp Black	3
Hammocks, NOS	1		
Hangers, Garment, boxed, crated, bundles	2		
Hardware, NOS	3		
Hats, NOS	D1		
Hay, baled	3		
Heaters, Instantaneous, crated or boxed	1		

CLASSIFICATION
 (Continued)

ARTICLES	RATINGS	ARTICLES	RATINGS
Lamp Shades, cloth or paper	D1	Nails, NOS	4
Lamp Shades or Reflectors, iron or steel	1	Neckwear, in cartons	1
Lard or Lard Substitute	3	Nets and Netting, Wire	1
Lath Metal	2	Nitra	4
Lead, bar, block or ingot	4	Noodles	2
Sheet	3	Nut Meats	3
Leather, Belting	3	Nuts, Edible, in shell	3
Leather Goods, NOS	1	Nuts, Edible, shelled in bags or boxes	4
Leather, Rough Sole	3	Nuts, Iron and Steel	4
Life Preservers	D1		
Lighting Fixtures or Parts	1	Oakum, in bales	2
Lights, Sidewalk or Vault	3	Oars, bcls or crates	2
Lime	5	Ochre	4
Lime, Chloride of	4	Oil, cake	5
Linoleum	3	Oil, cooking	3
Liquors:		Oil, lubricating	3
Domestic, shipping or inhaul	3	Oil, olive	3
Imported, shipping or inhaul	2	Olives, NOS, in bbls	4
Lockers, Steel, SU	1 1/2	Olives, in glass	3
" " KD, BXD or CTD	3	In packages weighing less than 30 lbs. each	3
Loose	1	In packages weighing over 30 lbs	4
Lye	4	Optical goods	1 1/2
		Ore, sacked or boxed	5
Macaroni or Spaghetti	2	Ovens, Sheet metal	D1
Machinery, crtd. or skidded	1 1/2		
Magazines and Periodicals	3	Pads, Sanitary, Diapers or Napkins	1
Marble Blocks	4	Paint	4
Slabs, uncrated	2	Paper, in cases, rolls or bundles, or skids, NOS	3
Slabs, crated	3	Blue Print	3
Matches	2	Carbon	1
Mats, door	1	News, Jumbo rolls	5
Meal, Bone, Fish, Blood	5	News, NOS and waste	4
Meats, Canned	3	Papeteries, boxed	1
Meters, boxed	2	Parchment	3
Milk, Condensed or Evaporated	4	Patterns	2
Millinery	D1	Pie Plates	2
Mineral Water	3	Roofing or Building	3
Molasses	3	Tablets	3
Moss, NOS	1	Toilet	2
Motorcycles	1 1/2	Wall	1
Mucilage, boxed	3		
Mustard:			
In packages weighing less than 30 lbs. each	3		
In packages weighing over 30 lbs	4		

applicable at
SAN FRANCISCO

CLASSIFICATION
(Continued)

ARTICLES	RATINGS	ARTICLES	RATINGS
Paste, NOS, in boxes.	2	Pulleys, Iron or Wood.	2
In drums.	3	Pumice.	2
Peppers, dried, sacked or baled.	3	Pumps, NOS.	1
Photographers Materials.	1	Putty.	4
Pickles, in bbls.	4	Radiators, Hot water or steam.	3
Pickles, in glass or tins: In packages weighing less than 30 lbs.	3	Rags, NOS.	2
In packages over 30 lbs.	4	Rags, in bales machine com- pressed.	5
Pillows, NOS.	D1	Rails, iron or steel.	3
Pins, wire.	2	Rattan, in bales.	1
Pipe, wrought iron, cast iron, and steel and fit- tings.	4	Refrigerators, boxed or crated Loose.	D1
Soil pipe & fittings.	3	Rice, in mats.	4
Stove pipe & Elbows, nested.	3	In sacks.	5
Stove pipe & Elbows not nested.	D1	Rivets, Iron.	4
Pitch.	4	Rope.	3
Plaster, in sacks or bbls.	5	Rosin.	4
Plumbago.	4	Rubber, crude.	3
Plumbers' Goods:		Scrap, NOS.	2
Bath tubs, crated.	2	Goods, NOS.	1
Range Boilers.	2	Rugs, domestic, woolen.	1
Closets or Toilets, crated.	2	Foreign, Woolen.	1 1/2
Laundry tubs, crated.	2	Safes and Safe Parts.	2
Sinks, crated.	2	Salt peter.	4
Urinals, crated.	2	Salt, in sacks.	5
Water closet bowls, crated.	2	Salsoda.	4
Basins, crated.	2	Sand Paper.	2
Plumbers' Goods, NOS, crated.	2	Sand, in sacks.	5
Polish, stove or shoe.	2	Sash, Steel.	1
Pop Corn.	4	Sash Weights.	4
Potash.	4	Sausage Casings.	3
Pottery, China.	1	Saws.	1
Earthenware, Common, bx.. or crt.	2	Scales, KD, boxed.	2
Foultry, Dressed, inhaul.	3	SU.	1 1/2
City Deliveries.	1	Scouring Compound.	3
Printed Matter, NOS.	2	Screens, Windows.	2
Printers' Furniture, NOS, SU.	D1	Seeds, in sacks.	5
Printers' Furniture, NOS, KD.	2	In boxes.	3
Printers' Rollers, Boxed.	1	Sewing Machines or Parts, boxed.	1
Printers' Rollers, Loose.	D1	Shades, Cloth or Roller, NOS.	2
		Shade Cloth.	3
		Shells, sacked.	3
		Shingles, wood in bundles.	2
		Shingles, Asbestos or Paper.	2
		Ship Chandlery, NOS.	2
		Shirts, in cartons.	1 1/2

Applicable at
SAN FRANCISCO

CLASSIFICATION
(Continued)

ARTICLES	RATINGS	ARTICLES	RATINGS
Shoddy, compressed bales	3	Tea	2
In bags	2	Tents, Avnings and Fixtures, KD	1
Shoes	1½	Terra Cotta, crated	2
Silica	4	Loose	1
Sisal, in bales	2	Thread	1
Slate, boxed	2	Ties, Railroad	3
Loose	1	Tile, Hollow, Building, loose Bbls., boxes or crates	1 3
Soap or Soap Powder	3	Tinware, crated, NOS	1
Soap Chips	3	Nested	2
Soda, Caustic	4	Tin, in pigs	4
Soda Fountain Supplies or Parts, boxed, KD	1	Tin Plate	4
Solder	4	Tires, pneumatic	1½
Spices, NOS	2	Solid	2
Spikes	4	Tobacco, in Casks	3
Split Peas	5	In cases or cartons	2
Sponges, in Bales	D1	Toilet Articles or Prepara- tions, NOS	1
Sporting Goods NOS	1	Tools, garden, shovels, rake, hoes, etc.	3 3
Springs, in bales or bundles	2	Toys and Games, NOS	1½
Springs, in boxes	3	Toys, iron and steel	1
Auto and Wagon	3	Trees, Christmas	1
Sprinklers, boxed or crated	2	Trucks, hand	1
Starch, NOS	3	Truck, Platforms	1
Stationery, NOS	2	Trunks, new	1½
Stove Castings or Parts, loose or boxed	2	Tubes, Boiler	3
Stoves, Range Coal, crated	1	Tubing, brass, bronze or cop- per in bdl., crates or boxes	2 2
Electric or Gas, crated	1	Turpentine	4
Oil or Gasoline, crated	1½	Twine, NOS	3
Stoves, Gasoline camp, KD	1½	Type, in boxes	2
Sugar, NOS	5	Typewriters, boxed	1½
Suit Cases and Hand Bags, boxed, new	1½	Umbrellas, boxed	1
Loose	D1	Vacuum Cleaners	1
Sulphur	4	Valves	2
Surgical Dressings	1	Varnish	3
Surveying Instruments	1	Vegetables, Canned	4
Sweeping Compound	3	Vinegar: In packages weighing less than 30 lbs.	3
Syrup	3	In packages weighing over 30 lbs.	4
Table Sauces: In packages under 30 lbs. each	3	Wadding	1
In packages over 30 lbs. each	4		
Talc	3		
Tallow	4		
Tar Products, NOS	4		

CITY CARRIERS' TARIFF NO.1
 Applicable at
 SAN FRANCISCO

ORIGINAL PAGE 17

CLASSIFICATION
 (Concluded)

ARTICLES	RATINGS	ARTICLES	RATINGS
Tall board, crated	3	Wire	
Loose	1	Fencing, in bcls.	3
Washing Machines, SU, crated	1	Mesh	3
Waste, NOS	3	Steel.	3
Wax, NOS	3	Wooden Clothes Pins, Tooth-	
Floor	2	picks, Dishes.	2
Wheelbarrows, SU	1	Wooden Ware, NOS.	1 $\frac{1}{2}$
Wheel Goods, SU.	D1	Wool, in bales, compressed.	4
Wheel Goods, KD.	1	Scoured or combed, in	
White Lead	4	bales:	2
Wind Mills	1	In grease.	3
Wine, in barrels	3	Yeast	2
In puncheons.	4	Zinc, Sheet	4
Wire, Cloth.	3		
Copper, in coils.	3		

EXCEPTIONS TO CLASSIFICATION

Ratings based on Minimum Tonnage Requirements and Specified Types of Service

<u>Item No.</u>	<u>Articles</u>	<u>Ratings</u>
5	Commodities transported for Lairies and Dairy Products Companies in quantities of not less than 400 tons per calendar month when hauled by one carrier for one shipper or consignee, subject to note	5
	NOTE: (a) Will not apply to shipments of milk, cream, cottage cheese and other liquid dairy products ordinarily shipped in milk shipping cans.	
	(b) Where a consignee receives a number of shipments consigned direct to him and picked up at one place at one time, the rate shall be assessed on the aggregate weight.	
10	Commodities transported for Drug and Chemical houses in quantities of not less than 400 tons per calendar month when hauled by one carrier for one shipper or consignee, subject to note	3
	NOTE: Will not apply on sanitary pads, napkins and diapers.	
15	Lath, Metal, minimum weight 40,000 pounds per shipment	5
20	Rice and Rice Mill Products, lots of less than 20,000 pounds	5
	*Commodity rate applies on lots of 20,000 pounds or over. See Item No.105	
25	Steamship transfer, (see Rule No75(g))	
	Bullion	3
	Heavy Lifts	1
	Silk, raw, in bales	3
	Freight not otherwise specified in this item	5
30	Commodities transported for Wholesale Grocery Houses in quantities of not less than 400 tons per calendar month when hauled by one carrier for one shipper or consignee	5

Item 35

CLASS RATES
 (See Note)
 SCALE 1

BETWEEN POINTS IN SAME ZONE

WEIGHT IN POUNDS

Except as otherwise provided rates are in dollars and cents per unit of weight as shown.

	C L A S S				
	1	2	3	4	5
100 and under	.50	.40	.25	.20	.25
over 100 to 200	.65	.50	.40	.35	.25
" 200 to 250	.80	.65	.50	.40	.30
" 250 to 500	1.00	.80	.60	.50	.40
" 500 to 750	1.50	1.10	.90	.75	.60
" 750 to 1000	1.75	1.40	1.05	.90	.70
" 1000 to 1250	2.00	1.60	1.20	1.00	.80
" 1250 to 1500	2.25	1.80	1.35	1.15	.90
" 1500 to 1750	2.75	2.20	1.65	1.40	1.10
" 1750 to 2000	3.25	2.60	1.95	1.65	1.30
" 2000 to 2500	3.75	3.00	2.25	1.90	1.50
" 2500 to 3000	4.25	3.40	2.55	2.15	1.70
" 3000 to 3500	4.75	3.80	2.85	2.40	1.90
" 3500 to 4000	5.25	4.20	3.15	2.65	2.10
" 4000 to 4500	5.75	4.60	3.45	2.90	2.30
" 4500 to 5000	6.25	5.00	3.75	3.15	2.50
" 5000 to 5500	6.75	5.40	4.05	3.40	2.70
" 5500 to 6000	7.50	6.00	4.50	3.75	3.00
" 6000					
in cents per 100 pounds	12½	10	7½	6½	5

NOTE: These rates do not apply to shipments on which commodity rates are provided on pages 22 to 24 inclusive.

Item 40

CLASS RATES
 (See Note)

SCALE 2

BETWEEN POINTS IN ZONE 1
 AND POINTS IN ZONE 2 AND BETWEEN POINTS
 IN ZONE 3 AND POINTS IN ZONE 3

WEIGHT IN POUNDS

Except as otherwise pro-
 vided rates are in dol-
 lars and cents per unit
 of weight as shown.

	C L A S S				
	1	2	3	4	5
100 and under	.60	.50	.35	.30	.25
Over 100 to 200	.80	.65	.50	.40	.30
" 200 to 350	.95	.75	.55	.47	.40
" 350 to 500	1.20	.95	.70	.60	.50
" 500 to 750	1.80	1.45	1.10	.90	.70
" 750 to 1000	2.10	1.70	1.35	1.05	.85
" 1000 to 1250	2.40	1.90	1.45	1.20	.95
" 1250 to 1500	2.70	2.15	1.60	1.35	1.10
" 1500 to 1750	3.30	2.65	2.00	1.65	1.30
" 1750 to 2000	3.90	3.10	2.35	1.95	1.55
" 2000 to 2500	4.50	3.60	2.70	2.25	1.80
" 2500 to 3000	5.10	4.10	3.05	2.55	2.05
" 3000 to 3500	5.70	4.55	3.40	2.85	2.30
" 3500 to 4000	6.30	5.05	3.80	3.15	2.50
" 4000 to 4500	6.90	5.50	4.15	3.45	2.75
" 4500 to 5000	7.50	6.00	4.50	3.75	3.00
" 5000 to 5500	8.10	6.50	4.85	4.05	3.25
" 5500 to 6000	9.00	7.20	5.40	4.50	3.60
" 6000					
in cents per 100 pounds	15	12	9	7½	6

NOTE: These rates do not apply to shipments on which commodity rates are provided on pages 22 to 24 inclusive.

Item 45

CLASS RATES
 (See Note)

SCALE 3

BETWEEN POINTS IN ZONE 1
 AND POINTS IN ZONE 3

WEIGHT IN POUNDS

Except as otherwise provided rates are in dollars and cents per unit of weight as shown.

	C L A S S				
	1	2	3	4	5
100 and under	.65	.50	.40	.25	.25
Over 100 to 200	.85	.70	.50	.45	.35
" 200 to 350	1.05	.85	.65	.55	.40
" 350 to 500	1.20	1.05	.80	.65	.50
" 500 to 750	1.95	1.55	1.15	1.00	.80
" 750 to 1000	2.30	1.85	1.40	1.15	.90
" 1000 to 1250	2.60	1.55	1.55	1.30	1.05
" 1250 to 1500	2.95	2.35	1.75	1.50	1.20
" 1500 to 1750	3.60	2.90	2.15	1.80	1.45
" 1750 to 2000	4.25	3.40	2.55	2.15	1.70
" 2000 to 2500	4.90	3.90	2.95	2.45	1.95
" 2500 to 3000	5.55	4.40	3.25	2.80	2.20
" 3000 to 3500	6.20	4.95	3.70	3.10	2.50
" 3500 to 4000	6.85	5.50	4.10	3.45	2.75
" 4000 to 4500	7.50	6.00	4.50	3.75	3.00
" 4500 to 5000	8.15	6.50	4.90	4.10	3.25
" 5000 to 5500	8.80	7.05	5.30	4.40	3.50
" 5500 to 6000	9.60	7.80	5.70	4.80	3.90
" 6000					
in cents per 100 pounds	16	12	9½	8	6½

NOTE: These rates do not apply to shipments on which commodity rates are provided on pages 22 to 24 inclusive.

COMMODITY RATES

The following commodity rates will apply only where tonnage shown is hauled by one carrier, for one shipper or consignee.

<u>Item No.</u>	<u>Commodities</u>		
55	Commodities transported for Bagging Houses, in quantities averaging*750 tons or more per calendar month:		
	Inhaul . . . . .	\$	.80 per ton
	Outhaul. . . . .	\$	.05 per 100 lbs.
	Minimum charge . . . . .	\$	.35 per shipment
60	Commodities transported for Chain and Retail Department stores, in quantities of not less than 600 tons per calendar year, subject to Note. . . . .	\$	.15 per 100 lbs
	Minimum charge . . . . .	\$	.50 per shipment
	Note: Where a consignee receives a number of shipments consigned direct to him and picked up at one place at one time, the rate shall be assessed on the aggregate weight.		
65	Coffee, green, in quantities averaging* 1000 tons or more per calendar month.	\$	# .75 per ton
70	Flour in quantities of not less than 750 tons per calendar month.	\$	# .70 per ton
	Pick-ups and city deliveries, subject to Note. . . . .	\$	.08½ per 100 lbs
	Minimum charge. . . . .	\$	.35 per shipment
	Note: Each pick-up to be a separate minimum. Not subject to Rule 5 (b)		
75	Flour, Cereal Products and Feed, in packages; shipping, pick-ups and city deliveries, subject to Note		
	1 to 600 lbs.	\$	.75 per shipment
	601 to 1000 lbs.	\$	1.25 per shipment
	1001 to 2000 lbs.	\$	2.00 per shipment
	2001 to 9999 lbs.	\$	.10 per 100 lbs
	Over 10000 lbs	\$	.08 3/4 per 100 lbs.
	Note: Each pick-up to be a separate minimum. Not subject to Rule 5 (b)		

Inhaul only.

* Tonnage is to be averaged over 12 calendar months commencing with the month in which the property is first transported.

COMMODITY RATES
 (continued)

ITEM NO.	Commodities		
80	Lift vans containing Bakery Goods, subject to minimum weight of 24,000 lbs.....	\$	.08½ per 100 lbs.
85	Milk, cream, cottage cheese, and other liquid dairy products ordinarily shipped in milk shipping cans. (See Note)		
	Any quantity.....	\$	.05 per can
	Minimum charge.....	\$	.25 per shipment
	In quantities of 1000 cans per calendar month delivered to one consignee at one address by one carrier.....	\$	.04 per can
	Minimum charge.....	\$	.25 per shipment
	Note: Rates on liquid dairy products include free return of empty cans.		
90	Newsprint Paper, in rolls, in quantities averaging* 750 tons or more per calendar month.....	\$	# .75 per ton
95	Parcel-City Delivery (wholesale)		
	Packages 1 to 40 pounds.....	\$	.20 per package
	Each additional 40 pounds or fraction thereof.....	\$	.20 per 100 lbs.
	Collection and return of C.O.D.'s up to \$50.00.....	\$	.10 per shipment
	over \$50.00.....	\$	½ of 1%
100	Poultry, live, inhaul.....	\$	.25 per coop
	City Deliveries.....	\$	.35 " "
	Minimum charge.....	\$	.50 per shipment
105	Rice and Rice Mill Products, In lots of 20,000 lbs. or more ^x.....	\$	.85 per ton
	^x See Exceptions to Classification, Item No. 20 for rates on lots of less than 20,000 pounds.		
110	Refrigerators, city delivery		
	6 cubic feet or less capacity,	\$	3.00 each
	Over 6 cubic feet	\$	4.00 each

Inhaul only.

* Tonnage is to be averaged over 12 calendar months commencing
with the month in which the property is first transported.

COMMODITY RATES
 (Continued)

<u>ITEM NO.</u>	<u>Commodities</u>	
115	Sugar in quantities of 500 tons per calendar month, Zone 1.....	\$.80 per ton
	Minimum charge	\$.50 per shipment
	Sugar in quantities of 500 tons or more destined to one dock, to be forwarded on one steamer.....	\$.60 per ton
120	Commodities transported for Whole- sale Department Stores, Mail Order and Wholesale Dry Goods Houses in quantities of not less than 3,500 tons per calendar year, subject to note.....	# \$.10 per 100 lbs.
	Minimum charge	\$.50 per shipment

NOTE: Where a consignee receives a number of shipments
 consigned direct to him and picked up at one
 place at one time, the rate shall be assessed
 on the aggregate weight.

125 Commodities transported for Wholesale
 Grocery Houses, in quantities of not
 less than 1,000 tons per calendar month:

City Deliveries

	250 lbs. or less	\$.25 per shipment
Over	250 to and incl. 1800 lbs.	\$.10 per 100 lbs.
Over	1800 to and incl. 2000 lbs.	\$ 1.80 per shipment
Over	2000 to and incl. 5000 lbs.	\$.09 per 100 lbs.
Over	5000 to and incl. 6000 lbs.	\$ 4.50 per shipment
Over	6000	\$.07 $\frac{1}{2}$ per 100 lbs.

Shipping

	100 lbs. or less	\$.25 per shipment
Over	100 to and incl. 400 lbs.	\$.30 per shipment
Over	400 to and incl. 1000 lbs.	\$.50 per shipment
Over	1000 to and incl. 1500 lbs.	\$.75 per shipment
Over	1500 to and incl. 2000 lbs.	\$.85 per shipment
Over	2000 lbs.	\$.04 $\frac{1}{2}$ per 100 lbs.

Inhaul

	500 lbs. or less	\$.40 per shipment
Over	500 to and incl. 1200 lbs.	\$.60 per shipment
	1200 to and incl. 2000 lbs.	\$.80 per shipment
Over	2000 lbs.	\$.04 per 100 lbs.

Inhaul only.

Item 130 RATES FOR TRANSPORTATION ON MONTHLY
 TRUCK UNIT BASIS

(Including Driver and all other operating expenses)
 See Note.

Rates: in cents
 per mile for
 Distances in ex-
 cess of 50 miles
 per day.

(To be added to
 charge per month)

<u>Capacity</u>	<u>Limited to 50 miles per day.</u>	
Not over 2500 pounds.....	\$260.00	5
Over 2500 pounds and not over 4500 lbs..	\$300.00	7
Over 4500 " " " " 6500 " ..	\$335.00	9
Over 6500 " " " " 8500 " ..	\$370.00	13
Over 8500 " " " " 10500 "...	\$385.00	17
Over 10500 " " " " 15500 " ..	\$400.00	20
15500 and over.....	\$425.00	23

NOTE: Rates named in this item apply during
 regular working hours. See Rule 35.

Subject to Rule 50 when labor in addition
 to the driver is required.

CITY CARRIERS TARIFF NO. 1
APPLICABLE AT
SAN FRANCISCO

ZONES

SCALE IN MILES

