

Decision No. 41707

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Establishment)
of rates, rules, classifications)
and regulations for the transporta-) Case No. 4084
tion of property within the City)
and County of San Francisco.)

Appearances

(A list of appearances is
contained in Appendix "A" hereof)

SUPPLEMENTAL OPINION

Draymen's Association of San Francisco seeks an increase in the minimum rates and charges established in this proceeding for the transportation of property within San Francisco. Drug Shippers Association, Inc., seeks readjustment of the percentage relationships between the minimum class rates for the transportation of property within San Francisco.

Public hearings of these matters were had at San Francisco on April 30 and May 3, 1948, before Examiner Jacopi.

The level of the minimum rates and charges in question was last considered in Decision No. 41234 of February 17, 1948, when a 3½ per cent interim increase therein was granted. It was authorized pending further study of the full effect upon the carriers' financial position of advances in wages, insurance and State motor vehicle license and weight fees. The 18½ per cent increase now sought includes and would supersede the interim adjustment.

In support of the proposed increase, the secretary-manager of the Draymen's Association testified that the carriers are now

faced with further advances in operating expenses in addition to those involved in the interim adjustment. Under labor agreements negotiated in April, he said, wages would be increased \$1.00 per day effective on June 1, 1948 for mechanics, and on June 29, 1948 for drivers, helpers and checkers. For the latter group, the agreement also provides for two additional paid holidays. The witness said that related adjustments would also have to be made in the wages of clerical and other nonoperating forces. He alleged that, as a result of constantly increasing operating costs, the carriers now find themselves in the most unfavorable financial position in their history, and that the increase sought was necessary to assure maintenance of unimpaired service to the public.

A public accountant retained by petitioner submitted studies of the revenues and expenses of 31 carriers for the year 1947 and for each quarter thereof. He asserted that warehouse revenues and expenses had been excluded from the operating results shown in his studies. They disclose that the aggregate revenues and expenses for 1947 amounted to \$7,250,654 and \$7,290,480, respectively; that the net loss without provision for income taxes amounted to \$39,826; and that the operating ratio was 100.92. Based on his studies of 1947 operations, the accountant determined that the wage and other increases faced by the carriers since January 1, 1948 would increase their aggregate expenses by \$337,599. This amount he said, does not include the wage increase for mechanics effective June 1, 1948 because the data could not be prepared in time for the hearing. Upon adjustment of the expenses accordingly, the accountant developed the following estimated 1948 operating results for the 31 carriers:

	<u>Amount</u>	<u>Operating Ratio</u>
Revenues	\$7,250,654	
Expenses	7,628,079	
Net Income (Loss):		
Before Income Taxes (377,425)	105.21
After Income Taxes (391,786)	105.40

The 1948 operating results thus developed show that 18 carriers would have operating ratios before provision for income taxes ranging from 103.28 to 112.42; 6 carriers from 95.42 to 99.07; and 7 carriers from 85.74 to 95.08. The latter group, according to the accountant, comprises small carriers from a revenue standpoint whose operations are confined to the more favorable traffic.

The accountant calculated that an increase of 18.33 per cent in the minimum rates and charges would be necessary to offset the aforesaid increases in operating expenses and to return to the carriers as a group a profit of 7½ per cent after provision for income taxes. On this basis, he developed the following estimated aggregate operating results for 1948:

	<u>Amount</u>	<u>Operating Ratio</u>
Revenues	\$8,579,699	
Expenses	7,628,079	
Net Income:		
Before Income Taxes	951,620	88.91
After Income Taxes	640,757	92.53

The accountant submitted studies showing that 8 of the 31 carriers in question earned 70.31 per cent of the 1947 revenue shown for the group. The eight carriers' individual revenues ranged from \$257,000 to \$1,952,000. The studies show that they suffered an

aggregate loss of \$127,866 in 1947 after provision for income taxes and that the operating ratio was 102.50. After adjustment for the increased costs, the accountant developed an aggregate loss for 1948 of \$370,400 after provision for income taxes, and an operating ratio of 107.25. He calculated that an increase of 21.12 per cent in minimum rates would be necessary to offset increased costs and provide such carriers with a profit of $7\frac{1}{2}$ per cent after provision for income taxes. On this basis, the over-all operating ratio would be 92.85 after taxes.

According to the accountant, the poor financial condition of the carriers is due to a steady decrease in the volume of traffic accompanied by increases in operating costs with which rate adjustments have not kept pace. He submitted studies showing that during the period June 1, 1946 to December 31, 1947 revenues decreased 5.73 per cent while operating expenses increased 6.09 per cent. The accountant calculated that since June 1, 1946 the minimum rate structure has failed by 13.73 per cent or \$1,326,847 to cover all operating expenses and a reasonable return. His calculations were based upon an operating ratio of 92.5 after provision for income taxes. It was pointed out that the deficiencies claimed by the witness cannot be recovered by the carriers.

A commission engineer introduced an exhibit showing the revenues and expenses of 26 carriers for the year 1947. Except for small salary adjustments for individuals or partnerships, he said, the figures were taken from the carriers' records and include revenues and expenses for services other than transportation. He said that segregation of revenues and expenses for the various services are not maintained by the carriers. For the year 1947, the

aggregate revenues were \$6,638,442 and the aggregate expenses were \$6,577,472, leaving a net revenue of \$60,970 before provision for income taxes. The operating ratio was 99.1. The engineer also showed the revenues and expenses of 21 carriers for the period October 1, 1947 to February 29, 1948 expanded to twelve months. On this basis, aggregate revenues and expenses were \$6,516,215 and \$6,326,893, respectively, leaving a net revenue of \$189,322 before provision for income taxes. The operating ratio would be 97.1. These operating results, however, do not include the effect of the June, 1948 wage increases.

The president of Overland Freight Transfer Company, one of the eight largest carriers, testified relative to his company's financial position. He submitted exhibits showing that the company suffered losses of \$113,114 in 1946 and \$64,666 in 1947. To meet these losses and continue operations, the witness asserted, the company liquidated virtually all investments in securities, real estate and war bonds aggregating some \$251,000 which had been accumulated over a period of many years. He introduced an exhibit showing that \$210,000 of the investments were accumulated prior to 1942. The remainder of \$41,000 represented war bonds purchased between 1942 and 1944. The exhibit discloses that about half the investments were liquidated during 1946 and that all but \$14,000 of the other half were disposed of during 1943 and 1945.

The president testified that the company had effected substantial economies since June, 1946. According to his testimony, no salaries have been paid to the president, chairman of the board, and other top executives since July, 1946; loans from the two principal stockholders carried no interest since June, 1946; and an employee health, accident and life insurance program maintained at company expense since 1920 had been discontinued. He explained in detail

other operating economies which had been effected. The witness also testified that 67 old units of equipment were replaced in the interest of improving efficiency and reducing the cost of operation. He was unable to indicate what portion of the liquidated investments was used for the purchase of the new equipment. According to the president's calculations, an increase of 23.5 per cent in minimum rates and charges would be necessary to offset increased costs experienced since January 1, 1942, and to return to his company a profit of 7½ per cent after provision for income taxes.

Golden State Company, Ltd., and Rosenberg Brothers and Company objected to the proposed increase. A witness for the former urged that no change be made in the existing minimum rates. He said that this would leave carriers and shippers free to adjust the rates charged to their mutual satisfaction. Assertedly, his company had dealt with its drayman in this fashion since March, 1936, and the rates charged had been adjusted from time to time to reflect increases in operating costs. During that period, the witness said, the drayman had continuously been paid rates higher than those established as minimum in order to maintain the service on a compensatory basis. A witness for Rosenberg Brothers and Company likewise urged that no change be made in the minimum rates. He felt that the individual rates should be reviewed by the carriers to determine whether or not they are deficient and adjustments made accordingly. Both witnesses conceded that their companies had no objection to increases found necessary to permit the carriers to earn a reasonable profit.

The traffic manager of the San Francisco Chamber of Commerce stated that he had been instructed by the Board of Directors to inform the Commission that the Chamber had no objection to increases in rates that would return costs plus a reasonable profit to efficiently operated carriers, provided the increases are justified by the carriers.

The record shows that higher minimum rates are necessary to offset increased expenses experienced since January 1, 1948. It does not appear, however, that an increase as great as the 18½ per cent sought is justified on this record.

The over-all operating ratio of 92.5 after provision for income taxes used by petitioner in determining the required increase in rates does not appear to be justified. Assortedly, it was used to provide a profit of 7½ per cent based on gross revenue which the carriers considered appropriate for their operations. The profit factor shown above is substantial. Moreover, the operating results for the year 1947 do not afford a sound basis for the estimates of 1948 revenues and expenses developed by petitioner. The beneficial effect of the 10 per cent increase in rates effective September 15, 1947 is reflected only in the last quarter of the year. Petitioner was unable to adjust the showing for the year because drayage revenues were not separated in the carriers' records from other transportation revenue. The revenues and expenses shown, also, require adjustment by eliminating certain interest payments from operating expenses and by eliminating the operating results of carriers engaged in transportation of lumber and forest products under commodity rates on which no increase is proposed.¹

Careful consideration of all of the evidence of record indicates that an increase of 11 per cent would give reasonable recognition to the carriers' revenue needs. The increase will be authorized except on commodity rates on lumber and forest products in Item No. 580 series of City Carriers' Tariff No. 1-A and on "Wholesale Parcel Delivery" rates established in Item No. 425 series of the tariff by Decision No. 41488 of April 20, 1948, in this proceeding. The parcel rates are again to be considered at a rehearing scheduled pursuant to a petition filed by the Draymen's Association. Under the circumstances, increase of such rates will not be authorized herein.

¹ Petitioner's request for increase of such rates was withdrawn during the course of the hearings for the reason that they were based on separate costs obtaining for Ross lumber vehicles or "straddle" trucks.

Upon consideration of all the facts and circumstances of record, we are of the opinion and hereby find that an increase of 11 per cent in the minimum rates and charges established in this proceeding has been justified except to the extent hereinabove indicated. The existing interim increase of $3\frac{1}{2}$ per cent will be cancelled and the increase authorized herein will be substituted therefor on a permanent basis.

We turn now to the proposal of the Drug Shippers Association. It seeks to have the percentage relationships between the class rates established for San Francisco drayage service readjusted in conformity with those established in the East Bay, Los Angeles and San Diego drayage areas. A witness for the Association submitted exhibits comparing the spread between the class rates established in each of the four drayage areas. They show that the spread employed for the San Francisco rates is considerably wider than those for the other drayage areas. The witness contended that the wider spread in the San Francisco rates unduly favors third and fourth class traffic against first and second class traffic. He said that his Association does not have access to the carriers' records to develop the prevailing mixture of class rate traffic, and he strongly urged the Commission to undertake the study. Shipper interests participated in cross-examination but did not offer any evidence at this time.

The spread employed for the San Francisco drayage class rates was based on the traffic mixture prevailing when the rates were first established. Counsel for the Draymen's Association conceded that the class rate spread might be improper under present conditions and he stated that the draymen have undertaken a study of the matter. There is no evidence now of record from which to determine what, if any, changes should be made. The Draymen's Association

will be expected to pursue the study it is making. At the present time the Commission's staff is conducting certain traffic studies in connection with line-haul transportation. As soon as adequate information is developed by the Draymen's Association, the matter should again be brought to the Commission's attention.

O R D E R

Based upon the evidence of record and upon the conclusions and findings set forth in the preceding opinion,

IT IS HEREBY ORDERED that Decision No. 41363, as amended, in the above entitled proceeding, be and it is hereby further amended by substituting in City Carriers' Tariff No. 1-A (Appendix "A" of said Decision No. 41363, as amended), to become effective July 6, 1948, the revised pages attached hereto and by this reference made a part hereof, which pages are numbered as follows:

First Revised Page 11	cancels	Original Page 11
First Revised Page 16	cancels	Original Page 16
First Revised Page 17	cancels	Original Page 17
First Revised Page 18	cancels	Original Page 18
First Revised Page 19	cancels	Original Page 19
First Revised Page 20	cancels	Original Page 20
First Revised Page 21	cancels	Original Page 21
First Revised Page 23	cancels	Original Page 23
First Revised Page 24	cancels	Original Page 24
First Revised Page 36	cancels	Original Page 36
First Revised Page 38	cancels	Original Page 38
First Revised Page 39	cancels	Original Page 39
Second Revised Page 40	cancels	First Revised Page 40
First Revised Page 41	cancels	Original Page 41
First Revised Page 42	cancels	Original Page 42
First Revised Page 43	cancels	Original Page 43
First Revised Page 45	cancels	Original Page 45
First Revised Page 46	cancels	Original Page 46
First Revised Page 50	cancels	Original Page 50
First Revised Page 51	cancels	Original Page 51
First Revised Page 52	cancels	Original Page 52
First Revised Page 53	cancels	Original Page 53

IT IS HEREBY FURTHER ORDERED that, except to the extent provided for in the preceding ordering paragraph, the petition filed by Draymen's Association of San Francisco on March 12, 1948, be and it is hereby denied.

In all other respects the aforesaid Decision No. 41363, as amended, shall remain in full force and effect.

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

Dated at Los Angeles, California, this 15th day of June, 1948.

R. Z. Indravan
Justus F. Calvins
Harold P. Kula
Herbert J. Potter
Commissioners

APPENDIX "A"

List of Appearances

Berol & Handler by Edward M. Berol, and Russell Bevans,
for Draymen's Association of San Francisco.
Frank Loughran and William Larrimore, for California State
Brewers Institute and Acme Breweries.
Milton O'Donnell, for Johnson & Johnson and Drug Shippers
Association.
K. P. Thorpe, for Rexall Drug Company and Drug Shippers
Association.
J. B. Costello and N. R. Moon, for General Mills, Inc.
C. J. Reedy, for California Packing Corporation.
J. W. Huff and R. F. Walker, for Spreckels Sugar Co. and
Western Sugar Refinery.
M. R. Wimmer, for Wyeth, Inc.
N. E. Sarratt, for Whitehall Pharmaceutical Co.
E. R. Chapman, for Golden State Co., Ltd.
P. H. Butler, for Rexall Drug Co.
W. N. Casselman, for Colgate-Palmolive-Peet Co.
C. R. Church, for Weinstein Co.
A. T. Eche, for F. W. Woolworth Co.
F. J. Lambert, for Western Traffic Conference
George A. Patton, for Haslett Warehouse Co.
James B. Mahoney, for San Francisco Warehouse Co.
A. W. Savage, for Dodd Warehouses.
W. F. Telken, for Seagram Corporation.
J. A. O'Connell, for Rosenberg Bros. & Co.
Noble Vohon, for Emerson Drug Co.
A. F. Schumacher, for Owens-Illinois Glass Co.
Clifford Hulpgren, for Bayer Co.; R. L. Watkins Co.,
Charles H. Phillips Co., Centaur-Caldwell Co., and
Sterling Products Co.
C. W. Nickerson, for Bristol Meyers Co.
Fred A. Masterman, for Mead Johnson & Co.
Walter A. Rohde, for San Francisco Chamber of Commerce.
Frank S. Reed, E. L. Carley, H. E. Harris, Joseph Robertson,
Edward P. White, C. L. Tilden, Jr., George D. Hart,
F. C. Balbo, F. A. Mosebach, Carl Kreepls, Lee Hunt,
Mary DeMattei, G. M. Carroll, C. DeMattei, Frank Nolan,
L. E. Spence, W. H. Schroeder, C. Thompson,
Samuel Wehrle, A. J. Gioardo, Jim Maloney, G. A. Hutcherson,
R. E. Ellis, M. N. Ballinger, Dan Gallagher, J. A. Clarke, Jr.
for various respondent carriers.
T. H. Losee, for Coffin Redington Co.

First Revised Page.....11
Cancels
Original Page.....11

CITY CARRIERS' TARIFF NO. 1-A

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION
*1-A Cancels 1	APPLICATION OF SURCHARGE - Cancelled
* Change, Decision No. 41707	
EFFECTIVE July 6, 1948.	
Issued by The Public Utilities Commission of the State of California, San Francisco, California. Correction No. 7	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
60 4-20-48	<p>APPLICATION OF RATES</p> <p>Rates provided in this tariff are for the transportation of shipments, as defined in Item No. 10(k) series from point of origin to point of destination, and include tailgate loading into and tailgate unloading from the carrier's equipment with services of the driver only.</p>
70 4-20-48	<p>APPLICATION OF WESTERN CLASSIFICATION</p> <p>(a) Except as otherwise provided, class rates in this tariff are subject to the less-than-carload ratings shown in Western Classification.</p> <p>(b) Where the ratings are in conflict with those provided in this tariff, the provisions of this tariff will apply.</p>
*80-A Cancels 80	<p>ACCESSORIAL CHARGES</p> <p>1. (Not applicable on shipments subject to Section 7 rates.) For other than tailgate loading or tailgate unloading, help in addition to driver for loading or unloading furnished by the carrier at request of consignor or consignee, distribution, segregation, tagging, reconditioning, stacking, sorting or any other accessorial or incidental service which is not authorized to be performed under the rates named in this tariff and for which a charge is not otherwise provided, an additional charge shall be made as follows:</p> <p>(a) The time consumed by the driver in performing such services shall be charged for at the rate of \diamond \$2.65 per hour, minimum charge one-half hour.</p> <p>(b) The time consumed by the helper or helpers in performing such services shall be charged for at the rate of \diamond \$2.65 per helper per hour. In computing the time consumed by each helper used in performing the service, fractions of an hour shall be increased to a full hour.</p> <p>2. (Applies only on shipments subject to Section 7 rates.) An additional charge equal to 50 per cent of the transportation charge shall be made for pickup or delivery requiring other than tailgate loading or tailgate unloading as defined in Item No. 20 series.</p>
<p>* Change) \diamond Increase) Decision No. 41707</p>	
<p>EFFECTIVE JULY 6, 1948</p>	
<p>Issued by The Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 8</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p>ADVANCE CHARGES</p> <p>(a) Charges directly incidental to transportation of property by the carrier may be advanced to transportation companies or warehouses for account of consignors or consignees.</p> <p>(b) A charge of 19 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.</p>
*90-A Cancels 90	
100 4-20-48	<p>CHARGES FOR SERVICE AT OTHER THAN REGULAR WORKING HOURS</p> <p>Rates named in Sections 3, 4, 5 and 6 apply to transportation, accessorial and other services specified herein during the hours 8:15 a.m. to 5:15 p.m., Monday through Friday, not including holidays as defined in Item No. 10 series.</p> <p>Rates named in Section 7 apply for service performed during regular working hours from 4:00 a.m., to 5:00 p.m., except Saturdays, Sundays and holidays.</p> <p>For services performed at request of consignor or consignee at other than during the times specified above, and on Saturdays, Sundays or holidays, charges shall be assessed upon the rates named in this tariff, plus an additional charge equal to the cost to the carrier of the overtime involved.</p>
<p>* Change } ◇ Increase } Decision No. 41707</p>	
EFFECTIVE JULY 6, 1948	
Issued by The Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 9	

Item
No.SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL
APPLICATION (Continued)

COLLECT ON DELIVERY (C.O.D.) SHIPMENTS

(a) In the handling of C.O.D. shipments carrier shall, promptly upon collection of any and all moneys, and in no event later than ten (10) days after delivery to the consignee, unless consignor in writing, instructs otherwise, remit to consignor all moneys collected by it on such shipments.

(b) Except as otherwise provided, the charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments shall be as follows:

When the amount collected is		Charge for collecting and remitting will be
Not over	\$2.50	\$.26
Over	2.50 not over	\$5.00 .28
Over	5.00 not over	10.00 .40
Over	10.00 not over	20.00 .43
Over	20.00 not over	25.00 .46
Over	25.00 not over	40.00 .52
Over	40.00 not over	50.00 .57
Over	50.00 not over	60.00 .71
Over	60.00 not over	80.00 .74
Over	80.00 not over	100.00 .77
Over	100.00 not over	102.50 .97
Over	102.50 not over	105.00 .99
Over	105.00 not over	110.00 1.04
Over	110.00 not over	120.00 1.08
Over	120.00 not over	140.00 1.10
Over	140.00 not over	160.00 1.14
Over	160.00 not over	180.00 1.21
Over	180.00 not over	200.00 1.23
Over	200.00 not over	250.00 1.43
Over	250.00 not over	300.00 1.63
Over	300.00 not over	350.00 1.85
Over	350.00 not over	400.00 2.06
Over	400.00 not over	450.00 2.29
Over	450.00 not over	500.00 2.51
Over	500.00 not over	550.00 2.70
Over	550.00 not over	600.00 2.92
Over	600.00 not over	650.00 3.13
Over	650.00 not over	700.00 3.34
Over	700.00 not over	750.00 3.56
Over	750.00 not over	800.00 3.77
Over	800.00 not over	850.00 4.00
Over	850.00 not over	900.00 4.20
Over	900.00 not over	950.00 4.42
Over	950.00 not over	1,000.00 4.64
Over	1,000.00 at rate of	◇ \$4.64 per \$1,000.00.

* Change)
◇ Increase) Decision No. 41707

EFFECTIVE JULY 6, 1948

Issued by The Public Utilities Commission of the State of California,
Correction No. 10 San Francisco, California.

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
120 4-20-48	<p data-bbox="702 381 1088 415">(1) COLLECTION OF CHARGES</p> <p data-bbox="399 447 1468 584">(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p data-bbox="399 615 1501 910">(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges accruing during a calendar month to those who undertake to pay them, such persons hereinafter being called shippers, and collection thereof made not later than the tenth day (excluding Saturdays, Sundays and legal holidays) of the calendar month following the delivery of the freight.</p> <p data-bbox="399 942 1458 1205">(c) Where a carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the shipper, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12:00 o'clock midnight following the presentation of the subsequently presented freight bill.</p> <p data-bbox="399 1237 1501 1373">(d) Freight bills for all transportation and accessorial charges shall be presented to the shippers not later than 12:00 o'clock midnight of the fifth day (excluding Saturdays, Sundays and legal holidays) of the calendar month following the delivery of the freight.</p> <p data-bbox="399 1405 1458 1563">(e) Shippers may elect to have their freight bills presented by means of the United States mail, and when the mail service is so used, the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills.</p> <p data-bbox="399 1594 1475 1800">(f) The mailing by the shipper of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such shipper may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p> <p data-bbox="450 1831 1424 1900">(1)...Will not apply to the transportation of property for the United States, state, county or municipal governments.</p>
*130-A Cancels 130	<p data-bbox="638 1960 1251 1995">COLLECTION OF LOSS AND/OR DAMAGE CLAIMS</p> <p data-bbox="416 2026 1501 2231">When incidental to transportation by the carrier, a charge of \$1.22 per claim shall be made by the carrier for the service of handling and collection of loss or damage claims against another carrier when the amount involved therein exceeds \$100.00. When the amount involved is \$100.00 or less, one per cent of the amount involved shall be charged, subject to a minimum charge of 31 cents.</p>

* Change }
◇ Increase } Decision No. 41707

EFFECTIVE JULY 6, 1948

Issued by The Public Utilities Commission of the State of California,
San Francisco, California.

Correction No. 11

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*140-A Cancels 140	<p style="text-align: center;">DELAYS IN DELIVERY</p> <p>If the carrier, through no fault of its own, is unable to effect delivery of a shipment at the point of destination every effort will be made to secure instructions from either consignor 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 consignor 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 \diamond \$1.01 per revenue ton if unloaded and reloaded on truck, plus a demurrage charge of \diamond 6½ cents per revenue ton per day, including Saturdays, Sundays and holidays, minimum charge \diamond 34 cents per shipment, will be made. Subsequent delivery of the property from point of storage shall constitute a new shipment.</p>
150 4-20-48	<p style="text-align: center;">DISPOSITION OF FRACTIONS</p> <p>In computing a rate based on a multiple of another rate, such as one and one-half times first class rate (1½), the following will govern in the disposition of fractions:</p> <p>Fractions of less than ¼ or .25 of a cent omit.</p> <p>Fractions of ¼ or .25 of a cent or greater but less than ¾ or .75 of a cent will be stated as ½ or .50 of a cent.</p> <p>Fractions of ¾ or .75 of a cent or greater, increase to next whole figure.</p>
*160-A Cancels 160	<p style="text-align: center;">EXPORT FREIGHT CLEARANCES</p> <p>When the service of clearing export freight is performed by the carrier, a charge of \diamond \$1.34 per clearance, minimum \diamond \$2.02 will be made.</p>
170 4-20-48	<p style="text-align: center;">GROSS WEIGHT</p> <p>Charges shall be assessed on the gross weight of the shipment. No allowance shall be made for the weight of containers.</p>
<p>* Change \diamond Increase } Decision No. 41707</p>	
<p style="text-align: right;">EFFECTIVE JULY 6, 1948</p>	
<p style="text-align: center;">Issued by The Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 12</p>	

Item No. SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)

GUARANTEE OF MINIMUM TONNAGE

180
4-20-48

Rates based upon monthly or annual tonnage requirements shall apply:

(1) When not less than the required minimum tonnage has been transported, or

(2) When less than the required minimum tonnage has been transported under the shipper's guarantee to ship not less than said minimum tonnage. The deficiency between the actual weight of the commodities transported and the minimum tonnage requirement shall be charged for at the lowest rate in the item or items naming the applicable rates subject to monthly or annual tonnage requirements.

MARKING OF PACKAGES

*190-A
Cancels
190

For the service of marking packages when incidental to transportation by the carrier, the following charges shall be made:

3 line stencil or less--one cent per package, minimum charge 34 cents.

When more than one stencil is used, the minimum charge shall apply to each stencil used.

MINIMUM CHARGE

*290-B
Cancels
200-A

Except as otherwise provided, on shipments moving under class rates the minimum charge per shipment shall be as follows:

Weight of Shipment	Minimum Charge in Cents
75 pounds or less	See Note
Over 75 pounds but not over 100 pounds	94
Over 100 pounds	122

Note--For charges see Item No. 425 series

* Change } Decision No. 41707
o Increase)

EFFECTIVE JULY 6, 1948.

Issued by The Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 13

Item
No.SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL
APPLICATION (Continued)

*POOL SHIPMENTS (See Note 1)
(Not applicable on shipments subject to
Section 7 rates)

(a) For the services of unloading, segregating, or unloading and segregating property in pool shipments, when the carrier performing such services also performs the transportation, the following charges shall be made in addition to transportation charges, subject to Notes 2 and 3:

Merchandise Classified As	Rates in Cents Per 100 Pounds
First Class	12
Second Class	9½
Third Class	7
Fourth Class or Lower	5½
Minimum charge 37 cents per shipment	

(b) For the services described in paragraph (a), when the carrier performing such services does not perform transportation to ultimate point of destination, the following charges shall be made, subject to Note 2:

Merchandise Classified As	Rates in Cents Per 100 Pounds
First Class	14
Second Class	12
Third Class	9½
Fourth Class or Lower	6½
Minimum charge 71 cents per shipment	

*220-A
Cancels
220

(c) Class ratings referred to in this rule shall be determined in accordance with the provisions of Item No. 70 series.

(d) When carrier has unloaded or segregated a pool shipment and finds that delivery instructions for a component part or parts thereof have not been received from shipper, such component part or parts may be placed in storage, subject to Item No. 140 series.

NOTE 1. - Pool shipment means a lot of property consigned to (a) a carrier, with instructions for ultimate delivery to two or more subconsignees, or to one subconsignee at more than one delivery address, or (b) a consignee other than a carrier on which a carrier has instructions to make ultimate delivery to two or more delivery addresses of the consignee, or to one or more subconsignees, or to a subconsignee at more than one delivery address, located within the zones described in Item No. 40 series.

NOTE 2. - Each component part of the pool shipment for each ultimate point of destination shall be considered as a separate shipment.

NOTE 3. - No additional charge shall be made on quantities of 20,000 pounds or more, or when transportation charges are computed upon a weight of not less than 20,000 pounds, delivered to one point of destination.

*Change }
◊Increase } Decision No. 41767

EFFECTIVE JULY 6, 1948.

Issued by The Public Utilities Commission of the State of California,
San Francisco, California.

Correction No. 14

Item No.	SECTION NO. 3 - CLASS RATES In Cents per 100 Pounds												
	RATE BASIS	Minimum Weight in Pounds											
		Any Quantity				500				2,000			
		1	2	3	4	1	2	3	4	1	2	3	4
360-A Cancels 360	A	44	38	29	26	31	26	19	16	26	21	16	13
	B	50	40	32	27	37	28	22	17	31	24	19	14
	C	57	46	37	31	43	34	26	22	36	28	20	17
	RATE BASIS	Minimum Weight in Pounds											
		4,000				10,000							
		1	2	3	4	1	2	3	4				
	A	22	17	13	11	19	14	12	9½				
	B	26	21	16	13	22	17	13	12				
	C	27	22	16	13	23	20	14	12				
♦ Increase, Decision No. 41707													
EFFECTIVE JULY 6, 1948													
Issued by The Public Utilities Commission of the State of California, San Francisco, California. Correction No. 16													

First Revised Page....38
 Cancels
 Original Page.....38

CITY CARRIERS' TARIFF NO. 1-A

SECTION NO. 4-COMMODITY RATES In cents per 100 lbs. except as noted			
Item No.	COMMODITY	Q RATES	Minimum Weight (Except As Noted)
*370-A Cancels 370	BAGGING HOUSES, Commodities transported for		(2) 750 tons per Calendar Month
	Inhaul.....	(1) 6½	
	Outhaul.....	(1) 8	
	FROM - Private Warehouses in Zone 1 TO - Bagging Houses in Zone 1.....	(1) 6½	
	(1) Subject to minimum charge of 57 cents per shipment. (2) Tonnage is to be averaged over 12 calendar months commencing with month in which property is first transported.		
*380-A Cancels 380	BRICK, weighing each not more than seven and one-half (7½) lbs.	In Cents per 1000 brick	
	Between points in the same Zone.....	541	
	Between points in Zone 1 and points in Zone 2, or between points in Zone 2 and points in Zone 3.....	660	1000 brick
	Between points in Zone 1 and points in Zone 3..	695	

*Change) Decision No. 41707
 Increase)

EFFECTIVE July 6, 1948

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 17

SECTION NO. 4-COMMODITY RATES (Continued)			
In cents per 100 lbs. except as noted			
Item No.	COMMODITY	↓ RATES	Minimum Weight
*390-A Cancels 390	CEREAL PRODUCTS requiring cooking. FEED FLOUR		
	Inhaul, Shipping or City Deliveries at truckside, platform or sidewalk:	In Cents Per Shipment	
	Over 350 pounds or less.....	57	
	Over 350 " but not over 500 pounds.....	63	
	" 500 " " " 750 "	92	
	" 750 " " " 1000 "	105	
	" 1000 " " " 1250 "	127	
	" 1250 " " " 1500 "	141	
	" 1500 " " " 1750 "	169	
	" 1750 " " " 2000 "	204	
	" 2000 " " " 2500 "	232	
	" 2500 " " " 3000 "	260	
	" 3000 " " " 3500 "	295	
	" 3500 " " " 4000 "	324	
	" 4000 " " " 4500 "	357	
	" 4500 " " " 5000 "	386	
	" 5000 " " " 5500 "	414	
	" 5500 " " " 6000 "	464	
	" 6000 "	(1) 8	
	(1) In cents per 100 pounds		
	City Deliveries (Not Subject to Item No. 60 Series)	In Cents Per Shipment	
	Over 500 pounds or less.....	77	
	Over 500 " but not over 1000 pounds.....	141	
	" 1000 " " " 1500 "	204	
	" 1500 " " " 2150 "	260	
		In Cents Per 100 Pounds	
	" 2150 " " " 5000 "	13	
	" 5000 " " " 10000 "	12	
	" 10000 "	10	
*400-A Cancels 400	COFFEE, GREEN Inhaul only (1) Monthly tonnage is to be averaged over twelve (12) calendar months commencing with month in which property is first transported.	6	(1) 1000 tons per Calendar Month
*410-A Cancels 410	COFFEE, GREEN, in sacks } SPICES, VIZ.: }Inhaul only Pepper, in sacks, } Mustard, ground, in sacks } (1) Minimum weight 10,000 pounds per shipment.	(1) 6½	5000 tons per Calendar Year

*420-A
Cancels
420

DEPARTMENT STORES, WHOLESALE;) Commodities) Inhaul
DRY GOODS HOUSES, WHOLESALE;) transported) only
MAIL ORDER HOUSES;) for,) only
(See Note)

(1)16

3500 tons
per
Calendar
Year

(1) Minimum charge 67 cents per shipment.

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

*Change) Decision No 41707
Increase)

EFFECTIVE July 6, 1948

Issued by the Public Utilities Commission of the State of California,
Correction No. 18 San Francisco, California.

SECTION NO. 4--COMMODITY RATES (Continued)

In cents per 100 lbs. except as noted

Item No.	COMMODITY	RATES		Minimum Weight
425 5-20-48	(1) FREIGHT, REGARDLESS OF CLASSIFICATION, when not subject to rates and charges provided elsewhere in this section. Weight Per Shipment 25 pounds or less..... Over 25 pounds but not over 50 pounds..... Over 50 pounds but not over 75 pounds..... (1) Not Subject to Items Nos. 1 and 60 Series	In Cents Per Shipment 25 50 75		
*430-A Cancels 430	GROCERY HOUSES, WHOLESALE, Commodities transported for-- COLUMN "A" rates in cents per 100 pounds. COLUMN "B" rates in cents per shipment. City Deliveries: 250 lbs. or less..... Over 250 " but not over 1800 lbs.... " 1800 " " " " 2000 " ... " 2000 " " " " 5000 " ... " 5000 " " " " 6000 " ... " 6000 " Shipping: 100 lbs. or less..... Over 100 " but not over 400 lbs.... " 400 " " " " 1000 " " 1000 " " " " 1500 " " 1500 " " " " 2000 " " 2000 " N. D. S. (including inhaul): 500 lbs. or less..... Over 500 " but not over 1200 lbs.... " 1200 " " " " 2000 " ... " 2000 "	Col. A	Col. B	1000 tons per Calendar Month
		---	43 -- 16 -- 281 -- 14 -- 695 -- 12 -- -- 43 49 77 120 133 7 -- -- 63 92 127 6 1/2 --	
*440-A Cancels 440	GROCERY HOUSES, WHOLESALE, Commodities transported for-- COLUMN "A" rates in cents per 100 pounds. COLUMN "B" rates in cents per shipment. City Deliveries: 250 lbs. or less..... Over 250 " but not over 1800 lbs.... " 1800 " " " " 2000 " ... " 2000 " " " " 5000 " ... " 5000 " " " " 6000 " ... " 6000 "	Col. A	Col. B	400 tons per Calendar Month
		---	43 -- 16 -- 281 -- 14 -- 695 -- 12 --	

*450-B Cancels 450-A	HARDWARE HOUSES, WHOLESALE, Commodities transported for..... Minimum charge ◇ 43 cents per shipment.	◇ 11	9000 tons per Calendar Year
*Change) ◇ Increase) Decision No. 41707			
EFFECTIVE JULY 6, 1948			
Issued by The Public Utilities Commission of the State of California, San Francisco, California.			
Correction No. 19			

SECTION NO. 4 - COMMODITY RATES (Continued)
In cents per 100 lbs. except as noted

Item No.	COMMODITY	RATES		
		(1) In Cents per Piece		
		1st	2nd	Each Additional
		Piece	Piece	Piece
	OFFICE FURNITURE, NEW--City Deliveries (Not subject to Item No. 60 series):			
	Desks... 36 inches or less.....	120	120	77
	Over 36 " but not over 42 inches.....	155	120	120
	" 42 " " " " 60 ".....	196	155	155
	" 60 ".....	273	232	232
	Tables.. 42 inches or less.....	77	77	77
	Over 42 " but not over 60 inches.....	120	120	77
	" 60 ".....	155	155	120
	Glass Tops for Desks and Tables:			
	36 inches or less.....	43	43	43
	Over 36 " but not over 42 inches.....	77	77	77
	" 42 " " " " 60 ".....	120	120	77
	" 60 ".....	155	120	120
*460-A	File Cabinets--weighing each 100 pounds or less..	77	77	43
Cancels	weighing each over 100 pounds.....	120	77	43
460	Letter Files--3 drawers or less.....	77	77	43
	4 ".....	120	120	77
	Transfer Cases.....	77	no chg.	(2)
	Chairs.....	43	43	43
	Telephone Stands.....	43	43	43
	Costumers.....	43	43	43
	(1) A charge of \$1.48 per quarter hour, minimum charge 74 cents, will be assessed for time placing furniture, which will be in addition to the delivery charges when the carrier performs this service.			
	(3rd piece.....) 43 cents			
	(2) (4th ".....) no charge			
	(each additional.....) 21 cents			
	PAPER, VIZ.: Newsprint, in rolls.			
	Inhaul.....		(1) 8½	
			(2) 6	
*470-A	(1) Minimum weight 500 tons per calendar month (See Note).			
Cancels	(2) Minimum weight 750 tons per calendar month (See Note).			
470	NOTE: Monthly tonnage is to be averaged over twelve (12) calendar months commencing with month in which property is first transported.			
	POULTRY, LIVE			(1) In Cents per Coop
*480-A	Inhaul.....		43	
Cancels	City deliveries.....		57	
480	(1) Subject to a minimum charge of 77 cents per shipment.			

*Change } Decision No. 41707
 (Increase)

EFFECTIVE JULY 6, 1948

Issued by The Public Utilities Commission of the State of California,
 Correction No. 20 San Francisco, California

SECTION NO. 4-COMMODITY RATES (Continued) In cents per 100 lbs. except as noted			
Item No.	COMMODITY	RATES	Minimum Weight
*490-A Cancels 490	<p>REFRIGERATORS, equipped with cooling or refrigerating apparatus of either mechanical or gas, gasoline or oil flame type.</p> <p>City Delivery: (Not subject to Item No. 60 series and applies only in connection with shipments of one refrigerator installed by the carrier at point of delivery. Charges otherwise provided shall apply on shipments in connection with which installation service is not rendered and on shipments of more than one refrigerator, except that the aggregate charge so computed for a shipment of two or more refrigerators in City Delivery shall not be less than the highest charge provided in this item for shipment of one refrigerator).</p> <p>Storage Capacity....6 cubic feet or less..... Over 6 cubic feet and not over 9 cubic feet..... Over 9 cubic feet will be charged at rate of \$1.88 per man per hour.</p>	<p>In Cents Each \$464 \$618</p>	
*500-A Cancels 500	RICE AND RICE MILL PRODUCTS.....	\$6½	20,000 pounds
*510-A Cancels 510	<p>SOAP, in bars; SOAP CHIPS; SOAP POWDER; LARD SUBSTITUTES Inhaul within Zone 1.....</p> <p>(1) Minimum weight 30,000 pounds per shipment</p>	(1) \$20	3000 tons per year
<p>*Change) (Increase) Decision No. 41707</p>			
EFFECTIVE July 6, 1948			
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>			
Correction No. 21			

SECTION NO. 4 - COMMODITY RATES (Concluded)
In cents per 100 lbs. except as noted

Item No.	COMMODITY	◇ RATES	Minimum Weight
	STEAMSHIP TRANSFER (See Item No.20 series)	In cents each	
	Automobiles, in boxes, weighing less than 6,000 pounds.....	773	
		In cents per 100 lbs.	
	(1) Bullion.....	12	
	Freight in packages or pieces weighing each 6,000 pounds or more.....	20	
	(1) Freight, viz.:		
	Bags in compressed Iron or Steel)		
	bales, Angles, Bars)		
	Beans, dried, N.O.S., (exclusive of)		
	in bags, other bars composed)		
	than paper bags, of precision,)		
	Brick, loose or in spring or tool)		
	packages, steel,)		
	Burlap in com- Iron or Steel)		
	pressed bales, Beams, Channels,)		
	Canned Pineapple, Columns, Plates,)		
	Canned Pineapple Reinforcing,)		
	Juice, Scrap or Sheet,)		
	Cement, building, Lime,)		
	Cereals, prepared, Magazines and)		
	other than Newspapers, old,)		
	flaked, requiring Malt,)		
	cooking, Meal, blood, bone)		
	Coffee, green, or fish,)		
	Copra, Oil Cake)		
	Cotton, in com- Ore, sacked or)	8	
	pressed bales, boxed,)		
	N.O.S., Paper, Newsprint)		
	Cotton, compressed or Wrapping in)		
	to density of not rolls 24 inches)		
	less than 22½ or greater in)		
	lbs. per cubic diameter,)		
	foot, minimum 500 Plaster in sacks)		
	bales, or barrels,)		
	Cylinders, steel, Rags in machine)		
	empty returned, compressed)		
	when returned on bales,)		
	a truck deliver- Rice in sacks,)		
	ing a shipment of Salt in sacks,)		
	full cylinders, Sand in sacks,)		
	Fertilizers, Seed, N.O.S., in)		
	Flour, Cereal Prod- sacks,)		
	ucts and Feed, in Split Peas,)		
	packages, Sugar, N.O.S.,)		
	Flue lining, loose Tile, hollow)		
	or in packages, building.)		
	Grain, whole,)		
	Hides, green,)		
	Iron, pig,)		

*520-A
Cancels
520

	(1) Freight not otherwise specified in this item.....	9½	
		In cents per 1000 board feet	
	(1) Lumber.....	309	
		In cents per 100 lbs.	
	(1) Silk, raw, in bales.....	12	
	Minimum charge ⬇ 77 cents per shipment		
	(1) Will not apply on packages or pieces weighing each 6,000 pounds or more		
*530-A Cancels 530	SUGAR, in Packages, Zone 1 (See Item No. 40 series)..... (1) Minimum charge ⬇ 77 cents per shipment.	(1) 6½	500 tons per Calendar Month
*540-A Cancels 540	VEHICLES containing the means for their own propulsion towed by the carrier's equipment.....	In cents per Vehicle Towed 211	

* Change) Decision No. 41707
 ⬇ Increase)

EFFECTIVE JULY 6, 1948

Issued by The Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 22

Item
No.

SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS

APPLICATION OF RATES

(a) Rates in this Section apply only when, prior to the transportation of the property, the shipper enters into a written agreement with the carrier as provided in paragraph (c) hereof, and only when the property is transported by one carrier for one shipper. When such agreement is executed, rates otherwise provided in this tariff will not apply.

(b) Rates in this Section will not be governed by the general rules and regulations in this tariff other than the following:

Item No. 10(d), (g); (h), (i), and (j), Explanation of Technical Terms; Item No. 20, Collection of Charges; Item No. 100, Charges for Service at Other Than Regular Working Hours; Item No. 110, C.C.D. Shipments; Item No. 130, Collection of Loss and/or Damage Claims; Item No. 190, Marking of Packages.

(c) Prior to the transportation of the property, the shipper must enter into a written agreement with the carrier to ship at rates no lower than those provided in this Section, stating specifically the class of service desired. No single agreement shall cover shipments transported over a period in excess of 31 days. The agreement shall be in substantially the following form, and the original or a copy thereof shall be retained and preserved by the carrier, subject to the Commission's inspection, for a period of not less than three (3) years from the date of its issuance.

*550-A
Cancels
550

Date

In accordance with the provisions of Section 5 of City Carriers' Tariff No. 1-A, I hereby elect to have transported by
(Identify transaction)
. from
(Name of carrier) (Point of origin)
to at the rate of
(Point of destination) (See Note)
under the rates and provisions of Item No.
(See Note)
series of said tariff.

Shipper By
(Name in full) (Name in full)
Confirmed:
Carrier By
(Name in full)

NOTE.-In the event shipper and carrier agree to a basis higher than that provided in this Section, but in the same unit or units of measurement in which the minimum basis is stated, the agreed basis may be stated in place of the item number.

(d) Rates in this Section include the services of driver only. When, at the request of shipper, carrier furnishes help in addition to driver, an additional charge shall be made at the rate of \diamond \$2.14 per man per hour or fraction thereof. The time for computing the additional charge shall be not less than the actual time the helpers are engaged in performing the service.

* Change }
 \diamond Increase } Decision No. 417C7

EFFECTIVE JULY 6, 1948

Issued by The Public Utilities Commission of the State of California,
San Francisco, California.

Correction No. 23

Item No.	SECTION NO. 5-UNIT RATES, RULES AND REGULATIONS (Concluded)			
	HOURLY VEHICLE UNIT RATES (Subject to Notes 1, 2 and 3)		C RATES In Cents Per Hour	
	Minimum Charge One Hour. Capacity of Carrier's Equipment in Pounds			
	2,500 or less.....			
	Over 2,500 but not over 4,500.....			
	" 4,500 " " 6,500.....			
	" 6,500 " " 15,000.....			
	" 15,500 " " 20,500.....			
	" 20,500.....			
	Gantry Trucks, regardless of capacity..			
*560-A Cancels 560	<p>Note 1.-The total of the loading, unloading and driving time computed from the arrival of carrier's equipment at point of origin, or first point of origin when more than one point of origin is involved, to the time unloading is completed at point of destination, or last point of destination when more than one point of destination is involved, shall be used to compute charges.</p> <p>Note 2.-The gantry truck is a motor vehicle so designed and constructed that it straddles the load to be transported and by means of appropriate mechanism picks up the load and supports it during transportation.</p> <p>Note 3.-The rates based on the capacity of the carrier's equipment are not applicable to gantry trucks.</p>			
	MONTHLY VEHICLE UNIT RATES			
	Capacity of Carrier's Equipment In Pounds	Column 1	Column 2	Column 3
	2,500 or less	423	498	8
	Over 2,500 but not over 4,500...	478	566	11
	" 4,500 " " 6,500...	533	620	12
	" 6,500 " " 15,500...	576	675	14
	" 15,500 " " 20,500...	662	767	16
	" 20,500.....	753	865	19
	COLUMN 1-Rates per month in dollars per unit of carrier's equipment for service exclusive of service on Saturdays, Sundays and Holidays. When equipment is operated in excess of 1,050 miles per month, add rates shown in Column 3.			
	COLUMN 2-Rates per month in dollars per unit of carrier's equipment for service including service on Saturdays, Sundays or Holidays, subject to the additional charges provided for by Item No.100			

series. When equipment is operated in excess of 1,250 miles per month, add rates shown in Column 3.

COLUMN 3-Rates in cents per mile to be added to the Columns 1 and 2 rates when the unit of carrier's equipment is operated in excess of the maximum mileage allowed thereunder.

*Change) Decision No. 41707
(Increase)

EFFECTIVE July 6, 1948

Issued by the Public Utilities Commission of the State of California,
Correction No. 24 San Francisco, California.

SECTION NO. 7

COMMODITY RATES---FRUITS AND VEGETABLES

Rates in this Section do not alternate with rates in other sections of this tariff.

Rates named in this Section are not subject to Items Nos. 90, 140, 220 and 270 series herein.

MINIMUM CHARGE

The minimum charge for shipments transported at rates named in this Section shall be
 ◊ 71 cents.

◊ Increase, Decision No. 41707

EFFECTIVE JULY 6, 1948.

Issued by The Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 25

SECTION No. 7--COMMODITY RATES--FRUITS AND VEGETABLES

In cents per package, except as noted.

Column 1 Rates apply:--Between points in the same Zone.

Column 2 Rates apply:--(Between points in Zone 1....and points in Zone 2.
(Between points in Zone 2....and points in Zone 3.Column 3 Rates apply:--(Between points in Zone 1....and points in Zone 3.
(Between points in Zones 1,2,3...
and points in Zone 4.

Item No.	COMMODITY	RATES		
		Col. 1	Col. 2	Col. 3
*600-A Cancels 600	FRUIT, CITRUS, FRESH, viz.:			
	Grape Fruit....			
	Oranges..... In lug or standard boxes (12" x 12" x 26") with or without lids.....	7	9½	14
	Lemons..... In lug or standard boxes (10½" x 13½" x 26") with or without lids..	8½	10½	17
	Tangerines.... (In boxes N.O.S..... (In standard Orange boxes (12" x 12" x 26").....	5½ 8	7 10	11 16
*610-A Cancels 610	FRUIT, DECIDUOUS, FRESH, viz.:			
	(In boxes weighing less than 40 lbs.	5½	7	11
	Apples..... (In boxes weighing 40 lbs. and over.	7	9½	14
	(In boxes weighing 40 lbs. and over, (Minimum weight 20,000 lbs.....	6½	8	13
	Berries..... In crates weighing less than 30 lbs.	4½	5½	8½
	Cranberries... (In boxes weighing less than 40 lbs..	4½	5½	8½
	(In boxes weighing 40 lbs. and over...	7	9½	14
	(In crates weighing less than 20 lbs.	5	6½	10
	Grapes..... (In crates weighing 20 lbs. but not (over 30 lbs.....	5½ 7	7 9½	11 14
	(In boxes weighing over 30 lbs.....	7	9½	14
	Peaches... (In crates weighing less than 30 lbs.	5	6½	10
	Plums.... (In boxes weighing 30 lbs. but not (over 40 lbs.....	5½ 7	7 9½	11 14
	Prunes... (In boxes weighing over 40 lbs.....	7	9½	14
*620-A Cancels 620	Pears..... (In boxes weighing less than 40 lbs..	7	9½	14
	(In boxes weighing 40 lbs. and over...	8½	10½	17
	FRUIT, TROPICAL, FRESH, viz.:			
	Avocados..... (In boxes weighing less than 20 lbs.	4½	5½	8½
	(In boxes weighing 20 lbs. and over.	5½	7	11
	Bananas (Honolulu) in bunches.....	8½	10½	17
	In 9-hand bunches.....	10½	13	21
	In 8-hand bunches.....	8	10	16
	In pieces.....	5½	7	11
	Bananas, N.O.S., In tubs.....	8½	10½	17
	In half tubs.....	7	9½	14
	In boxes weighing 30 lbs.....	5½	7	11
	In crates.....	14	17	28

		In Cents Per 100 lbs.		
	Cocoanuts.....Loose or in packages.....	10½	13	21
		In Cents Per package		
	Pineapples.....In crates weighing 50 lbs. and over....	10½	13	21
* Change) ◇ Increase) Decision No. 41707				
EFFECTIVE JULY 6, 1948.				
Issued by The Public Utilities Commission of the State of California, San Francisco, California.				
Correction No. 26				

SECTION No. 7-COMMODITY RATES-FRUITS AND VEGETABLES (Continued) In cents per package, except as noted				
Column 1 Rates apply:-Between points in the same Zone.				
Column 2 Rates apply:-Between points in Zone 1and points in Zone 2. Between points in Zone 2and points in Zone 3.				
Column 3 Rates apply:-Between points in Zone 1and points in Zone 3. Between points in Zones 1,2,3and points in Zone 4.				
Item No.	COMMODITY	◇ RATES		
		Col.1	Col.2	Col.3
*630-A Cancels 630	FRUIT, FRESH, N.O.S.:			
	In boxes or crates weighing less than 30 lbs....	5	6½	10
	In boxes or crates weighing 30 lbs. but not over 40 lbs.....	5½	7	11
	In boxes or crates weighing over 40 lbs.....	7	9½	14
*640-A Cancels 640	MELONS, viz.:			
	(In 32-lb. flat crates.....	5½	7	11
	Cantaloupes..(In 57-lb. Pony crates.....	7	9½	14
	(In 68-lb. Standard crates.....	8	10	16
	(In 78-lb. Jumbo crates.....	8½	10½	17
	Casabas:			
	(In 34-lb. small crates.....	5½	7	11
	Honey Dew) (In 44-lb. medium crates.....	7	9½	14
	Honey Ball) (In 54-lb. special crates.....	8½	10½	17
	Persian) (In 56-lb. large crates.....	8½	10½	17
	(Loose - In cents per 100 lbs.....	21	27	43
	Watermelons....Loose - In cents per 100 lbs.....	21	27	43
*650-A Cancels 650	MELONS, N.O.S.:			
	In boxes or crates weighing less than 30 lbs.....	5½	7	11
	In boxes or crates weighing 30 lbs. but not over 40 lbs.....	7	9½	14
	In boxes or crates weighing over 40 lbs.....	8½	10½	17
*660-A Cancels 660	VEGETABLES, FRESH, viz.:			
	Artichokes... (In boxes weighing less than 30 lbs.	5½	7	11
	(In boxes weighing 30 lbs. and over	7	9½	14
	Asparagus.... In crates.....	7	9½	14
	(In bushel hampers.....	8	10	16
	Beans.....(In crates weighing less than 50 lbs.	7	9½	14
	(In crates weighing 50 lbs. and over	10	13	20
	(In sacks weighing 80 lbs. or less	10	13	20
	(In crates or sacks weighing 30 lbs.			
	Beets) (or less.....	5	6½	10
	Cabbage)(In crates or sacks weighing over			
	Carrots) (30 but not over 50 lbs.....	5½	7	11
	(In crates or sacks weighing over			
	50 but not over 100 lbs.....	8½	10½	17
	Celery.....In crates.....	8½	10½	17
	(In Los Angeles boxes.....	5½	7	11
	Corn.....(In Baskets.....	8	10	16
	(In sacks weighing 80 lbs.or less..	10	13	20

Cucumbers..	(In boxes weighing less than 30 lbs....	5½	7	11
	(In boxes weighing 30 lbs. and over....	7	9½	14
	(In crates or sacks weighing 30 lbs.			
	or less.....	5	6½	10
Garlic)..	(In crates or sacks weighing over 30			
Onions, dry) ..	but not over 50 lbs.....	5½	7	11
Potatoes)..	(In crates or sacks weighing over 50			
Turnips)..	but not over 100 lbs.....	8½	10½	17

*Change }
 ◇ Increase } Decision No. 41707

EFFECTIVE July 6, 1948

Issued by The Public Utilities Commission of the State of California,
 San Francisco, California.

Correction No. 27

SECTION No. 7 - COMMODITY RATES - FRUITS AND VEGETABLES (Concluded)
In cents per package, except as noted

Column 1 Rates apply:-- Between points in the same Zone.

Column 2 Rates apply:-- (Between points in Zone 1...and points in Zone 2.
(Between points in Zone 2...and points in Zone 3.

Column 3 Rates apply:-- (Between points in Zone 1...and points in Zone 3.
(Between points in Zones 1,2,3...and points in
Zone 4.

Item No.	COMMODITY	Rates		
		Col.1	Col.2	Col.3
*670-A Cancels 670	Lettuce..... (In crates, dry packed.....	8½	10½	17
	(In crates, ice packed.....	10½	13	19
	(In bushel hampers.....	8½	10½	17
	Poas..... (In crates weighing less than 50 lbs.....	7	9½	14
	(In crates weighing 50 lbs. and over.....	10	13	20
	(In sacks weighing 80 lbs. or less.....	10	13	20
	Peppers, green in crates.....	8½	10½	17
	Potatoes, (In boxes weighing 30 lbs. but not over....			
	sweet..... 40 lbs.....	7	9½	14
	(In boxes weighing over 40 lbs.....	8½	10½	17
	Rhubarb..... (In boxes weighing less than 30 lbs.....	5	6½	10
	(In boxes weighing 30 lbs. and over.....	7	9½	14
	Squash..... (In boxes or crates weighing less than 30 lbs.....	5½	7	11
	(Loose--In cents per 100 lbs.....	21	27	43
*680-A Cancels 680	Tomatoes..... (In boxes or crates weighing 40 lbs or less.	5	6½	10
	(In boxes or crates weighing over 40 lbs....	8½	10½	17
	Yams..... In bushel baskets or hampers.....	8½	10½	17
	VEGETABLES, FRESH or GREEN, N.O.S., in boxes, crates or sacks:			
*680-A Cancels 680	In packages weighing less than 30 lbs.....	5½	7	11
	In packages weighing 30 lbs. but not over 40 lbs.....	7	9½	14
	In packages weighing over 40 lbs.....	8½	10½	17
*690-A Cancels 690	CONTAINERS, EMPTY, viz.:			
	(Los Angeles Lug, in bundles, per box.....	1-3/4	2½	2-3/4
	(Los Angeles Lug, loose, per box.....	2½	2-3/4	4½
	(50-lb. Lug, in bundles, per box.....	2-3/4	3½	5½
	(50-lb. Lug, loose, per box.....	3½	4½	7
	(Apple, in bdls. per box.....	1-3/4	2½	2-3/4
	(Apple, loose, per box.....	2-3/4	3½	5½
	Boxes..... (Lemon, in bdls. per box.....	2½	2-3/4	4½
	(Lemon, loose, per box.....	3½	4½	7
	(Orange, in bdls. per box.....	2½	2-3/4	4½
	(Orange, loose, per box.....	3½	4½	7
	(Pear, in bdls. per box.....	1-3/4	2½	2-3/4
	(Pear, loose, per box.....	2-3/4	3½	5½

	(4 Basket, in bbls. per bbl.....	3½	4½	7
	(4 Basket, loose, per crate.....	1-3/4	2½	2-3/4
Crates.....	(Los Angeles, in bbls. per crate.....	2-3/4	3½	5½
	(Los Angeles, loose, per crate.....	4½	5½	8½
	(Banana, per crate.....	4½	5½	8½
Tubs.....	Banana, per Tub.....	1-3/4	2½	2-3/4
		In Cents Per Hour		
Straw.....	Banana (in truck loads):			
	1st hour or fraction thereof.....	403	403	403
	2nd and each succeeding hour.....	269	269	269
		In Cents Per 100 Lbs.		
*700-A Cancels 700	FRUIT, DECIDUOUS, FRESH, viz.: Apples...) Grapes...) Pears....)	FROM Ice Houses, Refrigeration Plants	TO Steamship Docks or Piers	10
THE END				
*Change) Increase) Decision No. 41707				
EFFECTIVE JULY 6, 1943				
Issued by The Public Utilities Commission of the State of California, San Francisco, California.				
Correction No. 28				