

Decision No. ~~42476~~

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 transportation) Case No. 4084
of property within the City and)
County of San Francisco.)

Appearances

Edward M. Berol and Russell Bevans, for petitioner,
Draymen's Association of San Francisco.
C. L. Tilden, Jr., Edward P. White, A. G. Harris,
A. W. Savage, James B. Mahoney, E. L. Carley, Jr.,
George D. Hart, E. J. Hubber and Joseph Robertson,
for various respondent carriers.
Walter A. Rohde, Milton O'Donnell, Frank Loughran,
William Larimore, E. R. Chapman, C. J. Riedy,
A. T. Eche, L. E. Binsacca, L. W. Gragg and
W. M. Cheatham, for various shippers and shipper
organizations.

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.

A public hearing was had at San Francisco on December 17, 1948, before Examiner Jacopi.

The level of the minimum rates and charges in question was last adjusted by Decision No. 41707 of June 15, 1948, in this proceeding. The decision authorized an increase of 11 per cent in the rates and charges effective July 6, 1948. A further increase of 12½ per cent is now sought.¹

¹ The Association amended its proposal to provide for (1) an increase of 12½ per cent in lieu of the 10 per cent originally sought, and (2) no increase in commodity rates on lumber and forest products nor in monthly vehicle unit rates.

It is alleged that operating expenses had further advanced since the aforesaid increase in rates, that most of the carriers had continued to operate at a loss, and that their financial position had become extremely poor.

The secretary-manager of the Association testified that, soon after the rates were last increased, further advances were experienced in the cost of materials and supplies and fuel. Operating expenses would be further advanced, he said, under a new labor agreement granting a wage increase of \$1.00 per day to garage and service station employees effective January 1, 1949. He stated that the 11 per cent increase authorized by Decision No. 41707, *supra*, was inadequate, that the minimum rates still failed to provide revenues sufficient to meet the carriers' obligations, that one carrier had gone into bankruptcy, and that some others were in a precarious financial condition. The witness asserted that additional revenue was urgently needed and that the proposed increase should be granted as soon as possible.

A public accountant retained by the Association testified relative to the carriers' financial condition. He stated that he had examined the books and analyzed the operating results of 31 carriers for the months of July, August and September, 1948.² The volume of the revenues for these months, he said, compared favorably with those for the other months of the year. The 31 carriers included in his studies, he stated, earned about 90 per cent of the total drayage

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The accountant stated that he undertook the studies in November, 1948, and that complete records for the month of October, 1948, were not yet available when the studies were concluded.

revenue earned by the Association's members.³ The witness asserted that, in the course of the studies, he had eliminated from the operating expenses all expenditures not properly chargeable thereto.⁴ He submitted an exhibit showing the operating results for the 31 carriers as a group, and for each of them separately, for the aforesaid period of 1948. For the carriers as a group, the exhibit showed the financial results of operation as follows:

	<u>Amount</u>	<u>Operating Ratio</u>
Revenues	\$ 1,742,382	
Expenses	1,784,726	
Net Operating Income:		
Before income taxes	(342,344)	102.43
After income taxes	(352,063)	102.99

() - Indicates loss.

For the individual carriers, the exhibit disclosed that operations of 19 of the 31 carriers showed losses and that their operating ratios ranged from 100.16 to 136.87. It also disclosed that, of the 12 carriers whose operations showed a profit, 4 carriers had operating ratios before taxes ranging from 98.11 to 98.92, 5 carriers from 94.42 to 97.05, and 3 carriers from 86.61 to 90.30.

The accountant asserted that the full significance of the foregoing operating results would not be apparent unless considered in the light of the nature of the carriers' operations. He testified that his studies showed that 19 of the 31 carriers involved regularly

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The record in this proceeding shows that the members of the Association earn about 90 per cent of the total San Francisco drayage revenue.

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The adjustments in question included such items as interest payments made by the carriers and adjustment entries involving operations in other months. The witness also made adjustments involving pro rata monthly allocations of vacation pay.

performed the more extensive general drayage services required by the majority of shippers. These carriers, he said, earned about 88 per cent of the total drayage revenue shown. According to the witness, the financial condition of such carriers was critical. On the other hand, he stated, the other 12 carriers offered less extensive drayage services in that they specialized in or limited operations to a single shipper, to one or two commodities, or to special services including parcel delivery service. These carriers, the witness said, earned only about 12 per cent of the total drayage revenue shown. Nevertheless, he stated, they accounted for most of the favorable operating ratios shown above. Under the circumstances, the witness urged, the preponderance of weight should be given to the poor financial condition of the carriers that undertake to provide full drayage service. He submitted an exhibit showing operating results for the two groups of carriers for the third quarter of 1948, as follows:

	<u>Carriers engaged in general drayage services</u>	<u>Carriers engaged in "specialized" drayage services</u>
Revenues	\$ 1,538,279	\$ 204,103
Expenses	1,588,109	196,617
Net Operating Income:		
Before income taxes	(<u>\$49,830</u>)	7,486
After income taxes	(<u>\$55,724</u>)	3,660
Operating Ratio:		
Before income taxes	103.24	96.33
After income taxes	103.62	98.21

() - Indicates loss.

The individual operating results showed that 14 of the 19 carriers engaged in performing general drayage services suffered losses for the period in question. Their operating ratios ranged from 100.16 to 132.50. Of the 5 carriers showing a profit from operations, 3 carriers had operating ratios before taxes ranging from 98.11 to 98.52, one carrier had 95.70, and the other carrier had 94.42. On the other hand, 5 of the 12 "specialized" carriers suffered operating losses and had operating ratios ranging from 103.28 to 136.87. The other 7 "specialized" carriers had operating ratios before taxes ranging from 86.61 to 98.92.

It was pointed out by the accountant that strike conditions prevailed on the San Francisco waterfront during September, 1948, one of the months included in his studies. He asserted, however, that shippers were forewarned and had arranged to ship by railroad and other carriers during the strike the goods formerly brought to San Francisco by the water carriers. Because of this, he said, the draymen had continued to provide drayage service for such goods and had suffered during the strike but little decrease in the volume of traffic. He submitted an exhibit comparing operating results for July and August, 1948, (when there was no strike) with those for July, August and September, 1948. The exhibit showed a difference of only 1.76 in the operating ratios before taxes for the two periods.

The accountant further testified that he had studied the carriers' books for the past two and one-half years. During that time, he said, their financial condition had never been as critical as it is at present. He asserted that one carrier engaged in drayage service in San Francisco for more than 80 years was now involved in bankruptcy proceedings. The witness said that his studies indicated that at least three and perhaps four other

carriers would be similarly affected unless additional revenue was made available. One contributing factor to the carriers' poor financial condition, he said, was the unavoidable period of time involved between the effectiveness of increases in expenses and the establishment of offsetting increases in rates. The carriers, he stated, had not been able to recover monies expended during those periods to meet the increases in expenses.

The accountant calculated that an increase of 12½ per cent in the minimum rates and charges would be necessary to offset increased operating expenses and provide a safe margin between revenues and expenses for most of the carriers. He submitted an exhibit showing the estimated operating results for the 31 carriers assuming that the proposed increase had been in effect during the third quarter of 1948. The exhibit showed the following:

	<u>Amount</u>	<u>Operating Ratio</u>
Revenues	\$1,960,120	
Expenses	1,784,726	
Net Operating Income:		
Before income taxes	175,454	91.05
After income taxes	105,432	94.62

For the same period, the exhibit also showed that the operating results for the carriers in question grouped according to whether they engaged in general drayage or "specialized" drayage services would be as follows:

	<u>Carriers engaged in general drayage services</u>	<u>Carriers engaged in "specialized" drayage services</u>
Revenues	\$1,730,564	\$ 229,615
Expenses	1,588,109	196,617
Net Operating Income:		
Before income taxes	142,455	32,998
After income taxes	85,164	20,267
Operating Ratio:		
Before income taxes	91.77	85.63
After income taxes	95.08	91.17

The accountant further testified that the proposed increase in rates would not produce operating ratios as favorable as those shown above. He asserted that operating expenses indicated herein did not include the effect of the recent \$1 per day wage increase granted to garage and service station employees. The witness stated that lack of time prevented development of the amount involved. In addition, he said, the revenues under the proposed increase were overstated. He attributed this to the fact that several carriers charged rates higher than the minimum rates on a few commodities. The witness declared that he had been unable to restate such revenue on the basis of the minimum rates. In any event, he said, 3 of the carriers engaged in general drayage services and 2 of the "specialized" carriers would continue to operate at a loss under the proposed increase in rates. His exhibit showed that the operating ratios of such carriers would range from 103.28 to 121.66.

The president of the Association testified that revenues under the current rates were insufficient to cover operating costs in the face of a steady decrease in the volume of traffic coupled with constant increases in expenses. He asserted that the carriers were unable to replace old equipment and that their poor earning position was jeopardizing their credit standing. He urged that the proposed 12½ per cent increase was the minimum amount needed to establish a safe margin between revenues and expenses.

The secretary-manager of the Association testified in support of the Association's proposal to exclude monthly vehicle unit rates and commodity rates on lumber and forest products from the proposed increase. He asserted that so-called "U-Drive" truck rental agencies were actively soliciting the business concerns served by the Association's members under the established monthly

vehicle unit rates. He said that such agencies were not subjected to labor agreements and that they were not regulated. The Association's members feared, he claimed, that substantial loss of business would result from an increase in the rates. With respect to lumber and forest products, the witness said that the established commodity rates were based on separate costs obtaining for so-called Ross lumber vehicles or "straddle" trucks. In view of this, he said, such rates should not be adjusted on the basis of a showing primarily involving transportation of general commodities.

Representatives of various shippers and shipper organizations participated in development of the record through cross-examination of witnesses. No one opposed the granting of the sought increase.

The showing made here demonstrates that the draymen are in urgent need of additional revenue. It does not appear, however, that an increase as great as the 12½ per cent sought is justified.

The record indicates that the sought increase would result in excessive earnings for some of the carriers. Exhibits of record show that five of the carriers performing general drayage services would enjoy operating ratios ranging from 83.92 to 87.57 before provision for income taxes. From a revenue standpoint, they rank high among the largest carriers involved herein. As to the so-called "specialized" carriers, seven of them would have operating ratios ranging from 76.99 to 84.30 before provision for income taxes. The Commission should not authorize an increase that would produce operating ratios as favorable as those indicated if the benefits resulting from operations of the more efficient carriers are to be preserved for shippers. This is especially true when, as here, unusually favorable earning positions would be enjoyed by some of the largest carriers in the field.

Careful consideration of all of the evidence of record indicates that an increase of 8 per cent in the minimum rates and charges would afford the carriers reasonable relief. The increase will be authorized except on commodity rates on lumber and forest products and on monthly vehicle unit rates.

A number of carriers would continue to operate at a loss under the increase hereinafter authorized. Operating results of record suggest that their competitors have developed more efficient methods of operation. The carriers in question should further review their operations and make every effort to effect all economies that will result in improving their position.

Upon consideration of all of the facts and circumstances of record, we are of the opinion and hereby find that an increase of 8 per cent in the minimum rates and charges established in this proceeding has been justified as indicated in the foregoing opinion and as provided by the order herein; and that in all other respects the Association's proposal has not been justified.

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 City Carriers' Tariff No. 1-A (Appendix "A" of Decision No. 41363 of March 23, 1948, as amended, in this proceeding) be and it is hereby further amended by incorporating therein, to become effective February 21, 1949, the revised

pages attached hereto and by this reference made a part hereof, which pages are numbered as follows:

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

IT IS HEREBY FURTHER ORDERED that, except to the extent provided by the order herein, the petition filed by Draymen's Association of San Francisco on November 30, 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 after the date hereof.

Dated at San Francisco, California, this 1st day of February, 1949.

W. E. Drayman
Justice F. Coe
James F. Coe
Harold F. Hill
Samuel P. Potter
 Commissioners

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
60 4-20-48	<p style="text-align: center;">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 style="text-align: center;">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 the 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-C Cancels 80-B	<p style="text-align: center;">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 \$2.86 per hour, minimum charge one-quarter 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 \$2.86 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>\diamond Increase } Decision No. 42476 * Change }</p>
EFFECTIVE FEBRUARY 21, 1949	
<p>Issued by The Public Utilities Commission of the State of California, San Francisco, California. Correction No. 48</p>	

Item No.	SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*90-B Cancels 90-A	<p style="text-align: center;">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 0 21 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>
100 4-20-48	<p style="text-align: center;">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>
* Change 0 Increase) Decision No. 12476
EFFECTIVE FEBRUARY 21, 1949	
<p>Issued by The Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 49</p>	

Item No.	SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																		
	<p>COLLECT ON DELIVERY (C.O.D.) SHIPMENTS</p> <p>(a) No carrier shall handle any C.O.D. shipment unless and until it has on file with the Commission a good and sufficient bond in such form as the Commission may deem proper, in a sum of not less than Two Thousand Dollars (\$2,000.00).</p> <p>(b) The bond required by paragraph (a) hereof, shall be filed by the carrier as principal and by some solvent surety company, authorized to do business in the State of California, as surety, payable to the State of California, and/or any person or persons to whom any amount may be due on any C.O.D. shipment transported by said carrier and not remitted to the person or persons to whom it is due within ten (10) days after delivery of any such shipment; however, when the carrier has filed with any municipality or board thereof, pursuant to ordinance, a bond in a sum not less than Two Thousand Dollars (\$2,000.00), payable to said board or municipality and/or any person or persons to whom any amount may be due on any C.O.D. shipment transported by said carrier and not remitted to the person or persons to whom it is due within ten (10) days after delivery of any such shipment, the filing by such carrier of a certified copy of said bond with this Commission shall be deemed compliance herewith. Each bond filed pursuant to the foregoing shall specify the extent to which the carrier's operations are covered thereby and may cover more than one operative authority held by the same carrier. When a carrier with such a bond or bonds on file with the Commission obtains additional operative authority, said bond or bonds shall be revised or reissued to show whether or not the additional operative authority is covered thereby. No C.O.D. bond shall be cancelled on less than thirty (30) days' notice to the Commission.</p> <p>(c) In the handling of C.O.D. shipments carrier shall, promptly upon collection of any and all C.O.D. moneys, and in no event later than ten (10) days after delivery to consignee, unless consignor instructs otherwise in writing, remit to consignor all C.O.D. moneys collected by it on such shipments.</p> <p>(d) 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:</p> <table> <tr> <td>When the amount collected is</td><td>Charge for collecting and remitting will be</td></tr> <tr> <td>Not over \$2.50-----</td><td>\$.28</td></tr> <tr> <td>Over \$2.50 not over \$5.00-----</td><td>.30</td></tr> <tr> <td>Over 5.00 not over 10.00-----</td><td>.43</td></tr> <tr> <td>Over 10.00 not over 20.00-----</td><td>.46</td></tr> <tr> <td>Over 20.00 not over 25.00-----</td><td>.50</td></tr> <tr> <td>Over 25.00 not over 40.00-----</td><td>.56</td></tr> <tr> <td>Over 40.00 not over 50.00-----</td><td>.62</td></tr> <tr> <td>Over 50.00 not over 60.00-----</td><td>.77</td></tr> </table>	When the amount collected is	Charge for collecting and remitting will be	Not over \$2.50-----	\$.28	Over \$2.50 not over \$5.00-----	.30	Over 5.00 not over 10.00-----	.43	Over 10.00 not over 20.00-----	.46	Over 20.00 not over 25.00-----	.50	Over 25.00 not over 40.00-----	.56	Over 40.00 not over 50.00-----	.62	Over 50.00 not over 60.00-----	.77
When the amount collected is	Charge for collecting and remitting will be																		
Not over \$2.50-----	\$.28																		
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Over 40.00 not over 50.00-----	.62																		
Over 50.00 not over 60.00-----	.77																		

*110-D
 Cancels
 110-C

Over	60.00	not over	80.00-----	.80
Over	80.00	not over	100.00-----	.83
Over	100.00	not over	102.50-----	1.05
Over	102.50	not over	105.00-----	1.07
Over	105.00	not over	110.00-----	1.12
Over	110.00	not over	120.00-----	1.17
Over	120.00	not over	140.00-----	1.19
Over	140.00	not over	160.00-----	1.23
Over	160.00	not over	180.00-----	1.31
Over	180.00	not over	200.00-----	1.33
Over	200.00	not over	250.00-----	1.54
Over	250.00	not over	300.00-----	1.76
Over	300.00	not over	350.00-----	2.00
Over	350.00	not over	400.00-----	2.22
Over	400.00	not over	450.00-----	2.47
Over	450.00	not over	500.00-----	2.71
Over	500.00	not over	550.00-----	2.92
Over	550.00	not over	600.00-----	3.15
Over	600.00	not over	650.00-----	3.38
Over	650.00	not over	700.00-----	3.61
Over	700.00	not over	750.00-----	3.84
Over	750.00	not over	800.00-----	4.07
Over	800.00	not over	850.00-----	4.32
Over	850.00	not over	900.00-----	4.54
Over	900.00	not over	950.00-----	4.77
Over	950.00	not over	1,000.00-----	5.01
Over	1,000.00	at rate of	\$5.01 per \$1,000.00	

* Change }
 ◊ Increase } Decision No. 42476

EFFECTIVE FEBRUARY 21, 1949

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

Correction No. 50

Item No.	SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
120 4-20-48	<p style="text-align: center;">(1) COLLECTION OF CHARGES</p> <p>(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>(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>(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>(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>(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>(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>(1) Will not apply to the transportation of property for the United States, state, county or municipal governments.</p>
*130-B Cancels 130-A	<p style="text-align: center;">COLLECTION OF LOSS AND/OR DAMAGE CLAIMS</p> <p>When incidental to transportation by the carrier, a charge of \diamond \$1.32 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 \diamond 33 cents.</p>

* Change } Decision No. 42476
◇ Increase }

EFFECTIVE FEBRUARY 21, 1949

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

Correction No. 51

Item No.	SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*140-B Cancels 140-A	<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 \$1.09 per revenue ton if unloaded and reloaded on truck, plus a demurrage charge of \diamond 7 cents per revenue ton per day, including Saturdays, Sundays and holidays, minimum charge \diamond 37 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 ($1\frac{1}{2}$), the following will govern in the disposition of fractions: Fractions of less than $\frac{1}{2}$ or .25 of a cent omit. Fractions of $\frac{1}{2}$ 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.</p>
*160-B Cancels 160-A	<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 \$1.45 per clearance, minimum \diamond \$2.18 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. 12476</p>
EFFECTIVE FEBRUARY 21, 1949	
Issued by The Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 52	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)												
180 4-20-48	<p align="center">GUARANTEE OF MINIMUM TONNAGE</p> <p>Rates based upon monthly or annual tonnage requirements shall apply:</p> <p>(1) When not less than the required minimum tonnage has been transported, or</p> <p>(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.</p>												
*190-C Cancels 190-B	<p align="center">MARKING OF PACKAGES</p> <p>For the service of marking packages when incidental to transportation by the carrier, the following charges shall be made:</p> <p>3 line stencil or less - one cent per package, minimum charge 37 cents.</p> <p>When more than one stencil is used, the minimum charge shall apply to each stencil used.</p>												
*200-D Cancels 200-C	<p align="center">MINIMUM CHARGE</p> <p>Except as otherwise provided, on shipments moving under class rates the minimum charge per shipment shall be as follows:</p> <table border="0"> <thead> <tr> <th align="left">Weight of Shipment</th><th align="right">Minimum Charge in Cents</th></tr> </thead> <tbody> <tr> <td>25 pounds or less</td><td align="right">57</td></tr> <tr> <td>Over 25 pounds but not over 50 pounds</td><td align="right">73</td></tr> <tr> <td>" 50 " " " " 75 "</td><td align="right">87</td></tr> <tr> <td>" 75 " " " " 100 "</td><td align="right">102</td></tr> <tr> <td>" 100 "</td><td align="right">132</td></tr> </tbody> </table>	Weight of Shipment	Minimum Charge in Cents	25 pounds or less	57	Over 25 pounds but not over 50 pounds	73	" 50 " " " " 75 "	87	" 75 " " " " 100 "	102	" 100 "	132
Weight of Shipment	Minimum Charge in Cents												
25 pounds or less	57												
Over 25 pounds but not over 50 pounds	73												
" 50 " " " " 75 "	87												
" 75 " " " " 100 "	102												
" 100 "	132												
205 7-22-48	<p align="center">ISSUANCE OF SHIPPING DOCUMENT</p> <p>A shipping document (either in individual or manifest form) shall be issued by the carrier to the shipper for each shipment received for transportation. The shipping document shall show the following information:</p> <ol style="list-style-type: none"> Name of shipper. Name of consignee. Point of origin. Point of destination. Description of the shipment. Weight of the shipment (or other factor or measurement upon which charges are based). Rate and charge assessed. Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge. <p>The form of shipping document in Item No. 710 series will be suitable and proper.</p> <p>A copy of each shipping document shall be retained and preserved by the issuing carrier, subject to the Commission's inspection, for a period of not less than three years from the date of its issuance.</p>												
* Change ◊ Increase	Decision No. 12476												
EFFECTIVE FEBRUARY 21, 1949													
Issued by The Public Utilities Commission of the State of California, Correction No. 53 San Francisco, California.													

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:

◇Class Rates
in Cents
Per 100 Pounds

First Class-----	13
Second Class-----	10½
Third Class-----	7½
Fourth Class or Lower-----	6

Minimum charge ◇ 40 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:

◇Class Rates
in Cents
Per 100 Pounds

First Class-----	15
Second Class-----	13
Third Class-----	10½
Fourth Class or Lower-----	7

Minimum charge ◇ 77 cents per shipment

*220-C
Cancels
220-E

(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.

◇ Increase) Decision No. 12476
* Change)

EFFECTIVE FEBRUARY 21, 1949

Issued by The Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 67

Item No.	SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
230 4-20-48	<p>PROGRESSION OF CLASSES</p> <p>The progression of Class rates above first class is $1\frac{1}{2}$, $1\frac{1}{2}$, $1\frac{3}{4}$, D1, $2\frac{1}{2}$t1, 3t1, $3\frac{1}{2}$t1, 4t1.</p>
240 4-20-48	<p>RATES BASED ON VARYING MINIMUM WEIGHTS</p> <p>When the charges accruing on a shipment based upon actual weight exceed the charges computed upon a rate based upon a greater minimum weight, the latter shall apply. For the purpose of applying this rule to a mixed shipment, deficiency between actual weight of the shipment and the greater minimum weight shall be computed at the rate applicable to the lowest rated commodity in the shipment.</p>
250 4-20-48	<p>SHIPMENTS TO BE RATED SEPARATELY</p> <p>Each shipment shall be rated separately. Shipments shall not be consolidated or combined by the carrier. When shipments are delivered to or received from other carriers, each bill of lading, freight bill, dock receipt or dock permit shall be considered as a separate shipment and rated accordingly.</p>
*260-B Cancels 260-A	<p>UNUSUAL DELAYS</p> <p>Delays to equipment at docks, warehouses or stores for which the carrier is not responsible will be charged for at the rate of \diamond \$3.19 per hour, minimum charge \diamond 80 cents, for all time over $\frac{1}{2}$ hour.</p>
<p>* Change } \diamond Increase } Decision No. 42476</p>	
<p>EFFECTIVE FEBRUARY 21, 1949</p>	
<p>Issued by The Public Utilities Commission of the State of California, San Francisco, California.</p>	
<p>Correction No. 68</p>	

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Cancels

First Revised Page ... 36

CITY CARRIERS' TARIFF NO. 1-A

Item No.	SECTION NO. 3 - CLASS RATES In Cents per 100 Pounds													
0360-E Cancels 360-A	RATE BASIS	Minimum Weight in Pounds												
		Any Quantity				500				2,000				
		1	2	3	4	1	2	3	4	1	2	3	4	
	A.....	48	41	31	28	33	28	21	17	28	23	17	14	
	B.....	54	43	35	29	40	30	24	18	33	26	21	15	
	C.....	62	50	40	33	46	37	28	24	39	30	22	18	
	RATE BASIS	Minimum Weight in Pounds												
		4,000				10,000								
			1	2	3	4	1	2	3	4				
	A.....		24	18	14	12	21	15	13	10½				
B.....		28	23	17	14	24	18	14	13					
C.....		29	24	17	14	25	22	15	13					
◇ Increase, Decision No. 12476														
EFFECTIVE FEBRUARY 21, 1949														
Issued by The Public Utilities Commission of the State of California, San Francisco, California.														
Correction No. 54														

SECTION NO. 4 - COMMODITY RATES

Item No.	COMMODITY	◇ RATES	Minimum
*380-B Cancels 380-A	BRICK, weighing each not more than seven and one-half (7½) lbs.	In Cents per 1000 brick	1000 brick
	Between points in the same Zone..	584	
	Between points in Zone 1 and points in Zone 2, or between points in Zone 2 and points in Zone 3	713	
	Between points in Zone 1 and points in Zone 3	751	

◇ Increase)
 * Change) Decision No. 42476

EFFECTIVE FEBRUARY 21, 1949

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 55

Cancels

SECTION NO. 4 - COMMODITY RATES (Continued)

In cents per 100 lbs- except as noted

Item No.	COMMODITY	RATES	Minimum Weight
	CEREAL PRODUCTS requiring cooking. FEED FLOUR		
	Inhaul, Shipping or City Deliveries at truckside, platform or sidewalk:	In Cents Per Shipment	
	350 pounds or less.	62	
	Over 350 " but not over 500 pounds	68	
	" 500 " " " 750 "	99	
	" 750 " " " 1000 "	113	
	" 1000 " " " 1250 "	137	
	" 1250 " " " 1500 "	152	
*390-B Cancels 390-A	" 1500 " " " 1750 "	183	
	" 1750 " " " 2000 "	220	
	" 2000 " " " 2500 "	251	
	" 2500 " " " 3000 "	281	
	" 3000 " " " 3500 "	319	
	" 3500 " " " 4000 "	350	
	" 4000 " " " 4500 "	386	
	" 4500 " " " 5000 "	417	
	" 5000 " " " 5500 "	447	
	" 5500 " " " 6000 "	501	
	" 6000 "	(1)8½	
	(1)In cents per 100 pounds		
	City Deliveries (Not Subject to Item No. 60 Series)	In Cents Per Shipment	
	500 pounds or less.	83	
	Over 500 " but not over 1000 pounds	152	
	" 1000 " " " 1500 "	220	
	" 1500 " " " 2150 "	281	
		In Cents Per 100 Pounds	
	" 2150 " " " 5000 "	14	
	" 5000 " " " 10000 "	13	
	" 10000 "	11	
*400-B Cancels 400-A	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.	6½	(1)1000 tons per Calendar Month
*410-B Cancels 410-A	COFFEE, GREEN, in sacks) SPICES, VIZ.:) -Inhaul only Pepper, in sacks,) Mustard, ground, in sacks) (1)Minimum weight 10,000 pounds per shipment.	(1)7	5000 tons per Calendar Year
	◇ Increase } * Change } Decision No. 12476		
	EFFECTIVE FEBRUARY 21, 1949		
	Issued by The Public Utilities Commission of the State of California, Correction No. 56 San Francisco, California.		

Cancels

SECTION NO. 4 - COMMODITY RATES (Continued)

In cents per 100 lbs. except as noted

Item No.	COMMODITY	♦ RATES		Minimum Weight
*425-B Cancels 425-A	(1)FREIGHT, REGARDLESS OF CLASSIFICATION, When not subject to rates and charges provided elsewhere in this section,within and between all zones and only on deliveries from jobbers, wholesalers, industries or public warehouses to jobbers, wholesalers, industries, public warehouses or retail stores. Weight Per Shipment 25 pounds or less. (1)Not subject to Item No. 60 Series.	In Cents Per Shipment 27		
*430-B Cancels 430-A	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.O.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
		--	46	
		17	--	
		--	303	
		15	--	
		--	751	
		13	--	
		--	46	
		--	53	
		--	83	
		--	130	
		--	144	
		7½	--	
		--	68	
		--	99	
		--	137	
		7	--	
*440-B Cancels 440-A	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
		--	46	
		17	--	
		--	303	
		15	--	
		--	751	
		13	--	
*450-C Cancels 450-B	HARDWARE HOUSES, WHOLESALE, Commodities transported for- Minimum charge 15 cents per shipment.	12		9000 tons per Calendar Year

* Change)
♦ Increase) Decision No. 12476

EFFECTIVE FEBRUARY 21, 1949

Issued by The Public Utilities Commission of the State of California,
Correction No. 57 San Francisco, California.

Second Revised Page ... 41

Cancels

First Revised Page ... 41

CITY CARRIERS' TARIFF NO. 1-A

SECTION NO. 4 - COMMODITY RATES (Continued)

In cents per 100 lbs. except as noted

Item No.	COMMODITY	♦ RATES		
		(1) In Cents per Piece		
	OFFICE FURNITURE, NEW - City Deliveries: (Not subject to Item No. 60 series)	1st Piece	2nd Piece	Each Additional Piece
	Desks ---- 36 inches or less-----	130	130	83
	Over 36 " but not over 42 inches--	167	130	130
	" 42 " " " " 60 " --	212	167	167
	" 60 " -----	295	251	251
	Tables---- 42 inches or less-----	83	83	83
	Over 42 " but not over 60 inches--	130	130	83
	" 60 " -----	167	167	130
*460-B Cancels 460-A	Glass Tops for Desks and Tables: 36 inches or less-----	46	46	46
	Over 36 " but not over 42 inches--	83	83	83
	" 42 " " " " 60 " --	130	130	83
	" 60 " -----	167	130	130
	File Cabinets--weighing each 100 pounds or less--	83	83	46
	weighing each over 100 pounds--	130	83	46
	Letter Files-3 drawers or less-----	83	83	46
	4 " -----	130	130	83
	Transfer Cases-----	83	no chg.	(2)
	Chairs-----	46	46	46
	Telephone Stands-----	46	46	46
	Costumers-----	46	46	46
	(1) A charge of \$61.60 per quarter hour, minimum charge 080 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-----) 046 cents			
	(2) (4th " -----) no charge			
	(each additional-----) 023 cents			
*470-B Cancels 470-A	PAPER, VIZ.: Newsprint, in rolls.) Inhaul-----)	(1) 9	(2) 6½	
	(1) Minimum weight 500 tons per calendar month (See Note).			
	(2) Minimum weight 750 tons per calendar month (See Note).			
	NOTE: Monthly tonnage is to be averaged over twelve (12) calendar months commencing with month in which property is first transported.			
*480-B Cancels 480-A	POULTRY, LIVE Inhaul-----	(1) In Cents Per Coop		
	City deliveries-----	46		
	(1) Subject to a minimum charge of 083 cents per shipment.	62		

* Change)
♦ Increase) Decision No. 42476

EFFECTIVE FEBRUARY 21, 1949

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

Correction No. 58

SECTION NO. 4 - COMMODITY RATES (Continued) In cents per 100 lbs. except as noted			
Item No.	COMMODITY	RATES	Minimum Weight
*500-B Cancels 500-A	RICE AND RICE MILL PRODUCTS----	7	20,000 pounds
*510-B Cancels 510-A	SOAP, in bars; SOAP CHIPS; SOAP POWDER; LARD SUBSTITUTES Inhaul within Zone 1----- (1) Minimum weight 30,000 pounds per shipment.	(1)11	3,000 tons per year
◇ Increase) * Change) Decision No. 42476			
EFFECTIVE FEBRUARY 21, 1949			
Issued by the Public Utilities Commission of the State of California, San Francisco, California.			
Correction No. 59			

Cancels

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	
	Automobiles, in boxes, weighing less than 6,000 pounds.	each 835	
		In cents per 100 lbs.	
	(1) Bullion.	13	
	Freight in packages or pieces weighing each 6,000 pounds or more	22	
	(1) Freight, viz.:		
	Bags in compressed bales,	Hides, green,)	
	Beans, dried, N.O.S.,	Iron, pig,)	
	in bags, other than paper bags,	Iron or Steel)	
	Brick, loose or in packages,	Angles, Bars (ex-)	
	Burlap in compressed bales,	clusive of bars)	
	Canned Pineapple,	composed of pre-)	
	Canned Pineapple Juice,	cision, spring or)	
	Cement, building,	tool steel),)	
	Cereals, prepared,	Iron or Steel Beams,)	
	other than flaked,	Channels, Columns,)	
	requiring cooking,	Plates, Reinforcing,)	
	Coffee, green,	Scrap or Sheet,)	
	Copra,	Lime,)	
	Cotton, in compressed bales, N.O.S.,	Magazines and News-)	
	Cotton, compressed to density of not less than 22½ lbs. per cubic foot, minimum 500 bales,	papers, old,)	
	Cylinders, steel,	Malt,)	
	empty returned, when returned on a truck delivering a shipment of full cylinders,	Mcal, blood, bone or fish,)	
	Fertilizers,	Oil Cake,)	
	Flour, Cereal Products and Feed, in packages,	Ore, sacked or boxed,)	
	Flue lining, loose or in packages,	Paper, Newsprint or)	
	Grain, whole,	Wrapping in rolls)	
	(1) Freight not otherwise specified in this item	24 inches or great-)	
		or in diameter,)	
		Plaster in sacks or)	
		barrels,)	
		Rags in machine)	
		compressed bales,)	
		Rice in sacks,)	
		Salt in sacks,)	
		Sand in sacks,)	
		Seed, N.O.S., in)	
		sacks,)	
		Split Peas,)	
		Sugar, N.O.S.,)	
		Tile, hollow)	
		building.)	
		10½	
		In cents per 1000 board foot,	
	(1) Lumber.	33½	
		In cents per 100 lbs.	
	(1) Silk, raw, in bales.	13	
	Minimum charge \$83 cents per shipment.		
	(1) Will not apply on packages or pieces weighing each 6,000 pounds or more.		

*520-B
Cancels
520-A

8½

*530-B Cancels 530-A	SUGAR, in Packages, Zone 1 (See Item No. 40 series). (1) Minimum charge 083 cents per shipment.	(1) 7	500 tons per Calendar Month
*540-B Cancels 540-A	VEHICLES containing the means for their own propulsion towed by the carrier's equip- ment.	In cents per Vehicle Towed 228	
+ Change) ◇ Increase) Decision No. 12476			
EFFECTIVE FEBRUARY 21, 1949			
Issued by The Public Utilities Commission of the State of California, San Francisco, California.			
Correction No. 60			

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.O.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-C
Cancels
550-B

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)
---(Name of Carrier)---from---(Point of origin)---to---
(Point of destination)---at the rate of---(See Note)---
under the rates and provisions of Item No.---(See Note)---
series of said tariff.

Shipper---(Name in full)---By---(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 \$2.86 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)
◊ Increase) Decision No. 12476

EFFECTIVE FEBRUARY 21, 1949

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

Correction No. 61

Cancels

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Concluded)			
*560-C Cancels 560-B	HOURLY VEHICLE UNIT RATES (Subject to Notes 1, 2 and 3) Minimum Charge One Hour. Capacity of Carrier's Equipment in Pounds			RATES In Cents Per Hour
	2,500 or less			348
	Over 2,500 but not over 4,500			372
	" 4,500 " " " 6,500			407
	" 6,500 " " " 15,500			437
	" 15,500 " " " 20,500			498
	" 20,500			588
	Gantry Trucks, regardless of capacity			780
	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.			
	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.			
	NOTE 3.--The rates based on the capacity of the carrier's equipment are not applicable to gantry trucks.			
570-B Cancels 570-A And 570 (7-6-48)	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.			
◇ Increase * Change		Decision No. 42476		
EFFECTIVE FEBRUARY 21, 1949				
Issued by The Public Utilities Commission of the State of California, San Francisco, California.				
Correction No. 62				

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
♦ 77 cents.

♦ Increase, Decision No. 12476

EFFECTIVE FEBRUARY 21, 1949

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

Correction No. 63

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-B Cancels 600-A	FRUIT, CITRUS, FRESH, viz.:			
	Grape Fruit..In lug or standard boxes (12" x 12" x 26") with or without lids.....	7½	10½	15
	Oranges.....In lug or standard boxes (10½" x 13½" x 26") with or without lids..	9	11	18
	Lemons.....In boxes N.O.S.	6	7½	12
	Tangerines...In standard Orange boxes (12" x 12" x 26").....	8½	11	17
*610-B Cancels 610-A	FRUIT, DECIDUOUS, FRESH, viz.:			
	(In boxes weighing less than 40 lbs.	6	7½	12
	Apples.....(In boxes weighing 40 lbs. and over	7½	10½	15
	(In boxes weighing 40 lbs. and over,			
	(Min. Wt. 20,000 lbs.	7	8½	14
	Berries.....In crates weighing less than 30 lbs.	4½	6	9
	Cranberries..(In boxes weighing less than 40 lbs.	4½	6	9
	(In boxes weighing 40 lbs. and over	7½	10½	15
	(In crates weighing less than 20 lbs.	5½	7	11
	Grapes.....(In crates weighing 20 lbs. but not			
	(over 30 lbs.	6	7½	12
	(In boxes weighing over 30 lbs.	7½	10½	15
	Peaches.) (In crates weighing less than 30 lbs.	5½	7	11
	Plums....(In boxes weighing 30 lbs. but not			
	(over 40 lbs.	6	7½	12
	Prunes..(In boxes weighing over 40 lbs.	7½	10½	15
	Pears.....(In boxes weighing less than 40 lbs.	7½	10½	15
	(In boxes weighing 40 lbs. and over	9	11	18
*620-B Cancels 620-A	FRUIT, TROPICAL, FRESH, viz.:			
	Avocados.....(In boxes weighing less than 20 lbs.	4½	6	9
	(In boxes weighing 20 lbs. and over	6	7½	12
	Bananas(Honolulu) in bunches.....	9	11	18
	In 9-hand bunches.....	11	14	23
	In 8-hand bunches.....	8½	11	17
	In pieces.....	6	7½	12
	Bananas,N.O.S. In tubs.....	9	11	18
	In half tubs.....	7½	10½	15
	In boxes weighing 30 lbs.	6	7½	12
	In crates.....	15	18	30
		In cents Per 100 lbs.		
	Cocconuts....Loose or in packages.....	11	14	23
		In cents Per Package		
	Pineapples....In crates weighing 50 lbs. and over	11	14	23

* Change)
♦ Increase) Decision No. **12476**

EFFECTIVE FEBRUARY 21, 1949

Issued by The Public Utilities Commission of the State of California,
Correction No. 64 San Francisco, California.

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 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
*630-B Cancels 630-A	FRUIT, FRESH, 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.	6	7½	12
	In boxes or crates weighing over 40 lbs.	7½	10½	15
*640-B Cancels 640-A	MELONS, viz.:			
	(In 32-lb. flat crates.....	6	7½	12
	Cantaloupes.... (In 57-lb. Pony crates.....	7½	10½	15
	(In 66-lb. Standard crates.....	8½	11	17
	(In 78-lb. Jumbo crates.....	9	11	18
	Casabas:			
	(In 34-lb. small crates.....	6	7½	12
	Honey Dew.) (In 44-lb. medium crates.....	7½	10½	15
	Honey Ball) (In 54-lb. special crates.....	9	11	18
	Persian....) (In 56-lb. large crates.....	9	11	18
	(Loose-In cents per 100 lbs.	23	29	46
	Watermelons.....Loose-In cents per 100 lbs.	23	29	46
*650-B Cancels 650-A	MELONS, N.O.S.:			
	In boxes or crates weighing less than 30 lbs.	6	7½	12
	In boxes or crates weighing 30 lbs. but not over 40 lbs.	7½	10½	15
	In boxes or crates weighing over 40 lbs.	9	11	18
*660-B Cancels 660-A	VEGETABLES, FRESH, viz.:			
	Artichokes.. (In boxes weighing less than 30 lbs.	6	7½	12
	(In boxes weighing 30 lbs. and over....	7½	10½	15
	Asparagus....In crates.....	7½	10½	15
	(In bushel hampers.....	8½	11	17
	Beans..... (In crates weighing less than 50 lbs. ..	7½	10½	15
	(In crates weighing 50 lbs. and over....	11	14	22
	(In sacks weighing 80 lbs. or less.....	11	14	22
	Beets... (In crates or sacks weighing 30 lbs. or (less)	5½	7	11
	Cabbage).... (In crates or sacks weighing over 30 but Carrots) (not over 50 lbs.)	6	7½	12
	(In crates or sacks weighing over 50 but not over 100 lbs.)	9	11	18
	Celery.....In crates.....	9	11	18
	(In Los Angeles boxes.....	6	7½	12
	Corn..... (In Baskets.....	8½	11	17
	(In sacks weighing 80 lbs. or less.....	11	14	22
	Cucumbers... (In boxes weighing less than 30 lbs.	6	7½	12
	(In boxes weighing 30 lbs. and over.....	7½	10½	15
	Garlic....) (In crates or sacks weighing 30 lbs. or (less)	5½	7	11
	Onions dry) (In crates or sacks weighing over 30 but Potatoes..) (not over 50 lbs.)	6	7½	12
	Turnips... (In crates or sacks weighing over 50 but (not over 100 lbs.)	9	11	18

* Change)
◇ Increase) Decision No. 12476

EFFECTIVE FEBRUARY 21, 1949

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

Correction No. 65

Cancels

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-C Cancels 670-B	Lettuce.... (In crates, dry packed.....	9	11	18
	(In crates, ice packed.....	11	14	21
	(In bushel hampers.....	9	11	18
	Peas..... (In crates weighing less than 50 lbs.	7½	10½	15
	(In crates weighing 50 lbs. and over.....	11	14	22
	(In sacks weighing 80 lbs. or less.....	11	14	22
	Peppers, green in crates.....	9	11	18
	Potatoes, (In boxes weighing 30 lbs. but not over			
	sweet..... 40 lbs.	7½	10½	15
	(In boxes weighing over 40 lbs.	9	11	18
	Rhubarb.... (In boxes weighing less than 30 lbs.	5½	7	11
	(In boxes weighing 30 lbs. and over.....	7½	10½	15
	Squash.... (In boxes or crates weighing less than 30 lbs.	6	7½	12
	(Loose - In cents per 100 lbs.	23	29	46
	Tomatoes... (In boxes or crates weighing 40 lbs. or less.	5½	7	11
	(In boxes or crates weighing over 40 lbs.	9	11	18
*680-C Cancels 680-B	Yams..... (In bushel baskets or hampers.....	9	11	18
	VEGETABLES, FRESH or GREEN, N.O.S., in boxes, crates or			
	sacks:			
	In packages weighing less than 30 lbs.	6	7½	12
*690-C Cancels 690-B	In packages weighing 30 lbs. but not over 40 lbs.	7½	10½	15
	In packages weighing over 40 lbs.	9	11	18
	CONTAINERS, EMPTY, viz.:			
	(Los Angeles Lug, in bundles, per box.....	2	2½	3
	(Los Angeles Lug, loose, per box.....	2½	3	4½
	(50-lb. Lug, in bundles, per box.....	3	3½	6
	(50-lb. Lug, loose, per box.....	3½	4½	7½
	(Apple, in bdls. per box.....	2	2½	3
	Boxes.... (Apple, loose, per box.....	3	3½	6
	(Lemon, in bdls. per box.....	2½	3	4½
	(Lemon, loose, per box.....	3½	4½	7½
	(Orange, in bdls. per box.....	2½	3	4½
	(Orange, loose, per box.....	3½	4½	7½
	(Pear, in bdls. per box.....	2	2½	3
	(Pear, loose, per box.....	3	3½	6
	(4 Basket, in bdls. per bdl.	3½	4½	7½
	(4 Basket, loose, per crate.....	2	2½	3
	Crates.... (Los Angeles, in bdls. per crate.....	3	3½	6
	(Los Angeles, loose, per crate.....	4½	6	9
	(Banana, per crate.....	4½	6	9

	Tubs.....Banana, per Tub.....	2	2 1/2	3
	Straw.....Banana (in truck loads):	In Cents Per Hour		
	1st hour or fraction thereof.....	435	435	435
	2nd and each succeeding hour.....	291	291	291
*700-C Cancels 700-B	FRUIT, DECIDUOUS, FRESH, viz.:	In Cents Per		
	FROM TO	100 Lbs.		
	Apples..)-Ice Houses, Refrig- Steamship Docks			
	Grapes..)-eration Plants..... or Piers.....	11		
	Pears...)			
* Change) ◇ Increase) Decision No. 42476				
EFFECTIVE FEBRUARY 21, 1949				
Issued by The Public Utilities Commission of the State of California, San Francisco, California.				
Correction No. 66				