

ORIGINAL

Decision No. 4084

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

In the Matter of the Establishment of rates,)
 rules and regulations for the transportation)
 of property by radial highway common carriers)
 and highway contract carriers between and by) Case No. 4108
 city carriers within the cities of Oakland,)
 Alameda, Albany, Berkeley, Emeryville and)
 Piedmont.)

In the Matter of the Investigation and)
 Establishment of rates, charges, classifi-)
 cations, rules, regulations contracts and)
 practices of East Bay Drayage & Warehouse Co.,) Case No. 4109
 et al., between the cities of Oakland,)
 Alameda, Albany, Berkeley, Emeryville and)
 Piedmont.)

Appearances

Edward M. Berol and Russell Bevans, for petitioner,
 Draymen's Association of San Francisco.

Edward M. Berol, for petitioner, Draymen's Associa-
 tion of Alameda County.

W. G. Walkup, W. G. Walkup, Jr., E. L. Carley,
 T. W. Savage, C. L. Tilden, Jr., Edward P.
 White, Hyland Hinman, M. M. Ballenger, and
 J. A. Clark, Jr., for various respondent
 carriers.

Walter A. Rohde, E. R. Chapman, W. M. Cheatham, A.
 K. Pentilla, A. T. Eche and Earl R. Wertz,
 for various shippers and shipper organizations.

SUPPLEMENTAL OPINION

Minimum rates, rules and regulations have been established
 in these proceedings for the transportation of property within the
 San Francisco and East Bay drayage areas. ¹ Draymen's Association of
 San Francisco seeks a general increase in the rates applicable in

¹The San Francisco rates are set forth in City Carriers' Tariff No. 1-A
 (Appendix "A" of Decision No. 41363, as amended, in Case No. 4084).
 The East Bay rates are named in City Carriers' Tariff No. 2-A - High-
 way Carriers' Tariff No. 1-A (Appendix "A" of Decision No. 41362, as
 amended, in Case Nos. 4108 and 4109).

the San Francisco drayage area, as well as revision of pool car distribution rates, modification of the application of rates on rice and rice mill products, and enlargement of the territorial scope of Zone 1.² Draymen's Association of Alameda County proposes changes in the pool car distribution rates applicable in the East Bay drayage area.

Public hearing of these matters was had at San Francisco before Examiner Jacopi.

Rates on Pool Car Shipments

Revised and increased bases of charges for unloading and segregating pool car shipments in the East Bay and San Francisco drayage areas are sought by the aforesaid associations. The president of the Draymen's Association of Alameda County testified that he was chairman of a joint rate committee appointed to consider the adequacy of the present pool car rates, that the committee had caused detailed studies to be made of pool cars handled during the last nine months, and that the present rates were found to be substantially below the cost of performing the services. The witness asserted that the proposed rates were necessary to place pool car operations on a compensatory basis.

A public accountant retained by petitioners submitted exhibits showing the estimated average costs of performing the various pool car services in the East Bay and San Francisco drayage areas. The record shows that the costs were based upon observations and studies by the accountant and his assistants of the various

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The general increase in rates is not sought on the revised pool car distribution rates nor on lumber and forest products rates.

operations performed in connection with pool car movements during the last nine months. Detailed time and performance data were compiled for each service involved. These data covered a total of more than 12 million pounds of pool car freight handled in the two drayage areas in question.

The accountant asserted that his studies showed that the draymen performed a variety of accessorial services on pool car shipments in addition to the usual unloading and segregation.³ He indicated that shippers did not always avail themselves of all of these accessorial services. For this reason, he said, separate costs were developed for the various pool car operations offered by the draymen. In addition, the witness asserted, separate costs were developed for unloading and segregating furniture, toys, and candy because of the substantial volume of such traffic and the greater care and amount of time involved in handling as compared with other commodities. Establishment of separate rates for the individual pool car services, he said, would result in more equitable distribution of costs and in shippers paying only for the services requested. The estimated costs developed by the accountant for the various pool car operations, and as expanded by him for

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The accessorial services in question are (1) preparation of the pool shipment file including manifests and delivery instructions, and issuance of freight bills to each subconsignee or shipper, (2) paying, prorating, and collecting inbound freight charges, (3) paying and collecting outbound freight charges, and (4) listing and reporting marked weights, gallonage, serial numbers, and similar information on request of shippers.

operating ratios of 90 and 93 before provision for income taxes, are shown below:

<u>SERVICES</u>	Estimated Costs In- cluding Overhead	(1) Estimated Costs Expanded for 90.0 Operating Ratio	(1) Estimated Costs Expanded for 93.0 Operating Ratio
<u>Unloading and Segregating:(2)</u>			
Furniture	\$.2421	\$.2690	\$.2603
Toys	.1881	.2090	.2023
Candy	.1300	.1444	.1398
All other commodities	.1017	.1130	.1094
<u>Accessorial Services:(3)</u>			
Miscellaneous delivery	.2250	.2500	.2419
Paying and collecting inbound charges	.3174	.3526	.3413
Paying and collecting outbound charges	.2223	.2470	.2390
Reporting weights, marks and other data	.2035	.2261	.2188
Rearranging load and installing dunnage in stopover cars	(4) 2.81	(4) 3.12	(4) 3.02

- (1) Operating ratio shown is before provision for income taxes.
 (2) Costs and expanded costs shown are per 100 pounds.
 (3) Costs and expanded costs shown are per component part of the pool car, except as indicated by (4).
 (4) Costs and expanded costs shown are per man per hour and do not include cost of material involved.

A traffic consultant retained by petitioners submitted exhibits showing proposed pool car distribution rates which he said were necessary for compensatory operations. The rates were based upon the accountant's cost figures after expansion for an operating ratio of 90 before provision for income taxes. Under the proposal, rates of the same volume would be established for both the East Bay and San Francisco drayage areas. It was asserted that rate uniformity was necessary because of keen competition between commercial establishments situated in such areas, that the costs of record reflected the average cost of handling pool cars in both drayage areas, and that the accountant's testimony showed that there were only minor differences in the costs obtaining in the two areas.

The traffic consultant also proposed the establishment of storage charges on undelivered component parts of pool car shipments and charges for the services of marking, tagging or stencilling packages. He asserted that the space available at the carriers' terminals was limited, that an accumulation of stored freight would seriously hamper terminal operations, and that the storage charge would aid in avoiding congestion of the carriers' facilities. The witness stated that the storage charges were similar to those generally maintained in tariffs of highway common carriers operating in the Bay Area and vicinity. In regard to the charges for marking, tagging or stencilling, he said that the carriers were frequently called upon for such services on pool car shipments and that charges therefor were not provided. According to the witness, the sought charges were similar to those generally observed in the territory by concerns regularly performing such services. He indicated that the charges were no greater than necessary reasonably to compensate the carriers for these services.

It was pointed out by the consultant that the proposed pool car distribution rates followed the basic form of the rates now in effect in the San Francisco drayage area. This method of stating the rates was said to be preferable to that provided in the East Bay drayage area in that more precise effect would be given to differences in the various services. It was indicated that the sought rates were discussed with various interested shippers and shipper organizations in both drayage areas.

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The storage charges would be assessed at the rate of 3 cents per 100 pounds per day for the first 5 days and 5 cents per 100 pounds per day thereafter. A free storage period of 48 hours after the first 7:00 a.m. following the unloading of the pool car would be provided. The charge for making, tagging or stencilling would be at the rate of one cent per package.

No one appeared in opposition to the proposed adjustment.

It has been shown that the existing rates for pool car distribution in the East Bay and San Francisco drayage areas is insufficient to cover the cost of performing the services. The record is not convincing, however, that rates as high as those proposed are necessary. Some increase in the rates, however, is justified. It appears that the rates authorized in the order herein would be reasonably compensatory. Storage charges higher than those now provided in both the East Bay and San Francisco drayage areas in connection with general drayage operations have not been justified. The rates presently named in the respective drayage tariffs should be adopted. The economies inherent in handling pool cars which involve few and relatively large deliveries have been recognized in the existing provisions under which no additional charge is made for component parts delivered under 20,000 pound drayage rates. The record made here fails to support the proposed cancellation of such provisions. The proposal to limit the application of certain unloading and segregation rates to instances where the carrier performs the transportation itself and not through an agent was said to be necessary to avoid abuses in connection with accessorial services performed on shipments moving under common carrier rates which include pickup and delivery service. Pickup or delivery of common carrier shipments transported from or to points outside the East Bay or the San Francisco drayage areas under through pickup and delivery rates are exempted from the established minimum rates.

It follows that accessorial services incidental to such pickup or delivery are likewise exempted. Under the circumstances, the proposed restriction is not necessary. With the foregoing modifications, the sought revision of the pool car rates and provisions should be adopted.

The record indicates that the revised pool car distribution rates would provide the San Francisco draymen with some additional revenue. This will be hereinafter dealt with in connection with the proposed general increase in the other San Francisco drayage rates. The record also indicates that for some time the East Bay draymen have been voluntarily observing pool car distribution rates similar to those here sought, and that the proposed adjustment would therefore have but little or no effect on their revenues.

General Increase in San Francisco Drayage Rates

The level of the minimum rates and charges applicable within the San Francisco drayage area was last considered in Decision No. 42476 of February 1, 1949, in Case No. 4084, when an increase of 8 per cent therein was granted. A further increase of 5 per cent is now sought.

The secretary-manager of the Draymen's Association of San Francisco testified that the established minimum rates had again become inadequate as a result of further advances in wages. Under labor agreements recently negotiated, he said, increases in wages were granted amounting to 60 cents per day for mechanics and 50 cents

per day for drivers, helpers, checkers and pickers, retroactive to June 1, 1949.⁵ For the latter group, the agreement also provided for two additional paid holidays. The greater advance in mechanics' wages was said to be necessary to meet those prevailing in other industries in San Francisco for comparable work. The witness stated that the amount of the wage increase for the drivers, helpers, checkers and pickers was substantially less than that originally sought by the employees. He indicated that the new wage agreement for this group covered the two-year period ending June 1, 1951, and that the carriers anticipated no change in the wage level during that time.

Evidence relative to the carriers' financial position was submitted by a public accountant retained by petitioner and by an engineer from the Commission's Transportation Department. The accountant testified that he had analyzed the operating results of 31 carriers for the months of March, April, May and June 1949. These months were used in the study, he said, because they were the first months that fully reflected the increase in the minimum rates that became effective February 21, 1949.⁶ The witness asserted that the operating results for the succeeding months were excluded from the study because of the adverse effect upon the volume of traffic resulting from a warehouse strike in progress at that time. He indicated that all expenditures not chargeable to operating expenses for the months in question were eliminated.⁷ Exhibits submitted by the accountant

⁵"Pickers" were described as employees used mainly at docks or piers to select the freight and to instruct drivers and helpers relative to the order in which it is to be loaded into vehicles. Allegedly, "pickers" are used to promote efficient loading and speedy service.

⁶An increase of 8 per cent in the minimum rates was authorized by Decision No. 42476, supra.

⁷Expenses involved in operations during other months were eliminated. Those partly involved in the four months in question were adjusted on a pro rata basis. Interest payments were also eliminated from operating expenses.

showed the results of operation for the four months, and the results that would have obtained had the recent wage increases been in effect during the period in question. These figures were shown for the 31 carriers as a group, and for each of them separately.

The Commission engineer introduced an exhibit showing the revenues and expenses for 25 carriers, individually and as a group, for the fiscal year ended June 30, 1949. Except for small salary adjustments for individuals or copartnerships and elimination of interest payments from operating expenses, the figures were taken from the carriers' books. The exhibit also indicated the estimated results of operations assuming that the recent wage increases had been in effect throughout the fiscal year. In developing the latter estimates, the engineer also adjusted the revenues for the entire period to the basis of the current rate level. The estimated operating results shown in the exhibits submitted by the accountant and the Commission engineer are summarized below:

	<u>Association's Witness</u>		<u>Commission Engineer</u>	
	Estimated Operating Results, Period March 1 to June 30, 1949, inclusive.		Estimated Operating Results, Fiscal Year Ended June 30, 1949	
	(In Thousands of Dollars)			
	(1)	(2)	(1)	(3)
Revenue	2,262	2,262	5,987	6,280
Operating Expenses	<u>2,206</u>	<u>2,258</u>	<u>6,054</u>	<u>6,198</u>
Net Operating Income:				
Before Taxes	56	5	(67)	82
After Taxes	23	(18)	--	--
Operating Ratio:				
Before Taxes	97.52	99.81	101.1	98.7
After Taxes	99.00	100.81	--	--

() - Indicates loss.

- (1) Operating results before adjustment to reflect the wage increase.
- (2) Operating results after including the effect of the wage increase.
- (3) Operating results after including the wage increase and after adjusting the revenue for the entire period to the level of the present rates.

According to the accountant's exhibits, 15 of the 31 carriers involved in his study experienced operating losses for the four months in question under the present rates. The indicated operating ratios ranged from 100.79 to 113.97. The exhibits also showed that if the wage increases recently granted had been in effect during the same months 17 carriers would have incurred losses under operating ratios ranging from 100.28 to 116.99. The Commission engineer's exhibit showed that 14 of the 25 carriers included in his study experienced operating losses for the fiscal year ended June 30, 1949. The operating ratios of such carriers ranged from 101.1 to 121.2. After adjusting the expenses to reflect the wage increase, and the revenues to bring them into conformity with present rate levels, the exhibits showed that 11 of the 25 carriers would have experienced losses and that their operating ratios would have ranged from 100.9 to 117.9.

Counsel for the Association stated that an increase in the rates of 9.5 per cent and 6 per cent would be necessary to produce operating ratios of 93.64 and 95.60, respectively, after provision for income taxes. Exhibits were submitted showing the estimated results of operations under such increases. The counsel asserted, however, that in view of present economic conditions and the fact that the new wage agreement covers a 2-year period, the Association felt that a 5 per cent increase in the rates was as great as shippers should be asked to bear at this time. However, exhibits showing the effect of such an increase upon the carriers' financial condition were not submitted.

The tabulation shown below indicates the estimated operating results after provision for the additional revenue resulting from the 5 per cent increase in rates and the adjustment of pool

car rates, and for the advances in wages. The figures were based upon and calculated from the exhibits submitted by the accountant and the Commission engineer covering the operations for the months of March, April, May and June, 1949, and for the fiscal year ended June 30, 1949, respectively.

	<u>Association's Witness</u> Based on Period March 1 to June 30, 1949, inclusive	<u>Commission Engineer</u> Based on fiscal year ended June 30, 1949
Revenue	\$2,495,721	\$6,679,010
Operating Expenses	2,253,100	6,198,453
Net Operating Income:		
Before Taxes	152,621	480,557
After Taxes	107,832	-----
Operating Ratio:		
Before Taxes	93.66	92.80
After Taxes	96.26	-----

The showing made indicates that the draymen are in need of additional revenue. Careful consideration of the evidence shows that the proposed increase of 5 per cent coupled with the additional revenue from the revised pool car rates would afford the carriers reasonable relief and should enable them to maintain adequate and efficient service. The 5 per cent increase should be granted except on the pool car and lumber products rates.

Enlargement of Zone 1

Under the present zoning arrangements, the industrial area of San Francisco is in Zone 1. Contiguous territory west and south of Zone 1 is situated in Zone 2. On all class-rate and some commodity-rate traffic interzone rates are higher than intrazone rates. In some cases, commodity rates are restricted to Zone 1 movements. Draymen's Association of San Francisco proposes that an area lying west and south of the existing Zone 1 limits and extending to San Bruno Avenue, Third Street, Fitzgerald Avenue, and Ingalls and Palou Streets be rezoned as Zone 1 instead of Zone 2.

The traffic manager of the San Francisco Chamber of Commerce testified that the present Zone 1 has about reached its limit of industrial expansion; that about 44 manufacturing and distributing plants of various kinds have located in the area proposed to be added to that zone; that this area is the only territory within the city still available for industrial development; that the resulting equalization of drayage rates is necessary to maintain competitive equality and assist in further industrial development; that the additional territory is contiguous to and readily accessible from Zone 1; and that the greater distances involved would be offset by favorable operating conditions permitting the movement of vehicles without the delays encountered in the more congested areas of Zone 1 and the use of large equipment units.

The proposed rezoning was not opposed.

It appears that the adjustment of the zoning arrangements sought is reasonable and that it should be adopted.

Rates on Rice and Rice Mill Products

For the transportation of rice and rice mill products in quantities of 20,000 pounds or more within the San Francisco drayage area, a commodity rate of 7 cents per 100 pounds is provided. Movements of lesser quantities are subject to class rates. No packing requirements are provided in connection with the commodity rate. Draymen's Association of San Francisco proposes to restrict the application of this rate to rice and rice mill products shipped in sacks.

The record shows that the rate in question was originally established about fifteen years ago for substantial movements from the rice mills to docks or piers. According to a

witness for the Association, rice and rice mill products were universally sold in bulk at that time and the commodities were shipped in sacks. In recent years, he said, sales trends had changed. The witness stated that rice and related products are now sold in small cartons, usually weighing one or two pounds, which are shipped in boxes. The boxes weigh from 30 to 60 pounds each, depending upon the size of the inner containers.

The witness asserted that the volume of the commodity rate in question was predicated upon the small amount of handling and other favorable conditions surrounding large shipments of sacked rice to docks or piers. He maintained that the rate was not compensatory for the character of the service required for rice and rice products delivered to retailers and wholesalers in small, light-weight containers. Such shipments, he said, generally involved 15 to 20 deliveries at different establishments and considerable handling and segregation in accordance with the grade and the size of the inner containers. On the other hand, the witness asserted, the shipments of sacked rice and related articles to docks or piers were delivered in their entirety to one place without any segregation service. He stated that the class rates would afford proper recognition of the cost of the greater services involved in handling packaged rice. The record shows that the proposal was discussed with representatives of the rice mills and other interested parties.

No one opposed the sought modification of the commodity rate in question.

The record is persuasive that the commodity rate is inadequate for the services involved in city deliveries as compared with those provided on the dock or pier shipments for which the rate was established. The class rates appear to be reasonable for the city delivery services. The proposal should be adopted.

Upon consideration of all of the facts and circumstances of record, we are of the opinion and hereby find that the increases and changes in the minimum rates, rules and regulations established in these proceedings have been justified as indicated in the foregoing opinion; and that in all other respects the proposals have not been justified. Procedures established for the handling and distribution of minimum rate tariffs require that the changes in tariff provisions involved be made by separate orders revising these tariffs. In view of this, a separate order is being entered in Cases Nos. 4108 and 4109 in connection with the adjustment of pool car distribution rates in the East Bay drayage area.

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 the proceeding) be and it is hereby further amended by incorporating therein, to become effective November 15, 1949,

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

First Revised Page 14 cancels Original Page 14
 Fourth Revised Page 16 cancels Third Revised Page 16
 Third Revised Page 17 cancels Second Revised Page 17
 Fifth Revised Page 18 cancels Fourth Revised Page 18
 Third Revised Page 19 cancels Second Revised Page 19
 Third Revised Page 20 cancels Second Revised Page 20
 Sixth Revised Page 21 cancels Fifth Revised Page 21
 Fourth Revised Page 23 cancels Third Revised Page 23
 Original Page 23-A
 Third Revised Page 24 cancels Second Revised Page 24
 Third Revised Page 36 cancels Second Revised Page 36
 Fourth Revised Page 38 cancels Third Revised Page 38
 Fifth Revised Page 39 cancels Fourth Revised Page 39
 Fifth Revised Page 40 cancels Fourth Revised Page 40
 Third Revised Page 41 cancels Second Revised Page 41
 Fourth Revised Page 42 cancels Third Revised Page 42
 Third Revised Page 43 cancels Second Revised Page 43
 Fourth Revised Page 45 cancels Third Revised Page 45
 Fourth Revised Page 46 cancels Third Revised Page 46
 Third Revised Page 50 cancels Second Revised Page 50
 Third Revised Page 51 cancels Second Revised Page 51
 Third Revised Page 52 cancels Second Revised Page 52
 Fifth Revised Page 53 cancels Fourth Revised Page 53

IT IS HEREBY FURTHER ORDERED that, except to the extent provided by the order herein, the petitions filed by the Draymen's Association of San Francisco on July 26 and August 10, 1949, be and they are 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 25th day of October, 1949.

R. J. [Signature]
Justice J. [Signature]
[Signature]
Harold T. [Signature]
[Signature]
 COMMISSIONERS

First Revised Page.....14
Cancels

Original Page.....14

CITY CARRIERS' TARIFF NO. 1-A

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

Rates in this tariff apply for transportation of shipments between points in the City and County of San Francisco located in the zones described below. The zones hereinafter described embrace all points of origin and destination within their respective boundaries and include both sides of streets, boulevards, roads, avenues or highways named.

Zone 1

Beginning at the point where Van Ness Avenue meets San Francisco Bay, thence southerly on Van Ness Avenue to Broadway, westerly on Broadway to Fillmore Street, southerly on Fillmore Street to Duboce Avenue, easterly on Duboce Avenue to Church Street, southerly on Church Street to 16th Street, easterly on 16th Street to Valencia Street, southerly on Valencia Street to Army Street, easterly on Army Street to Bayshore Boulevard, southerly on Bayshore Boulevard to Thornton Avenue, westerly on Thornton Avenue to San Bruno Avenue, southerly on San Bruno Avenue to Nelson Avenue, southeasterly on Nelson Avenue to Third Street, northerly on Third Street to Fitzgerald Avenue, easterly on Fitzgerald Avenue to Ingalls Street, northerly on Ingalls Street to Palou Avenue, westerly on Palou Avenue to Keith Street, northerly on Keith Street to the shore line of San Francisco Bay, thence northerly and westerly along said shore line to point of beginning.

Zone 2

Beginning at the point where Van Ness Avenue meets San Francisco Bay, thence westerly along the shore line of San Francisco Bay and the Pacific Ocean to the westerly boundary of the U. S. Military Reserve (The Presidio), thence southerly along said boundary to 24th Avenue, southerly along 24th Avenue and its prolongation south of Fulton Avenue to Crossover Drive, southerly on Crossover Drive to the intersection of Lincoln Way and 19th Avenue, thence southerly on 19th Avenue to Ocean Avenue, easterly on Ocean Avenue to Mission Street, northeasterly on Mission Street to Silver Avenue, easterly on Silver Avenue to San Bruno Avenue, southerly on San Bruno Avenue to Thornton Avenue, easterly on Thornton Avenue to Bayshore Boulevard, thence westerly and northerly along the southerly and westerly boundaries of Zone 1 to point of beginning; also the territory bounded as follows: beginning at the intersection of San Bruno Avenue and Nelson Avenue, southerly on San Bruno Avenue to Bayshore Boulevard, southerly on Bayshore Boulevard to the San Francisco - San Mateo County line, easterly along said County line to San Francisco Bay, northerly along the shore line of San Francisco Bay to Keith Street, westerly on Keith Street to Palou Avenue, easterly on Palou Avenue to Ingalls Street, south-westerly on Ingalls Street to Fitzgerald Avenue, northwesterly on Fitzgerald Avenue to Third Street, southerly and westerly on Third Street and Nelson Avenue to point of beginning.

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Zone 3

Beginning at the point where the westerly boundary of Zone No. 2 meets the Pacific Ocean, thence southerly along said boundary to the San Francisco-San Mateo County Boundary Line, thence westerly along the San Francisco-San Mateo County Boundary Line to the Pacific Ocean, thence northerly along the shore line of the Pacific Ocean to point of beginning.

Zone 4

Yerba Buena Island and all other portions of the City and County of San Francisco beyond the boundaries of Zones Nos. 1, 2 and 3.

*Change. Decision No. 43457

EFFECTIVE NOVEMBER 15, 1949

Issued by the Public Utilities Commission of the State of California,
Correction No. 74. San Francisco, California

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
60	<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	<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-D Cancels 80-C	<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 \$3.00 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 \$3.00 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>(Increase) Decision No. 42457 *Change)</p>
EFFECTIVE NOVEMBER 15, 1949	
<p>Issued by the Public Utilities Commission of the State of California, Correction No. 75 San Francisco, California.</p>	

Cancels

Item No.	SECTION 1 -- RATES AND REGULATIONS OF SERVICE APPLICATION (Continued)
*90-C Cancels 90-D	<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 022 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	<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 Increase	Decision No. 42457
EFFECTIVE NOVEMBER 15, 1949	
Issued by the Public Utilities Commission of the State of California, San Francisco, California Correction No. 76	

Item
No.

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

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

(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).

(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 canceled on less than thirty (30) days' notice to the Commission.

(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.

(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:

When the amount collected is	Charge for collecting and remitting will be
Not over \$2.50	-----\$.29
Over 2.50 not over \$5.00	----- .32
Over 5.00 not over 10.00	----- .45
Over 10.00 not over 20.00	----- .48
Over 20.00 not over 25.00	----- .53
Over 25.00 not over 40.00	----- .59
Over 40.00 not over 50.00	----- .65
Over 50.00 not over 60.00	----- .81
Over 60.00 not over 80.00	----- .84
Over 80.00 not over 100.00	----- .87
Over 100.00 not over 102.50	----- 1.10
Over 102.50 not over 105.00	----- 1.12

*110-E
Cancels
110-E

Over	105.00	not over	110.00	-----	1.18
Over	110.00	not over	120.00	-----	1.23
Over	120.00	not over	140.00	-----	1.25
Over	140.00	not over	160.00	-----	1.29
Over	160.00	not over	180.00	-----	1.38
Over	180.00	not over	200.00	-----	1.40
Over	200.00	not over	250.00	-----	1.62
Over	250.00	not over	300.00	-----	1.85
Over	300.00	not over	350.00	-----	2.10
Over	350.00	not over	400.00	-----	2.33
Over	400.00	not over	450.00	-----	2.59
Over	450.00	not over	500.00	-----	2.85
Over	500.00	not over	550.00	-----	3.07
Over	550.00	not over	600.00	-----	3.31
Over	600.00	not over	650.00	-----	3.55
Over	650.00	not over	700.00	-----	3.79
Over	700.00	not over	750.00	-----	4.03
Over	750.00	not over	800.00	-----	4.27
Over	800.00	not over	850.00	-----	4.54
Over	850.00	not over	900.00	-----	4.77
Over	900.00	not over	950.00	-----	5.01
Over	950.00	not over	1,000.00	-----	5.26
Over	1,000.00	at rate of	\$5.26 per	\$1,000.00	

* Change) Decision No. **42457**
 ◊ Increase)

EFFECTIVE NOVEMBER 15, 1949

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

Correction No.77

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<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>
<p>120</p>	<p style="text-align: center;">COLLECTION OF LOSS AND/OR DAMAGE CLAIMS</p> <p>When incidental to transportation by the carrier, a charge of \$1.39 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 35 cents.</p>
<p>130-C Cancels 130-B</p>	<p>*Change) Decision No. 42457 ◊ Increase)</p>
<p>EFFECTIVE NOVEMBER 15, 1949</p>	
<p>Issued by the Public Utilities Commission of the State of California, Correction No. 76 San Francisco, California.</p>	

Cancels

Item No.	SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*140-C Cancels 140-B	<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 \$1.14 per revenue ton if unloaded and reloaded on truck, plus a demurrage charge of 7½ cents per revenue ton per day, including Saturdays, Sundays and holidays, minimum charge \$39 cents per shipment, will be made. Subsequent delivery of the property from point of storage shall constitute a new shipment.</p>
150	<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-C Cancels 160-B	<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 \$1.52 per clearance, minimum \$32.29 will be made.</p>
170	<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) (Increase) Decision No. 42457</p>	
<p>EFFECTIVE NOVEMBER 15, 1949</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 79</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)												
180	<p style="text-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-D Cancel 190-C	<p style="text-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 039 cents.</p> <p>When more than one stencil is used, the minimum charge shall apply to each stencil used.</p>												
*200-E Cancel 200-D	<p style="text-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" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Weight of Shipment</th> <th style="text-align: right;">◇ Minimum Charge in Cents</th> </tr> </thead> <tbody> <tr> <td>25 pounds or less</td> <td style="text-align: right;">60</td> </tr> <tr> <td>Over 25 pounds but not over 50 pounds</td> <td style="text-align: right;">77</td> </tr> <tr> <td>" 50 " " " " 75 "</td> <td style="text-align: right;">91</td> </tr> <tr> <td>" 75 " " " " 100 "</td> <td style="text-align: right;">107</td> </tr> <tr> <td>" 100 "</td> <td style="text-align: right;">139</td> </tr> </tbody> </table>	Weight of Shipment	◇ Minimum Charge in Cents	25 pounds or less	60	Over 25 pounds but not over 50 pounds	77	" 50 " " " " 75 "	91	" 75 " " " " 100 "	107	" 100 "	139
Weight of Shipment	◇ Minimum Charge in Cents												
25 pounds or less	60												
Over 25 pounds but not over 50 pounds	77												
" 50 " " " " 75 "	91												
" 75 " " " " 100 "	107												
" 100 "	139												
205	<p style="text-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"> (a) Name of shipper. (b) Name of consignee. (c) Point of origin. (d) Point of destination. (e) Description of the shipment. (f) Weight of the shipment (or other factor or measurement upon which charges are based). (g) Rate and charge assessed. (h) 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>												
<p>* Change) ◇ Increase) Decision No. 40457</p>													
<p>EFFECTIVE NOVEMBER 15, 1949</p>													
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California-</p> <p>Correction No. 80</p>													

Cancels

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

POOL SHIPMENTS (Items Nos. 220 and 221 series)
 (Not applicable on shipments subject to Section 7 rates)

Pool shipments as described in Note 1 shall be subject to rates and charges as follows for the accessorial services designated, viz.: (See Note 2)

(a) Unloading, segregating, or unloading and segregating:

Column 1 rates apply only when carrier transports the property to ultimate destination, subject to minimum charge of 40 cents per shipment.

Column 2 rates apply when carrier does not transport the property to ultimate destination, subject to minimum charge of 77 cents per shipment.

(2) Class rates in cents per 100 pounds									
Column 1				Column 2					
1	2	3	4	1	2	3	4		
Articles for which rates are not otherwise specified in this item.....				13*	12*	11 (1)9*	16*	14*	13 (1)11*

(1) Applies on articles rated 4th class or lower.
 (2) Class ratings shall be determined as provided in Item No. 70 series.

		Commodity Rates in cents per 100 pounds	
		Column 1	Column 2
*220-D	Bicycles, K.D., as described in Item 43430 series in Western Classification.....	21	25
Cancels 220-C	Candy, Confectionery, Chewing Gum, Chocolate, Cocoa and Fondant.....	14½	17½
	Furniture or Furniture Parts as described under those headings in Western Classification.....	27	32
	Games or Toys as described under that heading in Western Classification.....	21	25
	Vehicles, other than motor, K.D., as described in Items 43400, 43420, 43445, 43450, 43460, 43490, 43540, 43615, 43650, 43680, 43685, 43690 and 43715 series in Western Classification.....	21	25

- (b) Clerical services consisting of preparing pool lot shipment file, manifesting and preparing delivery instructions, and issuance of freight bill to each subconsignee or shipper and accounting therefor, 25 cents per component part.
- (c) Listing and reporting marked weights, gallonage or serial numbers, one cent per line per package or piece, minimum charge 23 cents per component part.
- (d) Marking, tagging, stencilling or labelling, one cent per package or piece, minimum charge 37 cents per component part.
- (e) Advancing, prorating and collecting inbound freight charges of other carriers, 35 cents per component part, minimum charge 1% of amount advanced.
- (f) Advancing of outbound freight charges to other carriers, 25 cents per component part.
- (g) Breaking down, levelling off, installing dunnage in pool cars stopped for partial unloading, \$3.00 per man per hour, minimum one hour per man. (Cost of dunnage not included)
- (h) Storage will be charged as provided in Item No. 140 series when carrier through no fault of its own is unable to effect delivery of a component part.

Minimum charge for handling pool shipment \$6.24.
 (See Item No. 221 series for Notes 1 and 2)

◊ Increase) Decision No. 42257
 * Change)

EFFECTIVE NOVEMBER 15, 1949

Issued by the Public Utilities Commission of the State of California, San Francisco, California.
 Correction No. 81

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
#221	<p style="text-align: center;">POOL SHIPMENTS (Continued) (Items Nos. 220 and 221 series)</p> <p>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. Each component part of the pool shipment for each ultimate point of destination shall be considered as a separate shipment.</p> <p>NOTE 2.--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.</p>
# Addition, Decision No. <u>42457</u>	
EFFECTIVE NOVEMBER 15, 1949	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 82</p>	

Item No.	SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
230	<p style="text-align: center;">PROGRESSION OF CLASSES</p> <p>The progression of Class rates above first class is 1$\frac{1}{4}$, 1$\frac{1}{2}$, 1 $\frac{3}{4}$, D1, 2$\frac{1}{2}$tl, 3tl, 3$\frac{1}{2}$tl, 4tl.</p>
240	<p style="text-align: center;">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	<p style="text-align: center;">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-C Cancels 260-B	<p style="text-align: center;">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 \$3.35 per hour, minimum charge 84 cents, for all time over $\frac{1}{2}$ hour.</p>
<p>*Change) 0Increase) Decision No. 43457</p>	
<p>EFFECTIVE NOVEMBER 15, 1949</p>	
<p>Issued by the Public Utilities Commission of the State of California San Francisco, California. Correction No. 83</p>	

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
A.....		50	43	33	29	35	29	22	18	29	24	18	15
B.....		57	45	37	30	42	32	25	19	35	27	22	16
C.....		65	53	42	35	48	39	29	25	41	32	23	19
360-2 Cancels 360-3													
	RATE BASIS	Minimum Weight in Pounds											
		4,000				10,000							
		1	2	3	4	1	2	3	4				
A.....		25	19	15	13	22	16	14	11½				
B.....		29	24	18	15	25	19	15	14				
C.....		30	25	18	15	26	23	16	14				
◇ Increase, Decision No. 43257													
EFFECTIVE NOVEMBER 15, 1949													
Issued by the Public Utilities Commission of the State of California, San Francisco, California.													
Correction No. 84													

Fourth Revised Page38
 Cancels
 Third Revised Page38

CITY CARRIAGE TRIP NO. 1-A

SECTION NO. 4 - COMMODITY RATES

Item No.	COMMODITY	♦ RATES	Minimum
*388-C Cancels 388-B	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 ...	613	
	Between points in Zone 1 and points in Zone 2, or between points in Zone 2 and points in Zone 3	749	
	Between points in Zone 1 and points in Zone 3	789	

♦ Increase)
 * Change) Decision No. 43457

IN EFFECTIVE NOVEMBER 15, 1949

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 85

Cancel

SECTION NO. 4 - COMMODITY RATES (Continued)			
In cents per 100 lbs. except as noted			
Item No.	COMMODITY	RATES	Minimum Weight
-425-C Cancels 425-B	(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-----	In Cents Per Shipment 28	
	(1) Not subject to Item No. 60 Series.		
-430-C Cancels 430-B	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-----	Col. Col. A B	1000 tons per Calendar Month
	Over 250 " but not over 1800 lbs.-----	18 ---	
	" 1800 " " " " 2000 " -----	16 ---	
	" 2000 " " " " 5000 " -----	14 ---	
	" 5000 " " " " 6000 " -----	14 ---	
	Shipping: 100 lbs. or less-----	48	
	Over 100 " but not over 400 lbs.-----	53	
	" 400 " " " " 1000 " -----	87	
	" 1000 " " " " 1500 " -----	137	
	" 1500 " " " " 2000 " -----	151	
	" 2000 " -----	8 ---	
	N.O.S. (including inhaul): 500 lbs. or less-----	71	
	Over 500 " but not over 1200 lbs.-----	104	
	" 1200 " " " " 2000 " -----	144	
" 2000 " -----	7½ ---		
-440-C Cancels 440-B	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-----	Col. Col. A B	400 tons per Calendar Month
	Over 250 " but not over 1800 lbs.-----	18 ---	
	" 1800 " " " " 2000 " -----	16 ---	
	" 2000 " " " " 5000 " -----	14 ---	
	" 5000 " " " " 6000 " -----	14 ---	
	" 6000 " -----	14 ---	
-450-D Cancels 450-C	HARDWARE HOUSES, WHOLESALE, Commodities transported for-----	13	9000 tons per Calendar Year
	Minimum charge 048 cents per shipment.		
* Change) Decision No. 43757 ◊ Increase)			
EFFECTIVE NOVEMBER 15, 1949			
Issued by the Public Utilities Commission of the State of California, San Francisco, California.			
Correction No. 87			

SECTION NO. 4 - COMMODITY RATES (Continued)			
In cents per 100 lbs. except as noted			
Item No.	COMMODITY	◇ RATES	
	OFFICE FURNITURE, NEW - City Deliveries: (Not subject to Item No. 60 series)	(1) In Cents per Piece	
		1st Piece	2nd Piece
			Each Additional Piece
	Desks --- 36 inches or less-----	137	137
	Over 36 " but not over 42 inches---	175	137
	" 42 " " " " 60 " ---	223	175
	" 60 " -----	310	264
	Tables--- 42 inches or less-----	87	87
	Over 42 " but not over 60 inches---	137	137
	" 60 " -----	175	175
*460-C Cancel 460-B	Glass Tops for Desks and Tables:		
	36 inches or less-----	48	48
	Over 36 " but not over 42 inches---	87	87
	" 42 " " " " 60 " ---	137	137
	" 60 " -----	175	137
	File Cabinets--weighing each 100 pounds or less	87	87
	weighing each over 100 pounds	137	87
	Letter Files--3 drawers or less-----	87	87
	4 " -----	137	137
	Transfer Cases-----	87	no chg.
	Chairs-----	48	48
	Telephone Stands-----	48	48
	Costumers-----	48	48
	(1) A charge of ◇1.68 per quarter hour, minimum charge ◇84 cents, will be assessed for time placing furniture, which will be in addition to the delivery charges when the carrier performs this service.		(2)
	(3rd piece----- ◇ 48 cents		
	(2) (4th " ----- no charge		
	(each additional----- ◇ 24 cents		
*470-C Cancel 470-B	PAPER, VIZ.: Newsprint, in rolls.) Inhaul -----)	(1) 9 ¹ / ₂	(2) 7
	(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-C Cancel 480-B	POULTRY, LIVE	(1) In Cents per Coop	
	Inhaul-----	48	
	City deliveries-----	65	
	(1) Subject to a minimum charge of ◇87 cents per shipment.		
	* Change) Decision No. 42457 ◇ Increase)		
EFFECTIVE NOVEMBER 15, 1949			
Issued by the Public Utilities Commission of the State of California, San Francisco, California.			
Correction No. 88			

SECTION NO. 4 - COMMODITY RATES (Continued) In cents per 100 lbs. except as noted			
Item No.	COMMODITY	◊ RATES	Minimum Weight
*500-C Cancels 500-B	RICE AND RICE MILL PRODUCTS In Sacks	7½	20,000 pounds
*510-C Cancels 510-B	SOAP, in bars; SOAP CHIPS; SOAP POWDER; LARD SUBSTITUTES Inhaul within Zone 1 (1) Minimum weight 30,000 pounds per shipment	(1)12	3,000 tons per year
◊ Increase } * Change } Decision No. <u>42457</u>			
EFFECTIVE NOVEMBER 15, 1949			
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 89			

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	877	
		In cents per 100 lbs.	
	(1) Bullion	14	
	Freight in packages or pieces weighing each 6,000 pounds or more	23	
	(1) Freight, viz.:		
	Bags in compressed Hides, green,)		
	bales, Iron, pig,)		
	Beans, dried, N.O.S., Iron or Steel)		
	in bags, other than Angles, Bars (ex-)		
	paper bags, clusive of bars)		
	Brick, loose or in composed of pre-)		
	packages, cision, spring or)		
	Burlap in compressed tool steel,)		
	bales, Iron or Steel Beams,)		
	Canned Pineapple, Channels, Columns,)		
	Canned Pineapple Plates, Reinforcing,)		
	Juice, Scrap or Sheet,)		
	Cement, building, Lime,)		
	Cereals, prepared, Magazines and News-)		
	other than flaked, papers, old,)		
	requiring cooking, Malt,)		
	Coffee, green, Meal, blood, bone or)		
	Copra, fish,)		
	Cotton, in compressed Oil Cake,)		
	bales, N.O.S., Ore, sacked or boxed,)	9	
	Cotton, compressed to Paper, Newsprint or)		
	density of not less Wrapping in rolls)		
	than 22½ lbs. per 24 inches or great-)		
	cubic foot, minimum er in diameter,)		
	500 bales, Plaster in sacks or)		
	Cylinders, steel, barrels,)		
	empty returned, when Rags in machine)		
	returned on a truck compressed bales,)		
	delivering a ship- Rice in sacks,)		
	ment of full cy- Salt in sacks,)		
	linders, Sand in sacks,)		
	Fertilizers, Seed, N.O.S., in)		
	Flour, Cereal Products sacks,)		
	and Feed, in pack- Split Peas,)		
	ages, Sugar, N.O.S.,)		
	Flue lining, loose or Tile, hollow)		
	in packages, building.)		
	Grain, whole,)		
	(1) Freight not otherwise specified in this item	11	
		In cents per 1000 board feet	
	(1) Lumber	351	
		In cents per 100 lbs.	
	(1) Silk, raw, in bales	14	
	Minimum charge ◇ 87 cents per shipment.		
	(1) Will not apply on packages or pieces weighing each 6,000 pounds or more.		

* 520-C
Cancels
520-B

*530-C Cancels 530-B	SUGAR, in Packages, Zone 1 (See Item No. 40 series) (1) Minimum charge \diamond 87 cents per shipment.	(1) 7 $\frac{1}{2}$	500 tons per Calendar Month
*540-C Cancels 540-B	VEHICLES containing the means for their own propulsion towed by the carrier's equip- ment.	In cents per Vehicle Towed 239	
* Change) \diamond Increase) Decision No. 42457			
EFFECTIVE NOVEMBER 15, 1949			
Issued by the Public Utilities Commission of the State of California, San Francisco, California.			
Correction No. 90			

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS
	<p style="text-align: center;">APPLICATION OF RATES</p> <p>(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.</p> <p>(b) Rates in this Section will not be governed by the general rules and regulations in this tariff other than the following:</p> <p style="padding-left: 40px;">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.</p> <p>(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.</p> <div style="border: 1px solid black; padding: 10px; margin-top: 20px;"> <p style="text-align: center;">Date -----</p> <p>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.</p> <p>Shipper (Name in full) -----By----- (Name in full) -----</p> <p>Confirmed: Carrier -----By----- (Name in full) -----</p> <p>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.</p> </div>

*550-D
Cancels
550-C

(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 \$3.00 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 } Decision No. 43457
 \diamond Increase }

EFFECTIVE NOVEMBER 15, 1949

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

Correction No. 91

Cancels

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Concluded)			
	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			365
	Over 2,500 but not over 4,500			391
	" 4,500 " " " 6,500			427
	" 6,500 " " " 15,500			444
	" 15,500 " " " 20,500			523
	" 20,500			617
*560-D Cancels 560-C	Gantry Trucks, regardless of capacity			819
	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.			
	MONTHLY VEHICLE UNIT RATES			
	Capacity of Carrier's Equipment in Pounds	Column 1	Column 2	Column 3
	2,500 or less	444	523	8½
	Over 2,500 but not over 4,500	502	594	12
	" 4,500 " " " 6,500	560	651	13
	" 6,500 " " " 15,500	605	709	15
	" 15,500 " " " 20,500	695	805	17
	" 20,500	791	908	20
*570-C Cancels 570-B	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. 43457			
EFFECTIVE NOVEMBER 15, 1949				
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 92				

Third Revised Page.....50
Cancels
Second Revised Page.....50

CITY CARRIERS' TARIFF NO. 1-A

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 81 cents.

ØIncrease, Decision No. 42457

EFFECTIVE NOVEMBER 15, 1949

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Correction No. 93

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-C Cancels 600-B	FRUIT, CITRUS, FRESH, viz.:			
	Grapefruit.....In lug or standard boxes (12" x 12" x 26") with or without lids.....	8	11	16
	Oranges.....	8	11	16
	Lemons.....In lug or standard boxes (10 1/2" x 13 1/2" x 26") with or without lids..	9 1/2	12	19
	Tangerines... (In boxes N.O.S.....)	6 1/2	8	13
	(In standard Orange boxes (12" x 12" x 26".....)	9	12	18
	FRUIT, DECIDUOUS, FRESH, viz.:			
	(In boxes weighing less than 40 lbs.	6 1/2	8	13
Apples..... (In boxes weighing 40 lbs. and over	8	11	16	
(In boxes weighing 40 lbs. and over, (Min. Wt. 20,000 lbs.....)	7 1/2	9	15	
*610-C Cancels 610-B	Berries.....In crates weighing less than 30 lbs.	4-3/4	6 1/2	9 1/2
	Cranberries.. (In boxes weighing less than 40 lbs.	4-3/4	6 1/2	9 1/2
	(In boxes weighing 40 lbs. and over	8	11	16
	(In crates weighing less than 20 lbs.	6	7 1/2	12
	Grapes..... (In crates weighing 20 lbs. but not	6 1/2	8	13
	(over 30 lbs.....)	8	11	16
	(In boxes weighing over 30 lbs.....)	8	11	16
	Peaches.) (In crates weighing less than 30 lbs.	6	7 1/2	12
	Plums... (In boxes weighing 30 lbs. but not	6 1/2	8	13
	Prunes.. (over 40 lbs.....)	8	11	16
(In boxes weighing over 40 lbs.....)	8	11	16	
Pears..... (In boxes weighing less than 40 lbs..	8	11	16	
(In boxes weighing 40 lbs. and over	9 1/2	12	19	
*620-C Cancels 620-B	FRUIT, TROPICAL, FRESH, viz.:			
	Avocados..... (In boxes weighing less than 20 lbs..	4-3/4	6 1/2	9 1/2
	(In boxes weighing 20 lbs. and over	6 1/2	8	13
	Bananas (Honolulu) in bunches.....	9 1/2	12	19
	In 9-hand bunches.....	12	15	24
	In 8-hand bunches.....	9	12	18
	In pieces.....	6 1/2	8	13
	Bananas, N.O.S., In tubs.....	9 1/2	12	19
	In half tubs.....	8	11	16
	In boxes weighing 30 lbs.....	6 1/2	8	13
	In crates.....	16	19	32
		In cents Per 100 lbs.		
	Cocoanuts.....Loose or in packages.....	12	15	24
		In cents Per Package		
Pineapples....In crates weighing 50 lbs. and over.	12	15	24	

* Change Decision No. 4257
◇ Increase)

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Correction No. 9/

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 1,2,3.....and points in Zone 4.)

Item No.	COMMODITY	RATES		
		Col.1	Col.2	Col.3
*630-C Cancel 630-B	FRUIT, FRESH, 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.....	6½	8	13
	In boxes or crates weighing over 40 lbs.....	8	11	16
*640-C Cancel 640-B	MELONS, viz.:			
	(In 32-lb. flat crates	6½	8	13
	Canta- (In 57-lb. Pony crates.....	8	11	16
	lowpes... (In 65-lb. Standard crates	9	12	18
	(In 72-lb. Jumbo crates.....	9½	12	19
	Casabas:			
	(In 34-lb. small crates.....	6½	8	13
	Honey Dew) (In 44-lb. medium crates.....	8	11	16
	Honey Ball) (In 54-lb. special crates.....	9½	12	19
	Persian... (In 56-lb. large crates	9½	12	19
(Loose--In cents per 100 lbs.....	24	30	48	
Watermelons ..Loose--In cents per 100 lbs.....	24	30	48	
*650-C Cancel 650-B	MELONS, N.O.S.:			
	In boxes or crates weighing less than 30 lbs.....	6½	8	13
	In boxes or crates weighing 30 lbs. but not over 40 lbs.....	8	11	16
	In boxes or crates weighing over 40 lbs.....	9½	12	19
*660-C Cancel 660-B	VEGETABLES, FRESH, viz.:			
	(In boxes weighing less than 30 lbs...	6½	8	13
	Artichokes..(In boxes weighing 30 lbs. and over...	8	11	16
	Asparagus....In crates.....	8	11	16
	(In bushel hampers.....	9	12	18
	Beans.....(In crates weighing less than 50 lbs..	8	11	16
	(In crates weighing 50 lbs. and over..	12	15	23
	(In sacks weighing 80 lbs. or less....	12	15	23
	Beets) (In crates or sacks weighing 30 lbs.			
	Cabbage)*** or less.....	6	7½	12
	Carrots) (In crates or sacks weighing over 30			
	but not over 50 lbs.....	6½	8	13
	(In crates or sacks weighing over 50			
	but not over 100 lbs.....	9½	12	19
	Celery.....In crates.....	9½	12	19
	(In Los Angeles boxes.....	6½	8	13
	Corn.....(In Baskets.....	9	12	18
	(In sacks weighing 30 lbs. or less....	12	15	23
	Cucumbers...(In boxes weighing less than 30 lbs...	6½	8	13
	(In boxes weighing 30 lbs. and over...	8	11	16
	(In crates or sacks weighing 30 lbs.			
	or less.....	6	7½	12
	Onions, dry) (In crates or sacks weighing over 30			
Potatoes...) but not over 50 lbs.....	6½	8	13	
Turnips...) (In crates or sacks weighing over 50				
but not over 100 lbs.....	9½	12	19	

*Change) Decision No.
◇ Increase)

13457

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Correction No. 95

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-D Cancels 670-C	Lettuce----- (In crates, dry packed-----	9½	12	19
	(In crates, ice packed-----	12	15	22
	(In bushel hampers-----	9½	12	19
	(In crates weighing less than			
	Peas----- (50 lbs.----	8	11	16
	(In crates weighing 50 lbs.			
	(and over-----	12	15	23
	(In sacks weighing 80 lbs. or less	12	15	23
	Peppers, green in crates-----	9½	12	19
	Potatoes, (In boxes weighing 30 lbs. but			
	sweet----- (not over 40 lbs.-----	8	11	16
	(In boxes weighing over 40 lbs.--	9½	12	19
	Rhubarb----- (In boxes weighing less than 30 lbs.	6	7½	12
	(In boxes weighing 30 lbs. and over	8	11	16
(In boxes or crates weighing less				
Squash----- (than 30 lbs.-----	6½	8	13	
(Loose--In cents per 100 lbs.-----	24	30	48	
(In boxes or crates weighing 40				
Tomatoes----- (lbs. or less-----	6	7½	12	
(In boxes or crates weighing over				
(40 lbs.-----	9½	12	19	
Yams-----In bushel baskets or hampers-----	9½	12	19	
*680-D Cancels 680-C	VEGETABLES, FRESH or GREEN, N.O.S.; in boxes, crates or sacks: In packages weighing less than 30 lbs.-----	6½	8	13
In packages weighing 30 lbs. but not over 40 lbs.	8	11	16	
In packages weighing over 40 lbs.-----	9½	12	19	
*690-D Cancels 690-C	CONTAINERS, EMPTY, viz.:			
(Los Angeles Lug, in bundles, per box----	02	2½	3½	
(Los Angeles Lug, loose, per box-----	2½	3½	4½	
(50-lb. Lug, in bundles, per box-----	3½	4	6½	
(50-lb. Lug, loose, per box-----	4	4½	8	
(Apple, in bdls. per box-----	02	2½	3½	
(Apple, loose, per box-----	3½	4	6½	
(Lemon, in bdls. per box-----	2½	3½	4½	
(Lemon, loose, per box-----	4	4½	8	
(Orange, in bdls. per box-----	2½	3½	4½	
(Orange, loose, per box-----	4	4½	8	
(Pear, in bdls. per box-----	02	2½	3½	
(Pear, loose, per box-----	3½	4	6½	
(4 Basket, in bdls. per bdl.-----	4	4½	8	
(4 Basket, loose, per crate-----	02	2½	3½	
Crates--(Los Angeles, in bdls. per crate-----	3½	4	6½	
(Los Angeles, loose, per crato-----	4½	6½	9½	
(Banana, per crate-----	4½	6½	9½	
Tubs----Banana, per Tub-----	02	2½	3½	
	In Cents Per Hour			
Straw----Banana (in truck loads):				
1st hour or fraction thereof-----	457	457	457	
2nd and each succeeding hour-----	306	306	306	

*700-D Cancels 700-C	FRUIT, DECIDUOUS, FRESH, viz.: Apples----) FROM Grapes----) --Ice Houses; Refrigeration Plants--Steamship Pears-----) Docks or Piers----	In Cents Per 100 Lbs. 12
* Change) ◇ Increase, except as noted) Decision No. 43457 ○ Denotes no change in rate)		
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