

ORIGINAL

Decision No. 44302

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Establishment)
of rates, rules, classifications)
and regulations for the transporta-)
tion of property within the City)
and County of San Francisco.)

Case No. 4084

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 city carriers within, the)
cities of Oakland, Alameda, Albany,)
Berkeley, Emeryville and Piedmont.)

Case No. 4108

In the Matter of the Investigation)
and Establishment of rates, charges,)
classifications, rules, regulations,)
contracts and practices of East Bay)
Drayage and Warehouse Co., et al.,)
between the cities of Oakland,)
Alameda, Albany, Berkeley,)
Emeryville and Piedmont.)

Case No. 4109

Appearances

- Edward M. Berol and Russell Bevans, for Draymen's Association of San Francisco.
- E. H. Hart, for Draymen's Association of Alameda County.
- Clair MacLeod and V. Fred Jakobsen, for Trans-Bay Motor Express Co.
- Reginald L. Vaughan, Varnum Paul and John G. Lyons, for Inter-Urban Express Corporation, Kellogg Express and Draying Co., and United Transfer Company.
- Scott Elder, for Merchants Parcel Delivery.
- Preston W. Davis, for United Parcel Service of Los Angeles, Inc., United Parcel Service Bay District, and Red Arrow Bonded Messenger Corporation.
- A. G. Harris, for Walkup Drayage & Warehouse Co.
- Ward G. Walkup, Jr. and N. R. Moon, for Merchants Express Corporation.
- L. W. Johnston, for W. R. Ballinger & Son.
- R. I. Prosser, for C. A. Worth & Co.
- A. W. Savage, for Dodd Warehouse.
- L. B. Raymond, for Overland Freight Transfer.

SUPPLEMENTAL OPINION

This opinion deals with modifications of minimum rates, rules and regulations proposed by the Draymen's Association of San Francisco and the Draymen's Association of Alameda County for the transportation of property within the San Francisco and East Bay drayage areas.

Public hearings were held on February 10, April 28, and May 15, 1950, at San Francisco, before Examiner Lake.

Minimum rates for drayage operations within San Francisco and within and between East Bay cities are promulgated in City Carriers' Tariff No. 1-A and City Carriers' Tariff No. 2-A - Highway Carriers' Tariff No. 1-A, respectively.

The proposals involve demurrage, hourly rates, classification ratings, pool shipments and mailable matter. They will be discussed in that order.

Demurrage

Items Nos. 140 of these tariffs provide rates, rules and regulations which apply when, through no fault of the carrier, shipments cannot be delivered. In general, the rules provide that undelivered property will be placed in public storage or that it will be stored at the carrier's terminal on demurrage. The present charges for demurrage under the San Francisco tariff are 7½ cents per ton per day, minimum charge 39 cents, and 114 cents per ton if the property is unloaded and reloaded on the truck. The charges for these services, under the East Bay drayage tariff, are 8 cents per ton per day, with no minimum charge, and 118 cents per ton, respectively.

Petitioners request that the demurrage rates be revised as follows:

For the first 5 days, 3 cents per 100 pounds per day.
Minimum charge 45 cents.

After the first 5 days, 5 cents per 100 pounds per day.

If the shipment is unloaded and reloaded on the vehicle, an additional charge of 118 cents per ton will apply.

Demurrage will not commence until the expiration of 48 hours after receipt of the shipment. Subsequent delivery from point of storage will constitute a new shipment.

Witnesses representing the associations testified that the increased rates were not proposed for the purpose of producing additional revenue but were intended as penalty charges to discourage the use of carriers' facilities for storage purposes. The low per-ton rates presently in effect, they alleged, have encouraged such use. They stated that the carriers' terminal space was limited and that an accumulation of undelivered shipments on their docks has seriously interfered with the efficient conduct of normal operations. The proposed charges, they said, compare favorably with those maintained in common carrier tariffs applying between points in the San Francisco Bay Area. No objection to this proposal was offered.

Demurrage charges are maintained by carriers to avoid being called upon to store undelivered or refused shipments. The proposed charges will be approved.

Hourly Rates

Item No. 560 of City Carriers' Tariff No. 1-A provides hourly vehicle unit rates which may be applied in lieu of class and commodity rates when prior to transportation the carrier and shipper execute a written agreement providing for the use thereof.

The San Francisco Draymen's Association seeks to restrict the application of these rates to "Unusual Shipments." It suggests that the term "Unusual Shipments" be defined as a shipment in connection with which "*** no actual or accurate estimated weight can be secured; where there is neither a definite point of destination or specific time for loading or unloading and/or releasing the vehicle."¹

In support of the proposed change, an association witness contended that the hourly rates when first established were designed for unusual situations such as would be occasioned by the movement of shipments consisting of many different articles under conditions not permitting a ready determination of the applicable classification rating or weight.² He stated that in many instances the hourly rates produced lower charges for ordinary drayage operations than would otherwise be applicable under the class or commodity rates. He alleged that some of the draymen had been using the hourly rates on ordinary drayage for the purpose of luring traffic from other carriers.

The proposed definition of "Unusual Shipments" does not clearly set forth the circumstances under which the hourly rates would be applied. Moreover, no evidence was offered showing that the hourly rates are unreasonable or otherwise improper for general drayage operations. The proposal has not been justified. It will not be adopted.

¹ The petition when first filed with the Commission sought cancellation of the requirement relating to the execution of a written contract prior to transportation. At the hearing this proposal was withdrawn and the suggested restriction was proposed.

² For example, the movement of the products of manufacture, supplies, fixtures, equipment and files of a particular business from one location to another.

Petitioners directed attention to a typographical error contained in Item No. 560 of the San Francisco drayage tariff. The rate of 444 cents set forth in this item for equipment over 6,500 pounds but not over 15,500 pounds should have been published as 459 cents. The correction will be made in the order entered herein.

Classification Rating

A classification rating of third class in lieu of the present first class rating on isopropyl alcohol, diacetone, hexylene alcohol, methyl isobutyl carbinol, secondary butyl alcohol, tertiary butyl alcohol and allyl alcohol is sought by the San Francisco petitioner.

Petitioner's witness testified that the commodities in issue are used only for commercial and industrial purposes; that they are transported in drums weighing from 500 to 750 pounds; that they are accorded third class ratings in line-haul transportation; and that unless the lower rating is established the principal shipper will use other means of distribution and transportation. He indicated that the value of these commodities was less than, and their transportation characteristics more favorable than, other types of alcohol presently being transported under the first class rates. Under the circumstances, the proposed rating appears justified. It will be established.

Pool Shipments

Both of the petitioners requested clarification of the language contained in paragraph (c) of Item No. 220 of the San Francisco and East Bay tariffs relating to the collecting of inbound freight charges of other carriers. They urge rearrangement of the wording so that it will be clear that 1 percent of the amount involved subject to a minimum charge of 35 cents, is the applicable basis.

The change does not affect the applicable charges but appears desirable in the interest of clarity. It will be adopted.

Mailable Matter

An assistant transportation rate expert of the Commission's staff testified that inquiries had been received by the Commission from shippers and carriers concerning the applicability and appropriateness of the minimum rates established for transportation, within San Francisco and East Bay drayage zones, of mailable matter moving to or from United States post offices. He stated that the inquiries stemmed from the lack of any specific tariff or classification reference to "mail" or "mailable matter." He introduced considerable evidence pertaining to (1) mail drayage within the Bay Area, and (2) the provisions of the current tariffs relating thereto.

According to his testimony, the volume of mailable matter is substantial. This commodity is transported by drayage operators between United States post offices or points designated by a post office and (a) docks, piers or landings of steamship companies, or (b) business firms located within the areas herein involved.³

Under the provisions of the tariffs here in issue, a shipment of mailable matter which consists of a single commodity is subject to the class or commodity rate applicable thereto. A shipment which is comprised of a multiplicity of articles is likewise

³ By far the largest movement in San Francisco is the transportation of mailable matter between post offices and steamship companies' facilities. It was said to comprise 50,000 to 100,000 bags of mail per month in San Francisco. None is performed in the East Bay drayage area.

subject to the classification rating and class or commodity rates applicable to the individual commodities when the separate weights thereof are furnished or obtained. When the separate weights are not furnished or obtained, the tariffs provide that charge shall be computed at the class or commodity rate applicable to the highest rated article contained in the mixed shipment. The rate expert stated that, on mailable matter transported between business firms and United States post offices, it was his opinion the information necessary to a proper determination of the applicable rates could readily be ascertained by the carrier or furnished by the shipper or consignee.

He pointed out that the tariffs do not provide rates on first class mail consisting of written matter. A determination of the applicable minimum rates for the transportation of mailable matter between the post offices or points designated by a post office and steamship companies' docks, piers or landings, he stated, was virtually impossible because the contents of the shipments were unknown and could not be furnished by the shipper or consignee.

The Draymen's Association of San Francisco urged establishment of commodity rates on mail moving between post offices and steamship companies. They proposed rates of 7½ cents and 8 cents per bag on outgoing and incoming mail, respectively. In connection with these rates they propose a minimum charge of \$5.00 per shipment. In support of the reasonableness of the proposed rates, a witness representing both the association and a carrier alleged that the rates herein sought to be established were fairly representative of the going rate assessed for this transportation by his company when it had performed the service.

⁴The witness explained that his company had recently lost this traffic to another drayman.

He stated that he believed that the proposed rates were reasonable. Evidence was submitted showing that the direct labor costs encountered on two shipments handled by his company in 1949 would approximate 45 percent of the revenue accruing on the same shipments under the proposed rates. He stated that full cost had not been developed by his company for this operation but that for general drayage operations labor costs were believed to be 47 percent of full costs.

It is clear that it is not feasible under the present tariff provisions to determine charges for the transportation of mailable matter between post offices or points designated by a post office and steamship companies' piers, docks or landings. The record tends to demonstrate that this is traffic for which special commodity rates might be appropriate. The proposed rates, however, have not been shown to be reasonable within the meaning of Section 9 of the City Carriers' Act. The proposal will not be adopted. The transportation involved will be exempted from the tariffs until such time as an adequate showing is made in support of the rates which have been or which may be proposed. The record does not show that the minimum rates for the drayage of other mailable matter here in issue are improper. Such rates will not be disturbed.

Findings

Upon consideration of all of the evidence of record, we find that City Carriers' Tariff No. 1-A and City Carriers' Tariff No. 2-A - Highway Carriers' Tariff No. 1-A, should be modified to the extent provided by the order herein and that in all other respects petitioners' proposals have not been justified on this record.

5

Counsel for petitioners stated that this showing was made to ascertain what the effect of these rates would be and was not to be considered as the "sole or even the primary justification" for the reasonableness of the rate here sought.

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, as amended, in Case No. 4084) be and it is hereby further amended by incorporating therein, to become effective July 15, 1950, the revised pages attached hereto and by this reference made a part hereof, which pages are numbered as follows:

Third Revised Page 15 cancels Second Revised Page 15
Fourth Revised Page 20 cancels Third Revised Page 20
Fifth Revised Page 23 cancels Fourth Revised Page 23
Fourth Revised Page 26 cancels Third Revised Page 26
Fifth Revised Page 46 cancels Fourth Revised Page 46

IT IS HEREBY FURTHER ORDERED that City Carriers' Tariff No. 2-A - Highway Carriers' Tariff No. 1-A (Appendix "A" of Decision No. 41362, as amended, in Cases Nos. 4108 and 4109) be and it is hereby further amended by incorporating therein, to become effective July 15, 1950, the revised pages attached hereto and by this reference made a part hereof, which pages are numbered as follows:

First Revised Page 12 cancels Original Page 12
Second Revised Page 17 cancels First Revised Page 17
Third Revised Page 19 cancels Second Revised Page 19

IT IS HEREBY FURTHER ORDERED that tariff publications required to be made by common carrier respondents in Case No. 4109 as a result of this order shall be made effective not later than July 15, 1950, and on not less than five (5) days' notice to the Commission and to the public.

IT IS HEREBY FURTHER ORDERED that in all other respects the proposals of the Draymen's Association of San Francisco and of the Draymen's Association of Alameda County be and they are hereby denied.

In all other respects, said Decisions Nos. 41363 and 41362, 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 Los Angeles, California, this 13th day of June, 1950.

R. J. [Signature]
Justice J. [Signature]
[Signature]
Harold [Signature]
Kenneth [Signature]
Commissioners

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">APPLICATION OF TARIFF - COMMODITIES</p> <p>Rates in this tariff apply for the transportation of all commodities except the following:</p> <p>(a) Used property, viz.: household goods, office and store fixtures and equipment, as described in and for which rates are provided in City Carriers' Tariff No. 3 (Appendix "A" of Decision No. 32629 of December 7, 1939, or as amended, in Case No. 4434), and used property as described therein transported for the United States, County or Municipal governments.</p> <p>(b) Fruits and Vegetables except as provided for in Section 7 of this tariff.</p> <p>(c) Property transported in dump trucks.</p> <p>(d) Property transported in tank trucks.</p> <p>(e) The following described property, when tendered to one carrier at one time in a single lot consisting of identical articles for distribution to not less than eight (8) separate addresses and where the weight of each delivery does not exceed 25 pounds: Printed Matter, viz.: Books, Magazines, Periodicals, Directories, Pamphlets, Rating Books, Registers or Services; Advertising Matter.</p> <p>(f) Pickup and delivery of common carrier shipments transported from or to points outside the San Francisco city limits under through pickup and delivery rates.</p> <p>(g) Unloading and distribution of freight forwarders' cars originating at points outside the State.</p> <p>(h) Commodities weighing 100 pounds or less per piece or package when delivered from retail stores, or when returned to the original retail store shipper via the carrier which handled the outbound movement.</p> <p>(i) Telephone Directories, new, distributed to subscribers; old, picked up from subscribers.</p> <p>(j) Voting booths, ballot boxes, election tents and election supplies, when transported from or to polling places.</p> <p>(k) Commodities which consist of or contain materials essential to National Defense and which have been donated to and are transported for the United States government, governmental agencies, or nonprofit organizations acting for or in behalf of said government in the collection, assembly or transportation of said commodities in connection with the recovery of said essential materials from the commodities transported.</p> <p>(l) Accessories and supplies, motion picture; film, motion picture.</p> <p>(m) Flat, sweet cream, concentrated, frozen.</p> <p>(n) Newspapers, not scrap or waste.</p>

*50-C
Cancels
50-B

(o) Furniture, household appliances and other home furnishings, transported from retail stores where they have been sold at retail by a retail merchant, or transported from retail customers to retail stores.

o (p) United States mail transported between post offices or points designated by a post office on the one hand and steamship docks, piers or wharves on the other hand.

* Change)
o Reduction) Decision No. **44302**

EFFECTIVE JULY 15, 1950

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 105

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*140-D Cancels 140-C	<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 any shipment within 48 hours, excluding Saturdays, Sundays and holidays, after receipt of the shipment, notice will be sent or given to consignor or consignee that the shipment is being placed in storage. Thereafter the shipment will be stored at carrier's terminal subject to the rates and charges set forth below, or at carrier's option may be placed in public warehouse.</p> <p style="padding-left: 40px;">For each of the first five days, 3 cents per 100 pounds. For the sixth and each succeeding day, 5 cents per 100 pounds.</p> <p style="padding-left: 40px;">Minimum storage charge per shipment on freight held beyond 48 hours, 5 days or less 45 cents; 6 days or more 90 cents.</p> <p style="padding-left: 40px;">In computing time, any fractional part of 24 hours will be counted as one day. In computing charges, any fractional part of 100 pounds will be computed as 100 pounds.</p> <p style="padding-left: 40px;">Shipments unloaded from vehicle and reloaded on vehicle will be subject to a charge of \$1.18 per ton in addition to all other charges.</p> <p style="padding-left: 40px;">Subsequent delivery from point of storage will be charged as 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 ($1\frac{1}{2}$), the following will govern in the disposition of fractions:</p> <p style="padding-left: 40px;">Fractions of less than $\frac{1}{4}$ or .25 of a cent omit. Fractions of $\frac{1}{4}$ or .25 of a cent or greater but less than $\frac{3}{4}$ or .75 of a cent will be stated as $\frac{1}{2}$ or .50 of a cent. Fractions of $\frac{3}{4}$ or .75 of a cent or greater, increase to next whole figure.</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 \$2.29 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. 44302</p>	
EFFECTIVE JULY 15, 1950	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 106</p>	

Cancels

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

Item No. 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 rates 4th class or lower.

(2) Class ratings shall be determined as provided in Item No. 70 series.

*220-E
Cancels
220-D

	Commodity Rates in cents per 100 pounds	
	Column 1	Column 2
Bicycles, K.D., as described in Item 43430 series in Western Classification—	21	25
Candy, Confectionery, Chewing Gum, Chocolate, Cocoa and Fondant—	14 $\frac{1}{2}$	17 $\frac{1}{2}$
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, 1% of amount advanced, minimum charge 35 cents per component part.

(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)

⚡ No increase nor reduction
* Change

Decision No. 44302

EFFECTIVE JULY 15, 1950

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

Correction No. 107

SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)			
EXCEPTIONS TO WESTERN CLASSIFICATION (Continued)			
Item No.	Article	Rating	Article Rating
	Acids:		Boats, min.wt. 500 lbs. D1
	In glass	1	Boiler Compound 3
	In barrels or metal containers	3	Boiler Tubes 3
	Adding Machines:		Boilers, Range 2
	In boxes	1½	Boots and Shoes 1½
	Loose, O.R.	D1	Boot and Shoe Findings 2
	Adding Machine Stands	D1	Bottles, glass 3
	Advertising Matter in barrels, boxes or bundles	2	Box Shooks, Woodon 3
	Aggricultural Implements:		Boxes, Egg, Pulpboard containing moulded compartments 1½
	S. U.	1½	Boxes, Paper:
	K. D.	2	S. U. D1
	ALCOHOL:		K. D. 2
	Allyl)		Bron in sacks 3
	Butyl) in barrels		Brass or Copper:
	Hexylene glycol) or drums	63	In bundles or crates 3
	Propyl)		Bars or ingots 3
	Methyl isobutyl)		Brick, loose or in packages 4
	carbinol)		Brooders or incubators:
	N.O.S.	1	S. U. 1½
	Ammonia:		K. D. 2
	In glass	2	Broom Corn in bales 1
	In cylinders or drums	3	Broom Handles 2
	Ammunition	3	Brooms in bundles 1
	anchors N.O.S.	3	Burial Cases 1
	anchors weighing each over 2000 lbs.	1	Burial Caskets or Coffins 1½
	Asbestos:		Burlap and Bags in compressed bales 4
	In cases	2	Butter in cartons 3
	Loose	1½	
	Athletic Goods (See Sporting Goods)		Cabinets, File, insulated or fire resistant 1½
	Automobile Fenders	1½	Cabinets, File, not insulated or fire resistant 1½
*280-D	Automobile Accessories and		Cabinets N.O.S. 1½
Cancels	Parts, N.O.S.	2	Candy and Confectionery N.O.S. 3
280-C	Awnings and Fixtures (See Tents)		CANS OR PAILS:
	Babbitt Metal, Bar, Pig, or Slab	4	Empty, N.O.S. 1
	Bagging and Bags, old N.O.S.	3	Milk or Oil, in crates 1½
	Barbers' Chairs	1	Canvas, Cotton or Duck 3
	BARRELS:		CAPS FOR BOTTLES OR JARS:
	Beer	3	Aluminum 1
	Wine	1½	N.O.S. 3
	Other than Beer or Wine	D1	Carbide 3
	Batteries:		Carbon, Arc Light or Battery 3
	Other than dry:		Carpets 1
	In cases	2	Carpets Lining in bales or boxes 2
	Loose	1	Carpets Sweepers in boxes or crates 1
	Battery Boxes	1½	CARRIAGES, BABY:
	Batting, Cotton	1	S. U. D1
	Beans, Cocoa	4	K. D. in crates 1½
	Beans, dried, N.O.S.		Go-carts—S. U. 1½
	In mats or bags	4	K. D. in crates 1
	Beans, Vanilla	1	Carriers (Ale, Beer, Porter, Stout, Wine) empty, returning 3
	Beaver Board:		Castings, N.O.S. 3
	In boxes or crates	3	Celluloid Goods 1
	Loose	1	CEMENT:
	Bolting	3	Building 4
	Beverages, non-alcoholic, N.O.S.	D1	Liquid 3
	Bicycles, in boxes or crates	4	
	Bird Food or Seed, in packages	4	
	Blackboards:		
	In boxes or crates	3	
	Loose	1	
	Blocks, Butcher	3	

* Change }
o Reduction } Decision No. 44302

EFFECTIVE JULY 15, 1950

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 108

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																												
*560-E Cancels 560-D	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-C Cancels 570-B	MONTHLY VEHICLE UNIT RATES <table border="1" data-bbox="324 1119 1485 1393"> <thead> <tr> <th>Capacity of Carrier's Equipment In Pounds</th> <th>Column 1</th> <th>Column 2</th> <th>Column 3</th> </tr> </thead> <tbody> <tr> <td>Over 2,500 or less</td> <td>444</td> <td>523</td> <td>8$\frac{1}{2}$</td> </tr> <tr> <td>" 2,500 but not over 4,500</td> <td>502</td> <td>594</td> <td>12</td> </tr> <tr> <td>" 4,500 " " " 6,500</td> <td>560</td> <td>651</td> <td>13</td> </tr> <tr> <td>" 6,500 " " " 15,500</td> <td>605</td> <td>709</td> <td>15</td> </tr> <tr> <td>" 15,500 " " " 20,500</td> <td>695</td> <td>805</td> <td>17</td> </tr> <tr> <td>" 20,500</td> <td>791</td> <td>908</td> <td>20</td> </tr> </tbody> </table> <p>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.</p> <p>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.</p> <p>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.</p>				Capacity of Carrier's Equipment In Pounds	Column 1	Column 2	Column 3	Over 2,500 or less	444	523	8 $\frac{1}{2}$	" 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
Capacity of Carrier's Equipment In Pounds	Column 1	Column 2	Column 3																													
Over 2,500 or less	444	523	8 $\frac{1}{2}$																													
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↗ Increase) * Change) Decision No. 44302																																
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Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 109																																

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
*30-A Cancels 30	<p data-bbox="614 407 1289 447" style="text-align: center;">APPLICATION OF TARIFF - COMMODITIES</p> <p data-bbox="392 473 1477 552">Rates named in this tariff apply for the transportation of all commodities except the following:</p> <p data-bbox="392 579 1494 671">NOTE 1.- The minimum rates, rules, regulations and classification named in this Tariff do not apply to the transportation of:</p> <ul style="list-style-type: none"><li data-bbox="486 671 1494 987">(a) Used property, viz.: household goods, office and store fixtures and equipment, as described in and for which rates are provided in City Carriers' Tariff No. 3 - Highway Carriers' Tariff No. 4 (Appendix "A" of Decision No. 32629 of December 7, 1939, or as amended in Cases Nos. 4246 and 4434), and used property as described therein transported for the United States, state, county or municipal governments;<li data-bbox="486 1000 1468 1197">(b) Commodities as described in and for which rates are provided in City Carriers' Tariff No. 6 - Highway Carriers' Tariff No. 7 (Appendix "A" of Decision No. 32566 of November 14, 1939, or as amended in Cases Nos. 4246 and 4434) when said commodities are transported in dump trucks;<li data-bbox="486 1210 1460 1276">(c) Petroleum and petroleum products transported in tank vehicles;<li data-bbox="486 1289 1494 1329">(d) Property transported in special messenger service;<li data-bbox="486 1342 1477 1473">(e) Pickup and delivery of shipments for common carriers, transported from or to points outside the area named herein under through pickup and delivery rates;<li data-bbox="486 1487 1460 1566">(f) Telephone directories, new, distributed to subscribers, and old, picked up from subscribers;<li data-bbox="486 1579 1485 1658">(g) Unloading and distribution of freight forwarders' cars originating at points outside the State;<li data-bbox="486 1671 1460 1776">(h) Voting booths, ballot boxes, election tents and election supplies, when transported from or to polling places;<li data-bbox="486 1789 1477 2092">(i) Commodities which consist of or contain materials essential to National Defense and which have been donated to and are transported for the United States government, governmental agencies, or nonprofit organizations acting for or in behalf of said government in the collection, assembly or transportation of said commodities in connection with the recovery of said essential materials from the commodities transported.<li data-bbox="452 2118 1426 2250">o (j) United States mail transported between post offices or points designated by a post office on the one hand and steamship docks, piers or wharves on the other hand.

* Change)
& Reduction) Decision No.

44302

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Item No.	SECTION NO. 1 - RULES AND REGULATIONS (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 any shipment within 48 hours, excluding Saturdays, Sundays and holidays, after receipt of the shipment, notice will be sent or given to consignor or consignee that the shipment is being placed in storage. Thereafter the shipment will be stored at carrier's terminal subject to the rates and charges set forth below, or at carrier's option may be placed in public warehouse.</p> <p style="padding-left: 40px;">For each of the first five days, 3 cents per 100 pounds. For the sixth and each succeeding day, 5 cents per 100 pounds.</p> <p style="padding-left: 40px;">Minimum storage charge per shipment on freight held beyond 48 hours, 5 days or less 45 cents; 6 days or more 90 cents.</p> <p style="padding-left: 40px;">In computing time, any fractional part of 24 hours will be counted as one day. In computing charges, any fractional part of 100 pounds will be computed as 100 pounds.</p> <p style="padding-left: 40px;">Shipments unloaded from vehicle and reloaded on vehicle will be subject to a charge of \$1.18 per ton in addition to all other charges.</p> <p style="padding-left: 40px;">Subsequent delivery from point of storage will be charged as a new shipment.</p>
150-A Cancels 150	<p style="text-align: center;">DELAYS TO EQUIPMENT</p> <p>Delays at place of pickup and/or delivery, exclusive of the time actually consumed in loading or unloading, resulting from any cause not the fault of and beyond the control of carrier which exceed one-half hour will be charged for at the rate of \$3.12 per hour for all time over one-half hour, minimum charge 78 cents.</p>
160	<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 ($1\frac{1}{2}t1$) the following will govern in the disposition of fractions:</p> <p style="padding-left: 40px;">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>

EXPORT FREIGHT CLEARANCES

170-A
Cancels
170

When the service of clearing export freight is performed by the carrier, a charge of \$2.35 per clearance will be made.

GUARANTEE OF MINIMUM TONNAGE

Rates based on weekly, monthly, yearly or per job minimum tonnage requirements will apply only when hauled by one carrier for one shipper or consignee and when carrier is furnished with a satisfactory guarantee that the minimum tonnage requirement will be shipped, or when the required tonnage has been transported.

180

The term "monthly" as used above means a calendar month or a period of 30 consecutive days.

The term "per job" as used above means a lot delivered to one or more locations on a single project within a period of not to exceed one year.

* Change) Decision No. 44302
◇ Increase)

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Correction No. 47

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

POOL SHIPMENTS

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

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

Column 1 rates apply only when carrier transports the property or 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 ¹ / ₂	12 ¹ / ₂	11	9 ¹ / ₂	16 ¹ / ₂	14 ¹ / ₂	13	11 ¹ / ₂

(1) Applies on articles rated 4th class or lower.

(2) Class ratings shall be determined as provided in Item No. 80 series.

Commodity rates in cents per 100 pounds

	Column 1	Column 2
Bicycles, K.D., as described in Item 43430 series in current Classification	21	25
Candy, Confectionery, Chewing Gum, Chocolate, Cocoa and Fondant	14 ¹ / ₂	17 ¹ / ₂
Furniture or Furniture Parts as described under those headings in current Classification	27	32
Games or Toys as described under that heading in current 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 current Classification	21	25

*220-C
Cancel
220-B

(b) Clerical services, consisting of preparing pool lot shipment file, manifesting and preparing delivery instructions, 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, 1% of amount advanced, minimum charge 35 cents per component part.

(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.

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.

Δ No increase nor reduction
* Change

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