Cases 4084-4108-4109-AHS

Decision No. 44302

BEFORE THE FUBLIC 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 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 city carriers within, the cities of Oakland, Alameda, Albany, Berkeley, Emeryville and Piedmont.

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. 4084

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Case No. 4108

Case No. 4109

<u>Appearances</u>

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,

Reginald L. Vaughan, Varhum Faul 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

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Cases 4084-4108-4109-AHS

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 $7\frac{1}{2}$ 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.

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Pctitioners 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 perton 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. 500 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. Cases 4084-4108-4109-IB

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.

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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. <u>Classification Rating</u>

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 Shinments

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.

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Cases 4084-4108-4109-IB

The change does not affect the applicable charges but appears desirable in the interest of clarity. It will be adopted. <u>Mailable Matter</u>

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.

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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 consignce.

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 7² 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.

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

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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. <u>Findings</u>

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.

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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.

C-4084-4108-4109 IB

ORDER

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 HEREEY 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 Nevised 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.

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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 _____ day of June, 1950.

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Third Revised Page15 Cancels Second Revised Page ...15

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CITY CARRIERS' TARIFF NO. 1-A

or as amended, in Case No. 4434), and used property as described therein transported for the United States, County or Municipal governments. (b) Fruits and Vegetables except as provided for in Section 7 of this tariff. (c) Property transported in dump trucks. (d) Property transported in tank trucks. (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, hating Books, Registers or Services; Advertising Matter. *50-C (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.	Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
 all commodities except the following: (a) Used property, viz.: houschold 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. 1302) of December 7, 1939, or as mended, in Case No. 4424), and used property as described therein transported for the United States, County or Municipal governments. (b) Fruits and Vegetables except as provided for in Section 7 of this tariff. (c) Property transported in dump trucks. (d) Property transported in tank trucks. (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 (3) separate addresses and where the weight of each delivery does not exceed 25 pounds: Printed Matter, viz.: Books, Kagazines, Periodicals, Directories, Pamphlets, Kating Books, Registers or Services; Advertising Matter. *50-C (f) Pickup and delivery of common carrier shipments transported from or to points outside the Sam Francisco city limits under through pickup and delivery rates. (g) Unloading and distribution of freight forwarders cars originating at points outside the State. (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. (j) Voting booths, ballot boxes, election tents and election supplies, when transported for the United States government, governmental agencies, or nonprofit organization acting for or in behalf of said government in the collection, assembly or transportation of said cosmetions acting for oze. (k) Commodities which consist of or contain materials	4 	APPLICATION OF TARIFF - COMMODITIES
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(n) Newspapers, not scrap or waste.	ł	(m) Flat, sweet cream, concentrated, frozen.
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(c) 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.

6 (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) Decision No. 44302

EFFECTIVE JULY 15, 1950

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

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CITY CARRIERS ' TARIFF NO. 1-A

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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	◊ DELAYS IN DELIVERY
	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 consigned that the shipment is being placed in storage. Thereafter the shipment will be stored at carrier's termi- nal subject to the rates and charges set forth below, or at carrier's option may be placed in public warehouse.
*140-D Cancels 140-C	For each of the first five days, 3 cents per 100 pounds. For the sixth and each succeeding day, 5 cents per 100 pounds.
	Minimum storage charge per shipment on freight held beyond 48 hours, 5 days or less 45 cents; 6 days or more 90 cents.
	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.
	Shipments unloaded from vehicle and reloaded on ve- hicle will be subject to a charge of \$1.18 per ton in addition to all other charges.
	Subsequent delivery from point of storage will be charged as a new shipment.
	DISPOSITION OF FRACTIONS
	In computing a rate based on a multiple of another rate, such as one and one-half times first class rate $(l\frac{1}{2})$, the following will govern in the disposition of fractions:
150	Fractions of less than ½ or .25 of a cent omit. Fractions of ½ or .25 of a cent or greater but less than 3/4 or .75 of a cent will bc stated as ½ or .50 of a cent. Fractions of 3/4 or .75 of a cent or greater, increase to next whole figure.
160-C	EXPORT FREIGHT CLEARANCES
Cancels 160-B	When the service of clearing export freight is per- formed by the carrier, a charge of \$1.52 per clearance, minimum \$2.29 will be made.
	CROSS WEIGHT
170	Charges shall be assessed on the gross weight of the shipment. No allowance shall be made for the weight of containers.
**	Change) Decision No. 44302 Increase)
	EFFECTIVE JULY 15, 1950
Issued b	y the Public Utilitics Commission of the State of California San Francisco, California

Fifth Revised Page ... 23 Cancels Fourth Revised Page CITY CARRIERS' TARIFF NO. 1-A SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL Item APPLICATION (Continued) No, POOL SHIPMENTS (Items Nos. 220 and 221 series) (Not applicable on shipmonts 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.: (Soc 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 conts per 100 pounds Column_2 Column 1 Articles for which rates are not otherwise specified in this item----163 1/2 13 (1)113 <u>- 135 125 11</u> (1)% (1)Applies on articles rates 4th class or lower. (2) Class ratings shall be determined as provided in Item No. 70 series. Commodity Rates in conts por 100 pounds Column 1 Column 2 Bicycles, K.D., as described in Item 43430 series in Western Classification-21 25 Candy, Confectionery, Chewing Gum, Chocolato, Cocoa and Fondant-175 꾜 Furniture or Furniture Parts as described under those headings in Western Classification-32 27 *220-E Games or Toys as described under that heading in Western Classification-21 25 Cancels 220-D Vchicles, other than motor, K.D., as described in Itoms 43400, 43420, 43445, 43450, 43460, 43490, 43540, 43615, 43650, 43680, 43685, 43690 and 43715 series in Western Classification-<u>25</u> (b) Clerical services consisting of proparing pool lot shipmont 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 sorial numbers, one cent por line por package or piece, minimum charge 23 cents per component part. (d) Marking, Tagging, Stoncilling or labelling, one cent per package or pieco, minimum charge 37 conts por component part. Advancing, prorating and collecting inbound froight 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) Broaking down, lovelling 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 Itom No. 140 series when carrier through no fault of its own is unable to effect delivery of a component part. Minimum charge for hendling pool shipmont \$6.24. (Soo Itom No. 221 porios for Notes 1 and 2) A No increase nor reduction) Decision No. 44302 * Change EFFECTIVE JULY 15, 1950 Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 107

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CITY CARRIERS' TARIFF NO. 1-A

ird Ro	ovisod Page 26		CITY CARRIERS' TARIFF NO. 1-	<u> </u>
tem	SECTION NO. 1 - RULER	S AND F	EGULATIONS OF	
No.	GENERAL APPLICAT. EXCEPTIONS TO WESTERN	LUN (CC	TCITION (CONVINUED)	
-		Rating	Article F	atir
1		Kating	Boats, min.wt. 500 lbs.	Dl
}-	Acids:	-	Boiler Compound	3 2 12
ł	In glass	1 3	Boiler Tubes	.3
1	In barrels or motal containers	2	Boilers, Renge	2
	Adding Machines:	12.	Boots and Shoos	ᅶ
	In boxes	Dl	Boot and Shoo Findings	2
	Loose, O.R.	DI	Bottlos, glass	233
1	Adding Machine Stands		Box Shooks, Woodon	3
	Advortising Matter in barrels,	2	Boxes, Egg, Pulpboard containing	
	boxes or bundles	~	mouldod compartments	1
	Agricultural Implements:	72-	Boxes, Papor:	
	S. U.	12	S. U.	במ
	K. D.	~	K. D.	2
	ALCOHOL:		Bron in sacks	3
	Allyl) Butyl) in barrels		Brass or Copper:	
		63	In bundles or crates	3
	Herylone glycol) or drums		Bars or ingots	! 3
	Propyl) Mothyl isobutyl)		Brick, loose or in packages	j 4
	carbinol)	ł	Brooders or incubators:	
	N.O.S.	11	S. U.	11
	Ammonia:	1 -	K. D.	2
	In glass	2	Broom Corn in bales	42424
	In cylindors or drims	2333	Broom Handlos	2
	Ammunition	3	Brooms in bundles	11
	Anchors N.O.S.	3	Burial Casos	
	Anchors weighing each over		Burial Caskets or Coffins	11
	2000 lbs.	11	Burlap and Bags in compressed	
	Asbestos:		balcs	4
	In cases	2	Buttor in cartons	3
	Loose	1		
	Athletic Goods (See Sporting		Cabinets, Filo, insulated or	
	Goods)		fire resistant	בן
	Automobile Fonders	1 12	Cabinots, File, not insulated	1.
#280-]	D Automobile Accessories and		or fire resistant	
Canco	15 Parts, N.O.S.	2	Cebinets N.O.S.	
280-	C Awnings and Fixtures (See Tonts		Candy and Confectionery N.O.S.	
			CANS OR PAILS:	
	Babbitt Metal, Bar, Fig, or Slab	4	Empty, N.O.S.	
	Bagging and Eags, old N.O.S.	31	Milk or Oil, in cratos Canvas, Cotton or Duck	
	Barbers' Choics		CAPS FOR BOTTLES OR JARS:	1
	BARRELS :	2		
1	Beer	3	N.O.S.	
	Wino	Dl	Carbido	
	Other than Beer or Wine	101	Carbon, Arc Light or Battory	Ì
	Eatteries:		Carpot	1
1	Other than dry:	2	Corpet Lining in bales or box	03
	In cases	ĩ	Carpet Sweepers in boxes or	
	Loose	Ĩ		
	Battery Boxes Batting Cotion	Ĩ	CARRIAGES, BABY:	
	Batting, Cotion Beans, Cocoa	4	S. U.	ĮI
1.	Beans, dried, N.O.S.		K. D. in crates	Į
	In mats or bags	4	Go-carts-S. U.	
1	Beens, Vanilla	1 1	K. D. in cratos	
	Beaver Board:		Carriors (Alo, Boor, Porter,	
	In boxes or crates	31	Stout, Wino) cmpty, roturning	
1	Looso	1 1	Costings, N.O.S.	1
	Bolting	3	Colluloid Goods	Į
1	Beverages, non-alcoholic, N.O.S	. 3	CEMENT =	1
	Bicycles, in boxes or crates	Dl	Building	
	Bird Food or Seed, in packages	3 4		
4	Blackboords:			
	In boxes or crates	3		
ł	Looso	1 1		l
1	Blocks, Butcher	1 3		1

* Change) Decision No.

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CITY CARRIERS' TARIFF NO. 1-A

Itom	Revised Page 46 CITY CARRIERS' TARIFF NO. 1-A SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS				
No.	o. (Concluded)				
	HOURLY VEHICLE UNIT RATES (Subject to		R	ATES	
	Notes 1, 2 and 3)			Cents	
	Minimum Changes One House		-		
	Minimum Charge One Hour			Per	
	Capacity of Carrier's Equipment in Pounds	·····	and the second se	Hour 365	
	2,500 or less	ببالعدة الرجب يوجونك نج عان			
	Over 2,500 but not over 4,500	کان کا تاریخ درخو مکانی بود		91	
	" 4,500 " " " 6,500	ويرجعها المنجب سنعت معفوا بالغد	. 4	27	
	" 6,500 " " " 15,500	الذاري ملك الأركاب بليه جميعهم فستحمل م	54		
	" 15,500 " " " 20,500	الدانية التوقيقة فتعرزهم الارتباع فيوهده		23	
٠		ک ای جرمار ور جو میگ ای ور		17	
	Gantry Trucks, regardless of capacity	فالواكة البزعينية ووهو أعرصون	·]8	19	
560-E	NOTE 1 The total of the loading, unload	ling and dr	iving tim	xe	
mcels	computed from the arrival of carrier's equipme	ent at poir	t of orig	in, or	
560-D	first point of origin when more than one point	t of origin	is invol	ved. to	
	the time unloading is completed at point of de	estination.	or last	point	
	of destination when more than one point of des	stination i	s involve	d.	
	shall be used to compute charges.	a ann an tha an Arail		-,	
	NOTE 2The gantry truck is a motor vehi	tole so dee	simed and	con-	
	structed that it straddlos the load to be tra				
	appropriate mechanism picks up the load and su	NDDOLOG IL	amang or		
	portation.				
	NOTE 3 The rates based on the capacity	or the car	LTOL.2 00	Inrbuen.	
	are not applicable to guntry trucks,				
	MONTHLY VEHICLE UNIT RATES				
	Capacity of Carrier's Equipment In Pounds	Column 1	Column 2	Colum 3	
	2,500 or less	444	523	87	
	Over 2,500 but not over 4,500	502	594	22	
	π 1,500 π π 6,500	560	651	12	
				1	
		605	i 709	! 15	
570-0		605	709 805	15	
570-C	" 6,500 " " " 15,500	605 695	805	15 17 20	
ancols	" 6,500 " " " 15,500	605 695 791	805 905	20	
570-C ancols 570-B	" 6,500 " " " 15,500 " 15,500 " " " 20,500 " 20,500 Column 1Ratos por month in dollars per unit	605 695 791 of carric:	805 905 1 3 6001 pr	20 nent fo	
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CITY CARRIERS' TARIFF NO. 2-A HIGHWAY CARRIERS' TARIFF NO.1-A

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
	APPLICATION OF TARIFF - COMMODITIES Rates named in this tariff apply for the transporta-
	tion of all commodities except the following:
	NOTE 1 The minimum rates, rules, regulations and classi- fication named in this Tariff do not apply to the transportation of: (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 trans- ported for the United States, state, county or municipal governments;
*30-A Cancels 30	 (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;
	(c) Petroleum and petroleum products transported in tank vehicles;
	(d) Property transported in special messenger service;
	 (e) Pickup and delivery of shipments for common car- riers, transported from or to points outside the area named herein under through pickup and de- livery rates;
	(f) Telephone directories, new, distributed to sub- scribers, and old, picked up from subscribers;
	(g) Unloading and distribution of freight forwarders' cars originating at points outside the State;
	 (h) Voting booths, ballot boxes, election tents and election supplies, when transported from or to polling places;
	 (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.
	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. EFFECTIVE JULY 15, 1950 Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 46

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CITY CARRIERS' TARIFF NO. 2-A HIGHWAY CARRIERS' TARIFF NO.1-A

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Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)					
	¢ delays in delivery .					
	If the carrier, through no fault of its own, is unable to effect delivery of any shipment within 46 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 termi- nal subject to the rates and charges set forth below, or at carrier's option may be placed in public warehouse.					
*140-3 Cancels 140-A	For each of the first five days, 3 cents per 100 pounds. For the sixth and each succeeding day, 5 cents per 100 pounds. Minimum storage charge per shipment on freight held beyond 48 hours, 5 days or less 45 cents; 6 days or more 90 cents.					
	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.					
	Shipments unloaded from vehicle and reloaded on ve- hicle will be subject to a charge of \$1.18 per ton in addition to all other charges.					
	Subsequent delivery from point of storage will be charged as a new shipment.					
	DELAYS TO EQUIPMENT					
150-A Cancels 150	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.					
	DISPOSITION OF FRACTIONS					
	In computing a rate based on a multiple of another rate, such as one and one-half times first class rate (12t1) the following will govern in the disposition of fractions:					
160	Fractions of less than ½ or .25 of a cent omit. Fractions of ½ or .25 of a cent or greater but less than 3/4 or .75 of a cent will be stated as ½ or .50 of a cent. Fractions of 3/4 or .75 of a cent or greater, increase to next whole figure.					

EXPORT FREIGHT CLEARANCES 170-A When the service of clearing export freight is per-formed by the carrier, a charge of \$2.35 per clearance Cancels 170 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 car-rier is furnished with a satisfactory guarantee that the minimum tonnage requirement will be shipped, or when the required tonnage has been transported. The term "monthly" as used above means a calendar month or a period of 30 consecutive days. 180 The term "per job" as used above means a lot de-livered to one or more locations on a single project within a period of not to exceed one year. * Change) Decision No. 44302 ◊ Increase) EFFECTIVE JULY 15, 1950 Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 47

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Third Revised Page ... 19 Cancels

a. .

CITY CARRIERS' TARIFF NO. 2-A HICHWAY CARRIERS' TARIFF NO. 1-A

Item SECTION NO. 1 - RULES AND RECULATIONS (Continued) Fool shipments as described in Note 1 shall be subject to rates and charges as follows for the accessrial services designated, viz.: (a) Unloading, segregating, or unloading and segregating: Column 1 rates apply only when carrier transports the property or ult mate 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. Column 2 rates apply when carrier does not transport the property to ultimate destination, subject to minimum charge of 77 cents per shipment. (1) time		ncels Rovisod Page 19		ARRIERS' TARIFF Y CARRIERS' TARI			
 FORL SELEMENTS FORL SELEMENTS FORL SELEMENTS FORL SELEMENTS FORL SELEMENTS FORL SELEMENTS for the account of the subject to rates and charges as follows for the accessorial sources designated, viz.:	Item				· · · · · · · · · · · · · · · · · · ·		
 Pool shimmonts as described in Note 1 shall be subject to rates and charges as follows for the accessrial services designated, viz.: (a) Unloading, segregating: Column 1 rates apply only when carrier transports the property or ult note destination, subject to minimm charge of 20 cents per shimmont. Column 2 rates apply when carrier does not transport the property to ultimate destination, subject to minimm charge of 70 cents per shimmont. Column 2 rates are not interved on the context per shimmont. (2) Class ratius shall be determined as provided in Team 8. 3 (1) 1 2 3 (1) 1 (2) 1 (2) 1 (2) (1) (2) (2) (2) (2) (2) (2) (2) (2) (2) (2	NO.						
Articles for which rates are not I 2 4 1 2 4 1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4 1 2 3 4 1 3 4 1 3 4 1 3 4 1 3 4 1 3 4 1 3 4 1 3		Pool shipmonts as described charges as follows for the access (a) Unloading, segregating, or us Column 1 rates apply only whe mate destination, subject to mins Column 2 rates apply when car	in Note 1 shal sorial services aloading and se on carrier tran imum charge of rrier does not minimum charge	designated, via gregating: sports the prope 40 cents per shi transport the pr of 77 cents per	rty or ulti pmont. operty to shipmont.		
 (2) Class ratings shall be determined as provided in Item No. 80 sortes. Commodity rates in Conta for Noundary Contestionation (Content of Noundary Confectionary, Chewing Cum, Checolate, Cocca and Fondant— (Confectionary, Chewing Cum, Checolate, Cocca and Checolate, Checolate, Cocca and Checolate, C		otherwise specified in this	<u> 1 2 3</u> - 13% 12% 11	4 1 2 (1) 93- 163- 143- 1	3 4 (1)		
 Bicycles, K.D., as described in Itom 43430 sories in <u>column 1</u> <u>column 2</u> eurrent Classification <u>Column 2</u> <u>21</u> <u>25</u> Candy, Confectionary, Chewing Cam, Checolato, Cocca and Fondant <u>14</u> <u>17</u> <u>32</u> Furniture or Furniture Parts as described under those headings in eurrent Classification <u>27</u> <u>32</u> Cames or Toys as described under that heading in <u>21</u> <u>25</u> Wehicles, other than meter, K.D., as described in <u>15</u> <u>25</u> <u>25</u> Vehicles, other than meter, K.D., as described in <u>15</u> <u>25</u> <u>25</u> (b) Clerical sorrices, consisting of proparing pool let shipment file, manifesting and proparing delivory instructions, issuance of freigh bill to cach subconsigne or shipper and accounting therefore, 25 conts per component part. (c) Listing and reporting marked weights, gallenage or sorial numbers, one cent per line per package or piece, minimu charge 23 cents per component part. (d) Marking, tagging, standilling or labelling, one cent per package or piece, minimu charge 37 conts per carponent pert. (e) Advancing of outbound freight charges to other carriers, 25 cents per component part. (f) Advancing of outbound freight charges to other carriers, 25 cents per component part. (g) Breeling down, levelling off, installing durange in pool curs stoppe for partial unleading, 53.00 per man per hour, minimu one hour per man. (Cost of durange not included) (h) Storge will be charged as provided in Item No. 140 series when carrier, with instructions for ultinute delivery to two or more sub- consignees, or to one subconsignees at more than one delivery address, or (b) a consignee other than a carrier or which a carrier hore instruction to nake ultinate delivery to two or more delivery address, or (b) a consignee other than a carrier or which a carrier hore instruction to nake ultinate delivery to two or more delivery address, or (b) a consignee other than a carrier or which a carrier hore instruction to naddress or orduction per		(1)Applies on articles rated 4th (2)Class ratings shall be determ	class or lower ined as provide	d in Item No. 80 Commodity	rates in		
and Fondat 142 172 Furniture or Furniture Parts as described under 27 32 Cames or Toys as described under that heading in 32 220-6 Vehiclos, other than motor, K.D., as described in 21 25 220-8 Vehiclos, other than motor, K.D., as described in 21 25 220-8 Vehiclos, other than motor, K.D., as described in 21 25 220-8 Vehiclos, other than motor, K.D., as described in 21 25 220-8 Vehiclos, other than motor, K.D., as described under that heading in 21 25 220-8 Vehiclos, other than motor, K.D., as described under that heading in 21 25 220-8 Vehiclos, other than motor, K.D., as described under that heading in 21 25 220-8 Vehiclos, other than motor, K.D., as described under that heading in 21 25 220-8 Contrast of the propering delivery instructions, issuance of freight bill to each subconsinge or schipper and accounting thereofor, 25 25 220-1 Listing call reporting marked weights, gallonge or scrial numbors, one cont por line per package or picco, minimum charge 23 conts per component part. 26 230 Advancing, tragging, stoncilling of conther carriers, 25 c		current Classification	, Mine a that the action of the	cs in <u>Column 1</u> 21	Column 2		
 these headings in current Classification 27 32 Games or Toys as described under that heading in 21 220-3 Vehicles, other than noter, K.D., as described in 17 220-3 Vehicles, other than noter, K.D., as described in 17 220-3 Vehicles, other than noter, K.D., as described in 17 220-3 Vehicles, other than noter, K.D., as described in 17 220-3 Vehicles, other than noter, K.D., as described in 17 220-3 Vehicles, other than noter, K.D., as described in 17 220-3 Vehicles, other than noter, K.D., as described in 17 220-3 Vehicles, other than noter, K.D., as described in 17 220-4 Vehicles, other than noter, K.D., as described in 17 220-5 Vehicles, other than noter, K.D., as described in 17 220-6 Vehicles, the properting delivery instructions, issume of freight bill, to each subconsignee or shipper and accounting therefore, 25 250-6 Classification		and Fondant		142	172		
 Sancels current Classification TKD., as described in 21 25 Vehicles, other than motor, KD., as described in 1 term \$320-8 [Vehicles, other than motor, KD., as described in 1 terms \$320, 43515, 43650, 43465, 43460, 43690, 43715 201 25 Series in current Classification of proparing pool let shipment file, manifesting and proparing delivery instructions, issuance of freigh bill to each subconsignee or shipper and accounting therefore, 25 cents per component part. (c) Listing and reporting marked weights, gallonage or sorial numbers, one cart per line per package or piece, minimum charge 23 cents per component part. (d) Marking, tegging, stencilling or labelling, one cent per package or piece, minimum charge 37 cents per component pert. (e) Advancing, proteing and collecting inbound freight charges of other curriers, 1% of anount advanced, minimum charge 35 cents per component part. (f) Advancing of outbound freight charges to other curriers, 25 cents per component part. (g) Broaking down, levelling off, installing dumage in pool curs stoppe for partial unleeding, 52.00 per man per hour, minimum one hour per man (Cost of dumage as provided in Item No. 140 series when currier through no fault of its own is unable to effect delivery eddress, on (b) a consignee ther than a currier on which a currier has instructions for ultimate delivery to two or more sub-consignees, or to one or more subconsignees, or to a subconsignees, or to a subconsignee at nore delivery address, or (b) a cention when her per currier on which a currier has instruction to ank with instructions for ultimate delivery address, or (b) a cention one delivery dedress, or (contact, with instructions for ultimate delivery address, or (b) a consignee other than a currier of which a currier has instruction to ank with instructions for ultimate the second protect in the modelivery address, or (b) a consignee other than a currier of which a currier has instruction ton leve or nore cuben	*220-C	those headings in current Class	ification	27	32		
Items (3400, 43420, 43425, 43450, 43460, 43490, 43540, 43615, 43650, 43685, 43680, and 43715 Series in current Classification—	Sancols	current Classification		21	25		
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 Advancing, prorating and collocting inbound freight charges of other carriers, 1% of amount advanced, minimum charge 35 cents per component part. Advancing of outbound freight charges to other carriers, 25 cents per component part. Breaking down, levelling off, installing dunnage in pool curs stopped for partial unleeding, \$3.00 per man per hour, minimum one hour per man. (Cost of dunnage not included) 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 subconsignees 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 address, or (b) a consignee other than a carrier on which a carrier has instructions to make ultimate delivery to two or more delivery address of the consignee, or to one or more subconsignees, or to a subconsignee at more than one delivery address. Leeted within the zones described in Item N40 series. Each component part of the pool shipment for each ultimate point of destination shall be considered as a separate shipment. A No increase nor reduction besidered as a separate shipment. A no increase nor reduction besidered as a separate shipment. A increase nor reduction besidered as a separate shipment. A increase nor reduction besidered as a separate shipment. A increase nor reduction besidered as a separate shipment. A increase nor reduction besidered as a separate shipment. 		one cent por line per package or piece, minimum charge 23 cents per component part. (d) Marking, tagging, stencilling or labelling, one cent per package or					
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Issued by the Public Utilities Commission of the State of Celifornia, San Francisco, Celifornia			EFFECTIVE	JULY 15, 1950)		
Correction No. 48	· · · · · · · · · · · · · · · · · · ·		s Commission of	tho State of C	clifornia,		