

Decision No. 45944

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

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

Case No. 4084

Appearances

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

Dan Baker, E. L. Carley, James A. Clark, Jr.,
Dan Gallagher, John M. Hannigan, A. C. Harris,
George E. Hart, E. J. Hubber, L. W. Johnston,
L. B. Raymond, Joseph Robertson, Harry J.
Scherer, Joseph Sheedy, C. L. Tilden, Jr.,
and Edward P. White, for various carriers and
carrier organizations, in support of petitioner.

Laurence E. Binsacca, Matt Clarke, W. H. Donovan, R. W. Graham,
W. P. Gunn, Rudolph Illing, Walter A. Rohde,
James L. Roney, A. P. Schumacher and Wm. Youngsman,
for various shippers and shipper organizations,
interested parties.

Grant L. Malquist, for Engineering Division, Trans-
portation Department, Public Utilities Commission.

SUPPLEMENTAL OPINION

Minimum rates and charges for San Francisco drayage opera-
tions have been established by prior orders in this proceeding
(Decision No. 28632, 39 C.R.C. 636 (1936), as amended). These rates
and charges are set forth in City Carriers' Tariff No. 1-A. Their
general levels was last considered in, and adjusted by, Decision
No. 43457 of October 25, 1949. That decision approved a five percent
increase proposed by Draymen's Association of San Francisco. The
increased rates were made effective November 15, 1949.

By petition filed May 7, 1951, as amended, the draymen's
association now seeks approval of a further increase of 25 percent.
It also proposes cancellation of special rates on designated com-
modities and shortening of the time within which the draymen will
hold undelivered shipments before applying storage charges.

A public hearing was held at San Francisco on June 20, 1951, before Examiner Mulgrew.

The president, two directors and the secretary-manager of the petitioning association testified. They asserted that the need for the substantial increase proposed had become immediate and pressing. They said that the draymen had experienced some higher wage costs, higher costs for equipment, materials and supplies, and were also faced with other and more important wage increases which would be made effective July 2, 1951.

Petitioner's witnesses pointed out that the five percent rate increase of 1949 had followed wage increases for the drivers, helpers, dispatchers and foremen employed by the draymen, as well as increases in the remuneration of other employees. In 1949, the witnesses said, the draymen made a two-year contract with their drivers and other employees covered by the same wage agreement to expire with June 28, 1951. The witnesses stated that, during 1950, representatives of the drivers had asked them to reopen the contract voluntarily and to assent to the payment of higher wages. The draymen, the president of the association said, "hold the line" by refusing these requests.

Meanwhile, wages were made subject to federal regulation under the stabilization program inaugurated pursuant to the Defense Production Act of 1950. In circumstances such as the wage situation of the drivers above referred to, wages may be advanced, under regulations established pursuant to the stabilization program, by not more than 10 percent. However, the union representing the drivers has demanded a greater increase in view of exceptions to the general wage increase pattern which have been made by the federal authorities responsible for this phase of the stabilization program. Petitioner's officials stated that they had attempted to settle this wage matter

with a lesser increase than 10 percent but that such offers had been firmly rejected. Meanwhile, they began to lose experienced men to other industries where wage adjustments had already been made. They thereupon concluded that a 10 percent increase would be necessary, not only in view of the position of their drivers with respect to the matter, but also in view of the loss of trained personnel and the difficulty of obtaining replacements. They made the maximum permissible offer, 10 percent. It was rejected. Petitioner's witnesses claimed that there was absolutely no prospect of settling for less than 10 percent. If an agreement should not be reached before the expiration of the contract, they stated, the subsequent agreement would be retroactive to the expiration date. They insisted that at least a 10 percent increase would be necessary to avoid a work stoppage and the suspension of drayage service.

The president of the union representing petitioner's drivers and its other employees affected by the same collective bargaining arrangements corroborated the testimony of the officials of the draymen's association.

Petitioner's secretary-manager testified that 51 San Francisco draymen were members of the association. These draymen, this witness claimed, handled from 90 to 95 percent of all of the for-hire drayage in the city. This estimate, he said, was based on studies of the for-hire equipment in use in San Francisco, of its capacity, of the permits issued by the Commission, and on information developed from making inquiries of shippers and carriers.

In order to demonstrate the impact of a 10 percent wage increase on drayage costs and on the draymen's operating results, petitioner retained a certified public accountant. The accountant submitted a series of exhibits covering the operating experience of 36 of the 51 draymen during the year 1950 and during the first quarter of 1951. He explained that the experience of the other 15

members of the association was not included because 9 of them were small owner-driver operators whose records were not in usable shape, because 5 of them were predominantly engaged in other operations, and because the remaining drayman refused to make his records available. The accountant's exhibits disclose that, based on the 36 draymen's 1950 experience, a 10 percent higher wage scale for the driver-group of employees would have raised their aggregate expenses by \$371,476.

Another wage increase, one put into effect June 1, 1951, involves mechanics and garage service employees. Only the larger draymen repair and service their own equipment and hire such employees. They settled on the basis of 10 cents per man per hour, the basis agreed upon by other San Francisco employers and employees. This settlement was within the above referred to 10 percent wage stabilization formula. For the 12 draymen affected, the aggregate higher cost of the 10-cent increase was shown in the accountant's studies as amounting to \$12,925 annually.

The accountant pointed out that under the foregoing wage adjustments the aggregate workmen's compensation insurance costs of the draymen for 1950 would have been raised by \$10,715.

The accountant's studies thus show that the total of the additional expenses resulting from the wage increases would be \$395,116. This sum is approximately 5½ percent of the draymen's total revenues of \$7,140,253 for 1950. Like calculations for the first quarter of 1951 show that the wage and insurance increases applied to this period also amount to approximately 5½ percent of the draymen's gross revenues. Increased costs for that period were shown as \$96,984, revenues were shown as \$1,813,941.

The proposed 25 percent rate increase, the accountant's studies show, would produce, based on the draymen's 1950 experience, aggregate additional revenue of \$1,785,064, and based on the first quarter of 1951 aggregate additional revenue of \$453,485.

A summarization of data from the accountant's exhibits is made in the tables which follow. The tables show aggregate operating results for the 36 carriers studied.

Table No. 1 - 1950 Operations

	(1)	(2)	(3)
Revenues	\$ 7,140,253	\$ 7,140,253	\$ 8,925,317
Expenses, not including income taxes	<u>7,043,449</u>	<u>7,438,565</u>	<u>7,438,565</u>
Net revenues, before income taxes	\$ 96,804	(\$ 298,312)	\$ 1,486,752
Income taxes	<u>52,078</u>	<u>6,723*</u>	<u>604,183</u>
Net revenues, after income taxes	\$ 44,726	(\$ 305,035)	\$ 882,569
Operating ratios:			
Before income taxes	98.64%	104.18%	83.34%
After income taxes	99.37%	104.27%	90.11%

Table No. 2 - First Quarter of 1951 Operations

	(1)	(2)	(3)
Revenues	\$ 1,813,941	\$ 1,813,941	\$ 2,267,426
Expenses, not including income taxes	<u>1,788,088</u>	<u>1,885,072</u>	<u>1,885,072</u>
Net revenues, before income taxes	\$ 25,853	(\$ 71,131)	\$ 382,354
Income taxes	<u>13,500</u>	<u>4,729*</u>	<u>155,531</u>
Net revenues, after income taxes	\$ 12,353	(\$ 75,860)	\$ 226,823
Operating ratios:			
Before income taxes	98.59%	103.92%	83.14%
After income taxes	99.32%	104.18%	90.00%

Columns (1) - Without adjustments described in (2) and (3) below.

Columns (2) - With expenses adjusted for a 10 percent increase in wages of drivers, helpers, dispatchers and foremen, for 10 cents per hour for mechanics and garage and service employees, and for corresponding increases in workmen's compensation insurance.

Columns (3) - With expenses adjusted as described in (2) above and with revenues adjusted for the proposed 25 percent increase.

() - Indicates loss.

* - Some of the carriers would still show a profit under such circumstances and taxes would accrue thereon.

It will be observed that the indicated operating ratios, after income taxes, and with the adjustments for the higher wages and for the proposed 25 percent increase in the drayage rates are approximately 90 percent (Columns (3) of Tables Nos. 1 and 2). The accountant testified, and counsel for petitioner argued, that the draymen need as favorable operating results as these to attract investment capital and to be able to obtain necessary loans; to allow for expenses which cannot be related strictly and immediately to the volume of business handled; to give effect to the upward spiral in prices, to the lag between increased costs and upward rate adjustments, and to higher costs which cannot be calculated with reasonable exactness; and because the effect of increased rates has in the past fallen short of the estimates thereof on which the increases were based.

Petitioner contended, however, that an operating ratio less favorable than 90 percent, after income taxes, would actually be achieved under the proposed 25 percent rate increase because the only increases which have been given full effect in the estimates are the specific wage and workmen's compensation insurance adjustments hereinbefore discussed. Other increased expenses, its witnesses declared, were experienced during 1950 and in the first quarter of 1951. Salaries of office employees, they said, would be raised following the drivers' wage adjustment. The effect these increases would have on their estimates, they also said, was not measured because of the difficulty of doing so accurately.

With respect to the volume of traffic, petitioner claimed that during the periods studied, the year 1950 and the first quarter of 1951, the volume of drayage traffic was at high levels. The expenses of the draymen, they claimed, necessarily followed the same general trends. Increased costs, they asserted, cannot be and would

not be offset to any appreciable extent by any economies resulting from the handling of a greater volume of traffic.

Petitioner did not submit investment, rate base, or rate of return figures. Counsel contended that for truck operations generally the Interstate Commerce Commission had considered whether operating ratio or rate of return was the better medium for measuring operating results and had decided in favor of the operating ratio medium. He cited its Docket No. M-2222, Investigation and Suspension of Increased Common Carrier Truck Rates in the East, 42 M.C.C. 633 (1943), in support of this contention. He argued further that the for-hire drayage industry was a service industry, that it was extremely sensitive to economic conditions, and that there were wide swings in its gross revenues depending upon economic conditions. He claimed that for-hire draymen had high revenues considering the relatively small investments in property and equipment involved. He contrasted this situation with public utilities with huge investments in property and equipment and relatively low revenues. Many of the San Francisco draymen, he said, had purchased truck equipment several years ago when its cost was 50 percent or less than the current cost of such equipment. These draymen, he said, now had a negligible capital investment. If such draymen were to be held to rates of return based on the depreciated value of their equipment, counsel asserted, they would be out of business when their equipment finally wears out because they would not have the money to buy new trucks and new capital could not be attracted to the business.

Witnesses for petitioner testified, and counsel for petitioner strongly asserted, that the draymen were in a precarious financial condition, that they were worse off than they were before minimum rates were established, that in the past 10 or 11 years they had steadily lost ground because increases in the minimum rates had

failed to keep pace with increases in expenses, and that the Commission should recognize that the minimum rates had become for all practical purposes the maximum rates.

Petitioner urged that the 25 percent increase be made effective July 2, 1951, the first working day after the expiration of the present agreement with the drivers. Officers of two of the larger draymen said that on the basis of a 10 percent wage increase they would each pay out more than \$150 per day in additional wages starting with July 2. They said that any additional wage payments made before an upward rate adjustment could not be recovered. One of them made a general study of his additional wage payments following wage adjustments. In the interim periods between the time the higher wages became effective and the effectiveness of subsequent rate increases from 1945 to 1949, inclusive, his study showed that the sum involved was \$107,228.

The accountant's exhibits, in addition to the aggregate results depicted in the foregoing Tables Nos. 1 and 2, show the individual carrier results. They disclose a wide range in such results. For 1950, for example, the indicated operating ratios, after provision for income taxes when such taxes accrued, ranged from 89.82 to 111.14 percent. The weighted average, as Column (1) of Table No. 1 shows, was 99.37 percent. Similarly, in the first quarter of 1951, the range of operating ratios, after provision for income taxes, was from 90.23 to 119.67 percent, and the weighted average, Column (1) of Table No. 1, was 99.32 percent.

Eleven of the 36 draymen were shown to have operated at a loss during 1950; 13 of the 36 were shown to have operated at a loss during the first quarter of 1951. Only 6 would have met their expenses and had some profit in 1950 had the increased wages been in effect during that year. However, 13 still could have met their

expenses in the first quarter of 1951 notwithstanding the higher wages. The indicated aggregate operating ratios after provision for the higher wages, but before provision for higher rates, would be well over 100 percent as shown in Columns (2) of Tables Nos. 1 and 2.

In explaining his operating result figures, petitioner's accountant said that he had considered it necessary to make adjustments in the revenues and expenses as he found them on the books of the draymen. He also said that his figures included revenues and expenses for drayage operations not covered by the rates proposed to be increased, as well as for transbay and other highway carrier service. With respect to the nontariff drayage operations, witnesses for petitioner explained that they consisted largely of pickup and delivery service for line-haul carriers of both interstate and intrastate traffic. Counsel for petitioner requested permission to file, subsequent to the hearing, statements showing the separate sources of revenues and the adjustments in revenues and expenses which the accountant had made. No objection was raised to this procedure and it was authorized by the presiding examiner. Petitioner's representatives insisted, however, that the draymen's expenses could not be segregated between, nor allocated to, the four classes of service and only the adjusted over-all expenses were supplied.

The breakdown of revenues for 1950 as submitted by petitioner is shown below:

Table No. 3 - Sources of 1950 Revenue

<u>Revenues</u>	<u>Amounts</u>	<u>Percentages</u>
Drayage Tariff Traffic	\$4,913,211	69
Nontariff Drayage	1,468,841	20
Transbay Service	479,202	7
Other Highway Operations	<u>278,999</u>	<u>4</u>
Totals	\$7,140,253	100

The aggregate adjustments made by the accountant in the draymen's book figures follow:

Table No. 4 - Adjustments of Book Figures

	<u>1950</u>	<u>1951</u>
Book Revenues	\$7,254,263	\$1,855,949
Accountant's Revenues	<u>7,140,253</u>	<u>1,813,941</u>
Adjustments	<u>(\$114,010)</u>	<u>(\$42,008)</u>
Book Expenses*	\$6,981,590	\$1,777,618
Accountant's Expenses*	<u>7,043,449</u>	<u>1,788,088</u>
Adjustments	\$61,859	\$10,470
Net Revenues*		
Book Figures	\$272,673	\$78,331
Accountant's Figures	<u>96,804</u>	<u>25,853</u>
Net Adjustments made by Accountant	\$175,869	\$52,478

() - Indicates deduction from book figure.

* - Before income taxes.

The adjustments were numerous and varied. Although the net differences as shown in the foregoing Table No. 4 are not great in relation to the total revenues and expenses involved, some of the individual adjustments are substantial. Other adjustments are relatively inconsequential. Some of the changes explain themselves; the reasons for others are obscure; a few run counter to what might reasonably be expected. For example, the accountant eliminated the entries "freight advanced" from both revenues and expenses. In the case of a single drayman, this amounted to more than \$75,000 in 1950. In the case of another drayman's 1950 results, \$45,007 was added to revenues as pickup and delivery income, a nontariff drayage service, while \$63,590 was added to expenses as pickup and delivery expense. This was done notwithstanding the general allegation that expenses could not be segregated nor allocated. In still another case, a drayman with book figures of 1950 revenues of \$32,624 and 1950

expenses of \$24,865, the accountant raised the expenses by \$11,392 to \$36,257. The chief adjustments in these expenses were the addition of \$8,400 for the salary of two partners, \$2,331 for depreciation and \$1,200 for rent. As hereinbefore indicated, the foregoing data were permitted to be filed subsequent to the hearing in the face of strong representations of the need for prompt action in view of the impending wage increase. The record affords no explanation of the full reasons for the adjustments. In the case of the \$8,400 salary adjustment and others like it, the accountant did say, however, that they were his estimates arrived at after consultation with associates in his accounting firm. The largest salary adjustment assigned \$28,500 in aggregate annual salaries to six partners in one drayage concern. The concern's gross business was \$139,802. The accountant's adjustments of revenues did not, however, cover increased earnings from higher transbay and line-haul minimum rates established during 1950 and 1951 (Decisions Nos. 44637 of August 8, 1950, and 45429 of March 6, 1951).

From the foregoing, it is evident that petitioner's showing in justification of the sought 25 percent increase falls far short of the conclusive showing which is required to establish that such materially higher minimum rates are necessary. On this score, it is sufficient to point out by way of summarization:

1. That petitioner's revenue showings include in the aggregate 31 percent of revenues derived from sources not covered by the proposed rate increase and without any segregation or allocation of expenses to the particular operations involved.
2. That, although petitioner's intention is that nontariff rates be increased by the same percentage as tariff rates, the one example on the record of nontariff income and expenses indicates that the nontariff service would need a greater increase than the sought tariff increases.

3. That the revenues for transbay and line-haul highway operations were not adjusted to levels reflecting the current rates for those operations.
4. That there is no showing of the investments, the rate bases or the rates of return of the draymen. The Interstate Commerce Commission's decision in Docket No. M-2222, supra, does not establish that such showings do not contribute materially to a record involving drayage operations of the character here in issue.
5. That the principal evidence on increased costs is that relating to the 10 percent driver-group adjustment to become effective July 2, to the 10-cent per hour increase for mechanics and garagemen and to related compensation insurance, leaving other increased costs on an indefinite basis.
6. That petitioner's total costs reflect numerous book figure adjustments, including increased salaries aggregating \$150,000 annually, without adequate explanation thereof and justification therefor.

Ordinarily a proposed increase submitted with as grievous deficiencies in the record as the foregoing would be summarily denied. Here, however, it is clear that the draymen cannot sustain the burden of a further 10 percent wage increase without some corresponding rate relief. A rate increase of approximately 5½ percent would, according to their accountant's estimates, and as hereinbefore observed, offset the higher wages and compensation insurance. With such an adjustment alone, the draymen would still be in a precarious financial position. Even without the 10 percent wage increase; they are on the whole at approximately the break-even point between revenues and expenses. Thus we feel constrained to raise the tariff rates by as much as 10 percent notwithstanding the fact that the record is clearly insufficient to justify the sought increase. The record is sufficient, as we see it, to justify such an increase but no more. The indicated results of a 10 percent increase in place of the 25 percent increase

proposed, and on the basis of the accountant's estimates, are shown on the tables which follow:

Table No. 5 - Results of 1950 Operations
Adjusted for 10 and 25 percent Rate Increases

	<u>10 Percent</u>	<u>25 Percent</u>
Revenues	\$7,854,279	\$8,925,317
Expenses, not including income taxes	<u>7,433,565</u>	<u>7,438,565</u> ✓
Net revenues before income taxes	\$ 415,714	\$1,486,752 ✓
Income taxes	<u>146,755</u>	<u>604,183</u>
Net revenues, after income taxes	\$ 268,959	\$ 882,569 ✓
Operating ratios:		
Before income taxes	94.71%	83.34% ✓
After income taxes	96.58%	90.11% ✓

Table No. 6 - Results of 1st Quarter 1951
Operations Adjusted for 10 and 25 percent Rate Increases.

	<u>10 Percent</u>	<u>25 Percent</u>
Revenues	\$1,995,335	\$2,267,426
Expenses, not including income taxes	<u>1,885,072</u>	<u>1,885,072</u>
Net revenues, before income taxes	\$ 110,263	\$ 382,354
Income taxes	<u>32,178</u>	<u>155,531</u>
Net revenues, after income taxes	\$ 78,085	\$ 226,823
Operating ratios:		
Before income taxes	94.47%	83.14%
After income taxes	96.09%	90.00%

The indicated operating ratios after income taxes for the individual draymen under a 10 percent increase would range from 87.03 to 105.46 percent based on the 1950 figures and from 87.61 to 113.61 percent based on the first quarter of 1951 figures.

As previously indicated, there is no adequate support on this record for an increase of 25 percent as proposed by petitioners. These conclusions are, of course, without prejudice to such further and different conclusions as may be reached on a more comprehensive record. In this connection, however, petitioner is cautioned that we will expect the draymen to supply, in any further proceeding of this sort, a full and competent showing should they still consider a further uniform horizontal increase preferable to adjustments designed to give more accurate effect to the experience and prospective operative results by revisions in the rates for particular traffic. We will require petitioner to submit a copy of the new wage agreement with its driver-group of employees promptly upon the settlement of that matter.

Shippers questioned the advisability and propriety of applying as great an increase as 25 percent to the present rates and of applying the same increase to less-truckload, truckload and monthly rates. Some of them said that a 25 percent increase would divert for-hire traffic to proprietary operations and that drayage of truckload lots and drayage under monthly rate arrangements should

be given separate consideration. Otherwise petitioner's proposed increase was not opposed. No tangible proposal or showing was made, however, by any of the parties on the feasibility of the draymen deriving sufficient additional revenues in the light of their higher costs by any other method than the uniform horizontal increase procedure urged by petitioner. In view of the relatively lower increase found justified herein, 10 percent instead of the sought 25 percent, and in view of the dire need of the draymen for increased revenues, it is not necessary here to determine these questions. All of the parties are placed on notice to be prepared to offer probative evidence on such matters at any future hearings in this proceeding where a general horizontal increase or other general rate adjustment may be in issue.

Another matter which requires attention is consideration of the extent to which, if at all, carriers engaged in the operations involved may be contract carriers (motor carriers other than common carriers) which may not increase their rates because of Office of Price Stabilization requirements promulgated under the Defense Production Act of 1950. Counsel for petitioner stated that he had determined that all of petitioner's members were common carriers and hence not subject to these requirements. He conceded, however, that there might possibly be some small-scale contract carrier operations concerning which he and the draymen's

association were not aware. If there were such carriers, he claimed that it was their problem to get any necessary authorization from the Office of Price Stabilization. He reiterated petitioner's views that the tariff rates were the maximum or going rates, that the draymen cannot ordinarily obtain higher rates from their shippers, and that effective rate relief can be achieved only by increasing the minimum rates.

In the circumstances we will exempt contract carriers from the new minimum rates to the extent that they may be precluded from assessing such rates by federal stabilization regulations. Should future development require further action on our part, an appropriate petition may be filed.

There remains to be discussed the question of special rates which petitioner proposed be canceled. Commodity rates on brick, live poultry and towed vehicles, petitioner's secretary-manager testified, had not been used for approximately five years. He said further that there was no prospect of their being used in the future and that, therefore, they should be eliminated from the tariff. With respect to transshipment rates, he said that changed federal regulations had made that traffic subject to federal authority. These rates, like the other unused rates, he claimed, would not be useful for the future and should be canceled. These proposals will be adopted.

In regard to the proposed shortening of time within which the draymen will hold undelivered shipments before applying storage charges, petitioner offered no evidence. This proposal will not be approved.

Petitioner has contended, and we have found, that the draymen are in dire need of prompt rate relief. July 25 is the earliest date which would allow for printing and distribution of the tariff

changes and would give interested parties reasonable notice. We will make the rates effective on that date.

It has been brought to our attention that the "Collection of Charges" rule in the drayage tariff would be clearer if the term "shipper," where referring to the party obligated to pay the charges, were changed to "debtor." This change will be made.

Upon consideration of all of the facts and circumstances of record we are of the opinion and hereby find that the petitioner has justified a 10 percent horizontal rate increase and the cancellation of the special rates hereinabove referred to; and that, in all other respects, petitioner's showing has failed to justify the sought relief.

O R D E R

Based on the evidence of record and on 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) be and it is hereby further amended by incorporating therein to become effective July 25, 1951, the following revised pages attached thereto and by this reference made a part hereof.

Third Revised Page 3 cancels Second Revised Page 3
Fourth Revised Page 4 cancels Third Revised Page 4
First Revised Page 5 cancels Original Page 5
Second Revised Page 6 cancels First Revised Page 6
Second Revised Page 7 cancels First Revised Page 7
First Revised Page 8 cancels Original Page 8
First Revised Page 13 cancels Original Page 13
Fifth Revised Page 16 cancels Fourth Revised Page 16
Fourth Revised Page 17 cancels Third Revised Page 17
Sixth Revised Page 18 cancels Fifth Revised Page 18
Fourth Revised Page 19 cancels Third Revised Page 19
Fifth Revised Page 20 cancels Fourth Revised Page 20
Seventh Revised Page 21 cancels Sixth Revised Page 21
Eighth Revised Page 23 cancels Seventh Revised Page 23
Second Revised Page 23-A cancels First Revised Page 23-A

Fourth Revised Page 24 cancels Third Revised Page 24
Fourth Revised Page 36 cancels Third Revised Page 36
Fifth Revised Page 38 cancels Fourth Revised Page 38
Sixth Revised Page 39 cancels Fifth Revised Page 39
Seventh Revised Page 40 cancels Sixth Revised Page 40
Fourth Revised Page 41 cancels Third Revised Page 41
Sixth Revised Page 42 cancels Fifth Revised Page 42
Fourth Revised Page 43 cancels Third Revised Page 43
Fifth Revised Page 45 cancels Fourth Revised Page 45
Sixth Revised Page 46 cancels Fifth Revised Page 46
Second Revised Page 49 cancels First Revised Page 49
Fourth Revised Page 50 cancels Third Revised Page 50
Fourth Revised Page 51 cancels Third Revised Page 51
Fourth Revised Page 52 cancels Third Revised Page 52
Sixth Revised Page 53 cancels Fifth Revised Page 53

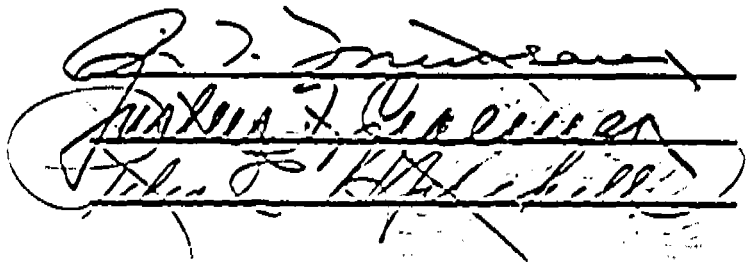
IT IS HEREBY FURTHER ORDERED that any carriers subject to the revised tariff provisions provided for in the preceding ordering paragraph that are also motor carriers other than common carriers and therefore precluded from charging the higher rates provided for by that paragraph under requirements of the Office of Price Stabilization be and they are hereby exempted to that extent from observance of the aforesaid higher rates.

IT IS HEREBY FURTHER ORDERED that, except to the extent provided for in the preceding ordering paragraphs, the petition of the Draymen's Association of San Francisco, filed May 7, 1951, as amended, in this proceeding, be and it is hereby denied.

IT IS HEREBY FURTHER ORDERED that the aforesaid petitioner shall submit a copy of the new wage agreement between the draymen and their drivers and other employees covered by the same contract promptly following the reaching of such an agreement.

The effective date of this order shall be July 25, 1951.

Dated at San Francisco, California, this 10th day of July, 1951.



Commissioners

INDEX OF COMMODITIES

Only those articles which are named in commodity items or in
Exceptions to the Western Classification are shown in the following list.

Commodity	Item Number	Commodity	Item Number
Acids	280	Boots and Shoe Findings	280
Adding Machines	280	Bottles, Glass	280
Adding Machine Stands	280	Box Shooks	280
Advertising Matter	280	Boxes	690
Agricultural Implements	280	Boxes, Egg	280
Alcohol	280	Boxes, Paper	280
Ammonia	220	Bran	280
Ammunition	280	Brass	280
Anchors	280	Brass or Copper, Bars or Ingots	280
Apples	610,700	***	
Artichokes	660	Broom Corn	280
Asbestos	280	Broom Handles	220
Asparagus	660	Brooms	280
Athletic Goods (See Sporting Goods)		Bullion	*
Automobile Fenders	280	Burial Cases, Caskets or Coffins	280
Automobile Accessories and Parts, N.O.S.	280	Burlap	280
Avocados	620	Butter	280
Awnings and Fixtures (See Tents)		Cabbage	660
Babbitt Metal, Bar, Pig or Slab	280	Cabinets, N.O.S.	280
Bagging and Bags	280	Cabinets, File	280,460
Bags	280	Cabinets, Shower	320
Bananas	620	Cake, Oil	*
Barber's Chairs	280	Candy and Confectionery	280
Barrels	280	Cans	280
Baths, Shower	330	Cantaloupes	640
Batteries	280	Canvas	280
Battery Boxes	280	Caps, Bottle or Jar	280
Batting, Cotton	280	Carbon	280
Beans	280,660	Carpet	280
Beaver Board	280	Carpet Lining	280
Beets	660	Carpet Sweepers	280
Belting	280	Carriages, Baby	280
Berries	610	Carriers	280
Beverages, Non-alcoholic, N.O.S.	280	Carrots	660
Bicycles	220,280	Casabas, Melons	640
Bird Food or Seed	280	Cases, Transfer	460
Blackboards	280	Castings	280
Blocks, Butcher	280	Celery	660
Blood Meal	*	Celluloid Goods	280
Boats	280	Cement	280
Boiler Compound	280	Cereal Food Preparations	390
Boiler Tubes	280	Cereal Products	*
Boilers, Range	280	Cereals, Prepared	290
Bone Meal	*	Chain, Iron or Steel	280
Boots and Shoes	280	Chairs	460
		Chalk	290
		Charcoal	290
		Cheese	290

* Change
*** Brick eliminated. } Decision No. 45944

EFFECTIVE JULY 25, 1951

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 120

INDEX OF COMMODITIES (Continued)

Only those articles which are named in commodity items or in
Exceptions to the Western Classification are shown in the following list.

Commodity	Item Number	Commodity	Item Number
Chemicals	290	Drill, Cotton	290
Chicory	290	Drug and Chemical Houses	290
Chips, Soap	510	Drugs or Medicines, N.O.S.	290
Chocolate	290	Duck, Cotton	290
Cigars and Cigarettes	290	Dyes	290
Cloth and Clothing	290	Egg Case Fillers	300
Cloth, Shado	330	Eggs	300
Cocoanuts	620	Electric Globes or Shades	300
*Coffee, Green	400,410	Electrical Appliances	300
Coffee, Roasted	290	Enamelware	300
Collars, Cloth	290	Excelsior	300
Conduit	290	Explosives	300
Confectioners' Supplies	290	Extracts	300
Containers, Empty	690	Feathers	300
Copper	280	*Food	300,390
Cooperage Stock	290	Fence Material	300
*Copra	290	*Fertilizers	300
Cordage	290	File Cabinets	280,460
Corduroy, Cotton	290	Files, Letter	460
Cork	290	Fire Escapes	300
Corn	660	Fire Extinguishers	300
Corn Grits	390	Fire Works	300
Corn Husks	290	Fish	300
Costumers	460	Fish Meal	*
*Cotton	290	Fixtures, Gas and Electric	300
Cranberries	610	Floss	300
Crates	690	*Flour	290,390
Crockery	290	*Flue Lining	300
Cucumbers	660	Forms, Display	300
Curtain Poles or Rods	290	Freezers	300
Cutlery	290	*Freight	425
*Cylinders	290	Fruit, Canned, Dried or Glazed	300
Dairy and Dairy Products		Fruit, Fresh, N.O.S.	630
Companies	290	Furnaces	390
Dates	290	Furniture, N.O.S.	300
Denim, Cotton	290	Furniture, Printers	320
Desks	290,460	Furniture Polish	300
Dessert Preparations	290	Furniture Stock	300
Disinfectants	290		
Dog Biscuits	290		
Doors	290		

* Change, Decision No. 45944

EFFECTIVE JULY 25, 1951

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

Correction No. 121

INDEX OF COMMODITIES (Continued)

Only those articles which are named in commodity items or in
Exceptions to the Western Classification are shown in the following list.

Commodity	Item Number	Commodity	Item Number
Garden Tools	300	Iron or Steel: Billets, Cold	
Garlic	660	Rolled Forgings, Spring,	
Gas, in Cylinders	300	Tool, Welding Rods	310
Glasses, Jelly	300	Jacks or Jackscrews	310
Glass	300	Jams and Jellies	310
Glass, Plate	300	*Juice, Fruit or Vegetable	310
Glass Tops, Desks or Table	460	Juice, Pineapple, Canned	*
Glassware	300	Jute	310
Gloves	300	Kalsomine	310
*Grain	300	Kapok	310
Granite	300	Kernels, Fruit	310
Grapefruit	600	Labels	310
Grapes	610,700	Lacquered Ware	310
Graphite	300	Ladders	310
Grease	300	Lamp Black	310
Grocery Houses, Wholesale	430,440	Lamp Shades	310
Gum	300	Lard or Lard Substitutes	310
Hair	300	Lard Substitutes	310,510
Hammocks	300	Lath, Metal	310
Handbags	330	Lead, Sheet	310
Hangers, Garment	300	Leather Belting	310
Hardware	300	Leather Goods, N.O.S.	310
Hats	300	Leather, Rough Sole	310
Heaters	300	Lemons	600
Hemp	300	Letter Files	460
Hides	300	Lettuce	670
Hides, Green	*	Life Preservers	310
Honey	300	Lighting Fixtures or Parts	310
Holloware	300	Lights, Sidewalk or Vault	310
Hollow Building Tile	*	*Lime	310
Honey Dew Melons	640	Lime, Chloride of	310
Horseshoes	300	Lining, Flue	*
Hose	300	Linoleum	310
Hydrants	300	Liquors	310
Incubators	280	***	
Ink	300	Lockers	310
Insect Powder	300	*Lumber	590
Ironing Boards	310	Lye	310
Iron, Pig	*		
*Iron or Steel: Angles, Bars,			
Beams, Channels, Columns, Plates,			
Reinforcing, Scrap or Sheet	310		

* Change
*** Live Poultry eliminated.) Decision No. 45944

EFFECTIVE JULY 25, 1951

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

Correction No. 122

INDEX OF COMMODITIES (Continued)

Only those articles which are named in commodity items or in Exceptions to the Western Classification are shown in the following list.

Commodity	Item Number	Commodity	Item Number
Macaroni	310	Pails	280
Machinery	310	Paper	320
*Magazines	310	*Paper, Newsprint	470
*Malt	310,390	Paper, Wrapping	*
Marble	310	Paste, N.O.S.	320
Margarine	310	Peaches	610
Mats, Door	310	Pears	610,700
*Meal, Blood, Bone or Fish	310	Peas	670
Meats, Canned	310	Peas, Split	*
Melons, N.O.S.	650	Peppers, Dried	320
Meters	310	Peppers, Green	670
Milk, Condensed or Evaporated	310	Periodicals	310
Millinery	310	Persian Melons	640
Mineral Water	310	Photographers' Materials	320
Molasses	310	Pickles	320
Moss, N.O.S.	310	Pig Iron	*
Motorcycles	310	Pillows, N.O.S.	320
Mucilage	310	Pineapples	620
Mustard	310	Pineapples, Canned	*
		Pins, Wire	320
Nails, N.O.S.	310	Pipe	320
Neckwear	310	Pitch	320
Nets and Netting, Wire	310	Plaster	*
Newspapers, Old	*	Plumbago	320
*Newsprint Paper	320,470	Plumbers' Goods	320
Nitre	310	Plums	610
Noodles	310	Polish, Stove or Shoe	320
Nuts, Edible	310	Popcorn	320
		Potash	320
Oakum	310	Potatoes, N.O.S.	660
Oars	310	Potatoes, Sweet	670
Ochre	310	Pottery	320
Office Furniture	460	Poultry, Dressed	320
*Oil Cake	310	***	
Oil, Cooking	320	Powder, Soap	510
Oil, Lubricating	320	Printed Matter	320
Oil, Olive	320	Printers' Furniture	320
Olives	320	Printers' Rollers	320
Onions, Dry	660	Prunes	610
Optical Goods	320	Pulleys	320
Oranges	600	Pumice	320
*Ore	320	Pumps, N.O.S.	320
Ovens, Sheet Metal	320	Putty	320
		Quebraco	320

* Change,
*** Poultry, Live eliminated) Decision No. 45944

EFFECTIVE JULY 25, 1951

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

Correction No. 123

INDEX OF COMMODITIES (Continued)

Only those articles which are named in commodity items or in
Exceptions to the Western Classification are shown in the following list.

Commodity	Item Number	Commodity	Item Number
Radiators	320	Soda Fountain Supplies or Parts	330
Radios	320	Solder	330
Rags	*	Spaghetti	310
Rails, Iron or Steel	320	Spices	330,410
Ranges	330	Spikes	330
Rattan	320	Split Peas	*
Refrigerators	320	Sponges	330
Rhubarb	670	Sporting Goods	330
*Rice	320,500	Springs	330
Rice Mill Products	500	Squash	670
Rope	320	Stands, Telephone	460
Rosin	320	Starch	330
Rubber	320	Stationery	330
Rugs	320	***	
Safes and Parts	320	Stove Castings or Parts	330
*Salt	330	Stoves	330
Saltpeter	320	Straw	690
*Sand	330	*Sugar	330,530
Sandpaper	330	Suitcases and Handbags	330
Sash, Steel	330	Sulphur	330
Sash Weights	330	Surgical Dressings	330
Sausage Casings	330	Surveying Instruments	330
Saws	330	Sweeping Compound	330
Scales	330	Syrup	330
Scouring Compound	330		
Screens, Window	330	Table Sauces	330
*Seeds, N.O.S.	330	Tables	460
Sewing Machines or Parts	330	Talc	330
Shade Cloth	330	Tallow	330
Shades, Cloth or Roller	330	Tangerines	600
Sheeting, Cotton	290	Tar Products, N.O.S.	330
Shells	330	Telephone Stands	460
Shingles	330	Tents, Awnings and Fixtures	330
Ship Chandlery, N.O.S.	330	Terra Cotta	330
Shirts	330	Thread	330
Shoddy	330	Ties, Railroad	330
Shoes	280	*Tilo	330
Shower Baths or Shower Cabinets	330	Tin	330
Silica	330	Tin Plate	330
Silk	*	Tinware	330
Sisal	330	Tires, Pneumatic	330
Slate	330	Tobacco	330
Soap, Soap Powder or Soapchips	330,510	Toilet Articles, N.O.S.	330
Soda, Caustic	330	Toilet Preparations, N.O.S.	330
		Tomatoes	670
		Tools, Garden	330
		Tops, Glass, Desk or Table	460
		Toys and Games, N.O.S.	330

* Change
*** Steamship Transfer eliminated.) Decision No. 45944

EFFECTIVE JULY 25, 1951

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

Correction No. 124

INDEX OF COMMODITIES (Concluded)

Only those articles which are named in commodity items or in
Exceptions to the Western Classification are shown in the following list.

Commodity	Item Number	Commodity	Item Number
Toys, Iron or Steel	330	Wadding	340
Transfer Cases	460	Wallboard	340
Trees, Christmas	330	Washing Machines	340
Truck Platforms	330	Waste	340
Trucks, Hand	330	Watermelons	640
Trunks, New	330	Wax, Floor	340
Tubes, Boiler	220	Wheelbarrows	340
Tubs	690	Wheel Goods	340
Turnips	660	Windmills	340
Turpentine	330	Wine	340
Twine	340	Wire	340
Type	340	Wire Cloth	340
Typewriters	340	Woodware	340
		Wool	340
Umbrellas	340	Wrapping Paper	*
Vacuum Cleaners	340		
Valves	340		
Varnish	340	Yeast	340
Vegetables, Canned	340		
Vegetables, Fresh	660, 680		

Vinegar	340	Zinc, Sheet	340

* Change
*** Vehicles eliminated. } Decision No. 45944

EFFECTIVE JULY 25, 1951

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

Correction No. 125

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*20-A Cancels 20	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Concluded) (Items Nos. 10 and 20 series)</p> <p>(l) SHIPPING means transportation of property to another carrier when destined beyond the limits of the City and County of San Francisco.</p> <p>(m) ***</p> <p>(n) TAILGATE LOADING means loading of the shipment into or upon carrier's equipment from a point at street level not more than 20 feet distant from said equipment or at other than street level when vehicular elevator service or vehicular ramp is provided and made available to the carrier.</p> <p>(o) TAILGATE UNLOADING means unloading of the shipment from carrier's equipment and placing it at a point at street level not more than 20 feet distant from said equipment, or at other than street level when vehicular elevator service or vehicular ramp is provided and made available to the carrier.</p> <p>(p) TON means 2,000 pounds.</p> <p>(q) WESTERN CLASSIFICATION means Western Classification No. 72, Cal.P.U.C.—W.C. No. 5 of Geo. H. Dumas, Agent, and supplements thereto or reissues thereof when the provisions of said supplements or reissues have been approved by the Commission.</p>
30	<p style="text-align: center;">APPLICATION OF TARIFF - CARRIERS</p> <p>Rates provided in this tariff are minimum rates, established pursuant to the City Carriers' Act (Chapter 312, Statutes of 1935, as amended). They apply for the transportation of property by carriers as defined in said City Carriers' Act.</p>
<div style="display: flex; align-items: center;"> <div style="margin-right: 20px;"> * Change *** Steamship Transfer eliminated. </div> <div style="font-size: 2em;">}</div> <div> Decision No. 45944 </div> </div>	
EFFECTIVE JULY 25, 1951	
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 126</p>	

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-E Cancels 80-D	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>I. (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 \$2.30 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 \$3.30 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. 45944 *Change)</p>
EFFECTIVE JULY 25, 1951	
<p>Issued by the Public Utilities Commission of the State of California, Correction No. 127 San Francisco, California.</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*90-D Cancels 90-C	<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 $\diamond 24$ cents per carrier freight bill will be assessed whenever a city carrier advanced 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>
	<p>* Change) \diamond Increase) Decision No. 45944</p>
	EFFECTIVE JULY 25, 1951
	<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 126</p>

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
	COLLECT ON DELIVERY (C.O.D.) SHIPMENTS	
	<p>(a) No carrier shall handle any C.O.D. shipment unless and until it has on file with the Commission a good and sufficient bond in such form as the Commission may deem proper, in a sum of not less than Two Thousand Dollars (\$2,000.00).</p> <p>(b) The bond required by paragraph (a) hereof, shall be filed by the carrier as principal and by some solvent surety company, authorized to do business in the State of California, as surety, payable to the State of California, and/or any person or persons to whom any amount may be due on any C.O.D. shipment transported by said carrier and not remitted to the person or persons to whom it is due within ten (10) days after delivery of any such shipment; however, when the carrier has filed with any municipality or board thereof, pursuant to ordinance, a bond in a sum not less than Two Thousand Dollars (\$2,000.00), payable to said board or municipality and/or any person or persons to whom any amount may be due on any C.O.D. shipment transported by said carrier and not remitted to the person or persons to whom it is due within ten (10) days after delivery of any such shipment, the filing by such carrier of a certified copy of said bond with this Commission shall be deemed compliance herewith. Each bond filed pursuant to the foregoing shall specify the extent to which the carrier's operations are covered thereby and may cover more than one operative authority held by the same carrier. When a carrier with such a bond or bonds on file with the Commission obtains additional operative authority, said bond or bonds shall be revised or reissued to show whether or not the additional operative authority is covered thereby. No C.O.D. bond shall be canceled on less than thirty (30) days' notice to the Commission.</p> <p>(c) In the handling of C.O.D. shipments carrier shall, promptly upon collection of any and all C.O.D. moneys, and in no event later than ten (10) days after delivery to consignee, unless consignor instructs otherwise in writing, remit to consignor all C.O.D. moneys collected by it on such shipments.</p> <p>(d) Except as otherwise provided, the charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments shall be as follows:</p>	
	When the amount collected is	◇ Charge for collecting and remitting will be
	Not over \$2.50 -----	\$.32
	Over 2.50 not over 5.00 -----	.35
	Over 5.00 not over 10.00 -----	.50
	Over 10.00 not over 20.00 -----	.53
	Over 20.00 not over 25.00 -----	.55
	Over 25.00 not over 40.00 -----	.65
	Over 40.00 not over 50.00 -----	.72
	Over 50.00 not over 60.00 -----	.89
	Over 60.00 not over 80.00 -----	.92
	Over 80.00 not over 100.00 -----	.96
	Over 100.00 not over 102.50 -----	1.21
	Over 102.50 not over 105.00 -----	1.23

* 11G-F
Cancels
11C-E

Over	105.00	not over	110.00	-----	1.30
Over	110.00	not over	120.00	-----	1.35
Over	120.00	not over	140.00	-----	1.36
Over	140.00	not over	160.00	-----	1.42
Over	160.00	not over	180.00	-----	1.52
Over	180.00	not over	200.00	-----	1.54
Over	200.00	not over	250.00	-----	1.73
Over	250.00	not over	300.00	-----	2.04
Over	300.00	not over	350.00	-----	2.31
Over	350.00	not over	400.00	-----	2.55
Over	400.00	not over	450.00	-----	2.65
Over	450.00	not over	500.00	-----	3.14
Over	500.00	not over	550.00	-----	3.33
Over	550.00	not over	600.00	-----	3.64
Over	600.00	not over	650.00	-----	3.91
Over	650.00	not over	700.00	-----	4.17
Over	700.00	not over	750.00	-----	4.43
Over	750.00	not over	800.00	-----	4.70
Over	800.00	not over	850.00	-----	4.99
Over	850.00	not over	900.00	-----	5.25
Over	900.00	not over	950.00	-----	5.51
Over	950.00	not over	1,000.00	-----	5.79
Over	1,000.00	at rate of	\$5.79 per	\$1,000.00	

* Change) Decision No. 45944
 0 Increase)

EFFECTIVE JULY 25, 1951

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 129

Cancels

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*120-A Cancels 120	<p>(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 debtors, 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 debtor, 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 debtors 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) Debtors 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 debtor of valid checks, drafts, or money orders which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor 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>COLLECTION OF LOSS AND/OR DAMAGE CLAIMS</p> <p>When incidental to transportation by the carrier, a charge of \$1.53 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 percent of the amount involved shall be charged, subject to a minimum charge of 39 cents.</p>
<p>* Change } Decision No. 45944 ◊ Increase }</p>	
EFFECTIVE JULY 25, 1951	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>	
Correction No. 130	

Cancels

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*140-E Cancels 140-D	<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>For each of the first five days, $\diamond 3\frac{1}{4}$ cents per 100 pounds.</p> <p>For the sixth and each succeeding day, $\diamond 5\frac{1}{2}$ cents per 100 pounds.</p> <p>Minimum storage charge per shipment on freight hold beyond 48 hours, 5 days or less $\diamond 50$ cents; 6 days or more $\diamond 99$ cents.</p> <p>In computing time, any fractional part of 24 hours will be counted as one day.</p> <p>In computing charges, any fractional part of 100 pounds will be computed as 100 pounds.</p> <p>Shipments unloaded from vehicle and reloaded on vehicle will be subject to a charge of $\diamond \\$1.30$ per ton in addition to all other charges.</p> <p>Subsequent delivery from point of storage will be charged as a new shipment.</p>
	<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>Fractions of less than $\frac{1}{4}$ or .25 of a cent omit.</p> <p>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.</p> <p>Fractions of $\frac{3}{4}$ or .75 of a cent or greater, increase to next whole figure.</p>
*160-D Cancels 160-C	<p style="text-align: center;">EXPORT FREIGHT CLEARANCES</p> <p>When the service of clearing export freight is performed by the carrier, a charge of $\diamond \\$1.67$ per clearance, minimum $\diamond \\$2.52$ 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 } \diamond Increase } Decision No. 45944</p>	
EFFECTIVE JULY 25, 1951	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 131</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)												
120	<p>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-E Cancels 190-D	<p>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 0.3 cents.</p> <p>When more than one stencil is used, the minimum charge shall apply to each stencil used.</p>												
*200-F Cancels 200-E	<p>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> <tr> <th>Weight of Shipment</th><th>Minimum Charge in Cents</th></tr> <tr> <td>25 pounds or less</td><td>66</td></tr> <tr> <td>Over 25 pounds but not over 50 pounds</td><td>85</td></tr> <tr> <td>" 50 " " " 75 "</td><td>100</td></tr> <tr> <td>" 75 " " " 100 "</td><td>118</td></tr> <tr> <td>" 100 "</td><td>153</td></tr> </table>	Weight of Shipment	Minimum Charge in Cents	25 pounds or less	66	Over 25 pounds but not over 50 pounds	85	" 50 " " " 75 "	100	" 75 " " " 100 "	118	" 100 "	153
Weight of Shipment	Minimum Charge in Cents												
25 pounds or less	66												
Over 25 pounds but not over 50 pounds	85												
" 50 " " " 75 "	100												
" 75 " " " 100 "	118												
" 100 "	153												
205	<p>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> <p>(a) Name of shipper.</p> <p>(b) Name of consignee.</p> <p>(c) Point of origin.</p> <p>(d) Point of destination.</p> <p>(e) Description of the shipment.</p> <p>(f) Weight of the shipment (or other factor or measurement upon which charges are based).</p> <p>(g) Rate and charge assessed.</p> <p>(h) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge.</p> <p>The form of shipping document in Item No. 710 series will be suitable and proper.</p> <p>A copy of each shipping document shall be retained and preserved by the issuing carrier, subject to the Commission's inspection, for a period of not less than three years from the date of its issuance.</p>												
* Change) ◇ Increase)	Decision No. 45944												
EFFECTIVE JULY 25, 1951													
Issued by the Public Utilities Commission of the State of California, Correction No. 132 San Francisco, California-													

* Change }
◇ Increase } Decision No. 45944

EFFECTIVE JULY 25, 1951

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 133

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
221-A Cancels 221	<p>POOL SHIPMENTS (Continued) (Items Nos. 220, 221 and 222 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 sub-consignees, 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>
*222-A Cancels 222	<p>POOL SHIPMENTS (Continued) (Items Nos. 220, 221 and 222 series)</p> <p>Pool Shipments as described in Note 1, Item No. 221 series, viz.: Furniture or Furniture Parts as described under these headings in Western Classification.</p> <p>(a) Unloading, segregating, or unloading and segregating; including transportation and accessorial services described in paragraphs (b), (c) and (o) of Item No. 220 series, 77 cents per 100 pounds, minimum charge \$1.49 per shipment.</p> <p>(b) Unloading, segregating, or unloading and segregating; including accessorial services described in paragraphs (b), (c) and (o) of Item No. 220 series, 55 cents per 100 pounds, minimum charge \$1.05 per shipment.</p>
* Change } Increase }	Decision 45944
EFFECTIVE JULY 25, 1951.	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 134	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
230	<p>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>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>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-D Cancels 260-C	<p>UNUSUAL DELAYS</p> <p>Delays to equipment at docks, warehouses or stores for which the carrier is not responsible will be charged for at the rate of $\diamond \\$3.69$ per hour, minimum charge $\diamond 92$ cents, for all time over $1/2$ hour.</p>
<p>* Change) \diamond Increase) Decision No. 45944</p>	
EFFECTIVE JULY 25, 1951	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>	
Correction No. 135	

Item No.	SECTION NO. 3 - CLASS RATES In Cents per 100 Pounds												
◇ 360-D Cancels 360-C	RATE BASIS	Minimum weight in Pounds											
		Any Quantity				500				2,000			
		1	2	3	4	1	2	3	4	1	2	3	4
	A	55	47	36	32	39	32	24	20	32	26	20	17
	B	63	50	41	33	46	35	28	21	39	30	24	18
	C	72	58	46	39	53	43	32	28	45	35	25	21
	RATE BASIS	Minimum weight in Pounds											
		4,000				10,000							
		1	2	3	4	1	2	3	4				
A	28	21	17	14	24	18	15	13					
B	32	26	20	17	28	21	17	15					
C	33	28	20	17	29	25	18	15					
◇ Increase, Decision No. 45944													
EFFECTIVE JULY 25, 1951													
Issued by the Public Utilities Commission of the State of California, San Francisco, California.													
Correction No. 136													

Fifth Revised Page ... 38

Cancels

Fourth Revised Page ... 38

CITY CARRIERS' TARIFF NO. 1-A

SECTION NO. 4-COMMODITY RATES			
Item No.	COMMODITY	RATES	Minimum Weight
*380-D Cancels 380-C	◇ CANCELED		
<div>* Change) ◇ Increase) Decision No.</div>			
EFFECTIVE JULY 25, 1951			
Issued by the Public Utilities Commission of the State of California, San Francisco, California.			
Correction No. 137			

SECTION NO. 4 - COMMODITY RATES (Continued)

In cents per 100 lbs. except as noted

Item No.	COMMODITY	RATES		Minimum Weight
*425-D Cancels 425-C	(1) FREIGHT, REGARDLESS OF CLASSIFICATION, When not subject to rates and charges provided elsewhere in this section, within and between all zones and only on deliveries from jobbers, wholesalers, industries or public warehouses to jobbers, wholesalers, industries, public warehouses or retail stores. Weight Per Shipment 25 pounds or less----- (1) Not subject to Item No. 60 Series.	In Cents Per Shipment 31		
*430-D Cancels 430-C	GROCERY HOUSES, WHOLESALE, Commodities transported for— COLUMN "A" rates in cents per 100 pounds. COLUMN "B" rates in cents per shipment. City Deliveries: 250 lbs. or less----- Over 250 " but not over 1800 lbs.----- " 1800 " " " " 2000 " ----- " 2000 " " " " 5000 " ----- " 5000 " " " " 6000 " ----- " 6000 " ----- Shipping: 100 lbs. or less----- Over 100 " but not over 400 lbs.----- " 400 " " " " 1000 " ----- " 1000 " " " " 1500 " ----- " 1500 " " " " 2000 " ----- " 2000 " ----- N.O.S. (including inhaul): 500 lbs. or less----- Over 500 " but not over 1200 lbs.----- " 1200 " " " " 2000 " ----- " 2000 " -----	Col. A	Col. B	1000 tons per Calendar Month
		—	53	
		20	—	
		—	350	
		18	—	
		—	868	
		15	—	
		—	53	
		—	58	
		—	96	
		—	151	
		—	166	
		9	—	
		—	78	
		—	114	
		—	158	
		8½	—	
*440-D Cancels 440-C	GROCERY HOUSES, WHOLESALE, Commodities transported for— COLUMN "A" rates in cents per 100 pounds. COLUMN "B" rates in cents per shipment. City Deliveries: 250 lbs. or less----- Over 250 " but not over 1800 lbs.----- " 1800 " " " " 2000 " ----- " 2000 " " " " 5000 " ----- " 5000 " " " " 6000 " ----- " 6000 " -----	Col. A	Col. B	400 tons per Calendar Month
		—	53	
		20	—	
		—	350	
		18	—	
		—	868	
		15	—	
*450-F Cancels 450-E	HARDWARE HOUSES, WHOLESALE, Commodities transported for----- Minimum charge 53 cents per shipment	14		6000 tons per Cal- endar Year

* Change }
 Increase } Decision No. 45944

EFFECTIVE JULY 25, 1951

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

Correction No. 139

Cancels

SECTION NO. 4 - COMMODITY RATES (Continued)

In cents per 100 lbs. except as noted

Item No.	COMMODITY	◇ RATES		
		(1) In Cents per Piece		
		1st Piece	2nd Piece	Each Additional Piece
*460-D Cancels 460-C	OFFICE FURNITURE, NEW - City Deliveries (Not subject to Item No. 60 series)			
	Desks — 36 inches or less —————	151	151	96
	Over 36 " but not over 42 inches ———	193	151	151
	" 42 " " " " 60 " ———	245	193	193
	" 60 " —————	341	290	290
	Tables — 42 " or less —————	96	96	96
	Over 42 " but not over 60 inches ———	151	151	96
	" 60 " —————	193	193	151
	Glass Tops for Desks and Tables:			
	36 inches or less —————	53	53	53
	Over 36 " but not over 42 inches ———	96	96	96
	" 42 " " " " 60 " ———	151	151	96
	" 60 " —————	193	151	151
	File Cabinets - weighing each 100 pounds or less —————	96	96	53
	weighing each over 100 pounds ———	151	96	53
	Letter Files - 3 drawers or less —————	96	96	53
	4 " —————	151	151	96
	Transfer Cases —————	96	no chg.	(2)
	Chairs —————	53	53	53
	Telephone Stands —————	53	53	53
	Coatmeters —————	53	53	53
	(1) A charge of ◇ \$1.25 per quarter hour, minimum charge ◇ 92 cents, will be assessed for time placing furniture, which will be in addition to the delivery charges when the carrier performs this service.			
	(3rd piece ————— ◇ 53 cents			
	(2) (4th " ————— no charge			
	(each additional ————— ◇ 26 cents			
*470-D Cancels 470-C	PAPER, viz.: Newsprint, in rolls.)	(1) 10		
	Inhaul —————)	(2) 8		
	(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-D Cancels 480-C	◇ CANCELED			
* Change) ◇ Increase) Decision No. 45944				
EFFECTIVE JULY 25, 1951				
Issued by the Public Utilities Commission of the State of California, San Francisco, California.				
Correction No. 140				

SECTION NO. 4 - COMMODITY RATES (Continued) In cents per 100 lbs. except as noted			
Item No.	COMMODITY	◇ RATES	Minimum Weight
*500-E Cancels 500-D	RICE AND RICE MILL PRODUCTS In Sacks-----	8	20,000 pounds
*510-E Cancels 510-D	SOAP, in bars; SOAP CHIPS; SOAP POWDER; LARD SUBSTITUTES Inhaul within Zone 1----- (1) Minimum weight 30,000 pounds per shipment	(1) 13	3,000 tons per year
* Change } ◇ Increase } Decision No. 45944			
EFFECTIVE JULY 25, 1951			
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 141			

Item No.	COMMODITY	◇ RATES	Minimum Weight
*520-D Cancels 520-C	◇ CANCELED		
*530-D Cancels 530-C	SUGAR, in Packages, Zone 1 (See Item No. 40 series)————— (1) Minimum charge ◇ 96 cents per shipment.	(1) 8½	500 tons per Calendar Month
*540-D Cancels 540-C	◇ CANCELED		

* Change }
 ◇ Increase } Decision No. 45944

EFFECTIVE JULY 25, 1951

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

Correction No. 142

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>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: right;">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 -----at the rate of ----- (Point of Destination) (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-E
Cancels
550-D

(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 \$3.30 per man per hour or fraction thereof. The time for computing the additional charge shall be not less than the actual time the helpers are engaged in performing the service.

* Change)
 \diamond Increase) Decision No. 45944

EFFECTIVE JULY 25, 1951

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

Correction No. 143

Cancels

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Concluded)			
*560-F Cancels 560-E	HOURLY VEHICLE UNIT RATES (Subject to Notes 1, 2 and 3)			◇ RATES
	Minimum Charge One Hour.			In Cents
	Capacity of Carrier's Equipment in Pounds			Per Hour
	2,500 or less			402
	Over	2,500 but not over	4,500	430
	"	4,500	" " " 6,500	470
	"	6,500	" " " 15,500	505
	"	15,500	" " " 20,500	575
	"	20,500		679
	Gantry Trucks, regardless of capacity			901
<p>NOTE 1.—The total of the loading, unloading and driving time computed from the arrival of carrier's equipment at point of origin, or first point of origin when more than one point of origin is involved, to the time unloading is completed at point of destination, or last point of destination when more than one point of destination is involved, shall be used to compute charges.</p> <p>NOTE 2.—The gantry truck is a motor vehicle so designed and constructed that it straddles the load to be transported and by means of appropriate mechanism picks up the load and supports it during transportation.</p> <p>NOTE 3.—The rates based on the capacity of the carrier's equipment are not applicable to gantry trucks.</p>				
*570-D Cancels 570-C	MONTHLY VEHICLE UNIT RATES			
	Capacity of Carrier's Equipment In Pounds			◇ Column 1 ◇ Column 2 ◇ Column 3
	2,500 or less			482 575 9½
	Over	2,500 but not over	4,500	552 653 13
	"	4,500	" " " 6,500	616 716 14
	"	6,500	" " " 15,500	666 780 17
	"	15,500	" " " 20,500	765 886 19
	"	20,500		870 999 22
	<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 and 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>			
	* Change) ◇ Increase) Decision No. 45944			
EFFECTIVE JULY 25, 1951				
Issued by the Public Utilities Commission of the State of California, San Francisco, California.				
Correction No. 144				

Cancels

SECTION NO. 6 - SPECIAL RATES (Concluded)

*Item No. 590-B cancels Item No. 590-A

The rates in this item will apply only when they produce lower charges than the minimum rates otherwise applicable.

The rates in this item will not apply for steamship transfer.

Shipments transported under rates in this item will not be subject to provisions of Item No. 180 series - Charges for Services at other than Regular Working Hours.

LUMBER AND FOREST PRODUCTS, viz.: The products of the forest consisting of lumber, wallboard or timbers, rough or dressed, green or seasoned, cut to dimension or shaped, laminated or not laminated, not further advanced in manufacture than by shaping, splitting, laminating, sawing, re-sawing or passing through planing machinery.	MILES (See Note 1)		♦RATE In Cents Per 1000 Feet BM. (See Note 2)
	Over	But not Over	
	0	$\frac{1}{2}$	(1) 66
	$\frac{1}{2}$	1	94
	1	2	121
	2	4	154
	4	6	192
	6	8	237
	8	10	275
	10	12	314
	12	15	347

(1) For transportation from bulkheads, docks, piers or wharves for distances of not over 1,000 feet the rate shall be ♦ 55 cents per 1,000 feet BM.

NOTE 1.—The mileage shall be the actual distance from point of origin to point of destination.

NOTE 2.—For handling lumber between railroad cars, trucks, carrier blocks or stacks, on the one hand, and railroad cars, trucks, carrier blocks or stacks, on the other hand, a charge of ♦ \$1.82 per 1,000 feet BM shall be assessed in addition to transportation charges. This handling charge does not include sorting, tallying, grading or other accessorial services.

BASIS FOR COMPUTING BOARD MEASURE
(Applies only on the articles listed below)

	Board Measure Applicable Per Bundle
Carstrips, in bundles:	
7/16" x 1½" or 1½" x 8'-----	25' BM
½" x 1½" or 1½" x 8'-----	32' BM
Lath, in bundles, 1½" or 1-5/8" x 4'-----	25' BM
Logs, Piling, Poles, Spars-----	Use square of mean diameter to compute BM.
Lumber:	
Less than 1" thick-----	Compute as 1" thick.
Surfaced, dressed or finished lumber 1" or more thick-----	Use size before surfacing, dressing or finishing.
Mouldings less than 1" x 1"-----	Compute as 1" x 1".
Shakes, in bundles:	Per Bundle
Redwood-----	12½' BM
Cedar-----	40' BM
Shingles, in bundles-----	25' BM
Wallboard:	Per 1000' SM
Thickness ½" or less-----	500' BM
Thickness over ½" but not over ¾"-----	667' BM
Thickness over ¾" but not over 1"-----	1000' BM
" denotes inches.	BM—board measure.
' denotes feet.	SM—surface measure.

* Change)
♦ Increase) Decision No. 45944

EFFECTIVE JULY 25, 1951

Issued by the Public Utilities Commission of the State of California,
Correction No. 145 San Francisco, California.

SECTION NO. 7

COMMODITY RATES—FRUITS AND VEGETABLES
*(NOT COLD PACK NOR FROZEN)

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
◊89 cents.

* Change }
◊ Increase } Decision No. 45944

EFFECTIVE

JULY 25, 1951

Issued by the Public Utilities Commission of the State of California,
Corroction No. 146 San Francisco, California.

Cancels

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-D Cancels 600-C	FRUIT, CITRUS, FRESH, viz.:			
	Grapefruit.....In lug or standard boxes (12" x 12" x 26") with or without lids.....	9	12	16
	Oranges.....In lug or standard boxes (10½" x 13½" x 26") with or without lids..	10	13	21
	Lemons.....In boxes N.O.S.....	7	9	14
	Tangerines.....(In standard Orange boxes (12" x 12" x 26").....	10	13	20
*610-D Cancels 610-C	FRUIT, DECIDUOUS, FRESH, viz.:			
	(In boxes weighing less than 40 lbs.	7	9	14
	Apples.....(In boxes weighing 40 lbs. and over	9	12	16
	(In boxes weighing 40 lbs. and over,			
	(Min. Wt. 20,000 lbs.....	8½	10	17
	Berries.....In crates weighing less than 30 lbs.	5	7	10
	Cranberries.....(In boxes weighing less than 40 lbs.	5	7	10
	(In boxes weighing 40 lbs. and over	9	12	16
	(In crates weighing less than 20 lbs.	6½	8½	13
	Grapes.....(In crates weighing 20 lbs. but not			
	(over 30 lbs.....	7	9	14
	(In boxes weighing over 30 lbs.....	9	12	16
	Peaches.....(In crates weighing less than 30 lbs.	6½	8½	13
	Plums.....(In boxes weighing 30 lbs. but not			
	(over 40 lbs.....	7	9	14
	Prunes.....(In boxes weighing over 40 lbs.....	9	12	16
	Pears.....(In boxes weighing less than 40 lbs.	9	12	16
	(In boxes weighing 40 lbs. and over	10	13	21
*620-D Cancels 620-C	FRUIT, TROPICAL, FRESH, viz.:			
	Avocados.....(In boxes weighing less than 20 lbs.	5	7	10
	(In boxes weighing 20 lbs. and over	7	9	14
	Bananas(Honolulu) in bunches.....	10	13	21
	In 9-hand bunches.....	13	17	26
	In 8-hand bunches.....	10	13	20
	In pieces.....	7	9	14
	Bananas,N.O.S.,In tubs.....	10	13	21
	In half tubs.....	9	12	16
	In boxes weighing 30 lbs.....	7	9	14
	In crates.....	16	21	35
		In cents Per 100 lbs.		
	Cocoanuts.....Loose or in packages.....	13	17	26
		In cents Per Package		
	Pineapples....In crates weighing 50 lbs.and over.	13	17	26

* Change) Decision No. 45944
◇ Increase)

EFFECTIVE JULY 25, 1951

Issued by the Public Utilities Commission of the State of California,
Correlation No. 147 San Francisco, California.

SECTION NO. 7 - COMMODITY RATES—FRUITS AND
VEGETABLES (Continued)

In cents per package, except as noted

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

Column 2 Rates apply:—(Between points in Zone 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-D Cancels 630-C	FRUIT, FRESH, N.O.S.: In boxes or crates weighing less than 30 lbs..... In boxes or crates weighing 30 lbs. but not over 40 lbs..... In boxes or crates weighing over 40 lbs.....	6½ 7 9	8½ 9 12	13 14 18
*640-D Cancels 640-C	MELONS, viz.: (In 32-lb. flat crates Canta- (In 57-lb. Pony crates..... loupes... (In 68-lb. Standard crates (In 78-lb. Jumbo crates..... Casabas: (In 34-lb. small crates..... Honey Dew) (In 44-lb. medium crates..... Honey Bell) (In 54-lb. special crates..... Persian... (In 56-lb. large crates (Loose—In cents per 100 lbs..... Watermelons ..Loose—In cents per 100 lbs.....	7 9 10 10 7 9 10 10 26 26	9 12 13 13 9 12 13 13 33 33	14 18 20 21 14 16 21 21 53 53
*650-D Cancels 650-C	MELONS, N.O.S.: In boxes or crates weighing less than 30 lbs..... In boxes or crates weighing 30 lbs. but not over 40 lbs..... In boxes or crates weighing over 40 lbs.....	7 9 10	9 12 13	14 18 21
*660-D Cancels 660-C	VEGETABLES, FRESH, viz.: (In boxes weighing less than 30 lbs... Artichokes.. (In boxes weighing 30 lbs. and over... Asparagus....In crates..... (In bushel hampers..... Beans..... (In crates weighing less than 50 lbs.. (In crates weighing 50 lbs. and over.. (In sacks weighing 80 lbs. or less.... Beets) (In crates or sacks weighing 30 lbs. Cabbage)--- or less..... Carrots) (In crates or sacks weighing over 30 but not over 50 lbs..... (In crates or sacks weighing over 50 but not over 100 lbs..... Celery.....In crates..... (In Los Angeles boxes..... Corn..... (In Baskets..... (In sacks weighing 20 lbs. or less.... Cucumbers... (In boxes weighing less than 30 lbs... (In boxes weighing 30 lbs. and over... (In crates or sacks weighing 30 lbs. Garlic....) or less..... Onions, dry) (In crates or sacks weighing over 30 Potatoes...) but not over 50 lbs..... Turnips... (In crates or sacks weighing over 50 but not over 100 lbs.....	7 9 9 10 9 13 13 6½ 7 10 10 7 10 13 7 9 6½ 10 13 7 10	9 12 12 13 12 17 17 6½ 9 13 13 9 12 8½ 13 17 9 13	14 18 18 20 18 25 25 13 14 21 21 14 20 25 14 18 13 14 21

*Change) Decision No.
◊ Increase)

45944

EFFECTIVE JULY 25, 1951

Issued by the Public Utilities Commission of the State of California.
San Francisco, California.
Correction No. 145

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-E Cancels 670-D	Lettuce—(In crates, dry packed-----	10	13	21
	(In crates, ice packed-----	13	17	24
	(In bushel hampers-----	10	13	21
	Peas—(In crates weighing less than 50 lbs.—	9	12	18
	(In crates weighing 50 lbs. and over—	13	17	25
	(In sacks weighing 80 lbs. or less—	13	17	25
	Peppers, green in crates-----	10	13	21
	Potatoes, (In boxes weighing 30 lbs. but			
	sweet—(not over 40 lbs.-----	9	12	18
	(In boxes weighing over 40 lbs.-----	10	13	21
	Rhubarb—(In boxes weighing less than 30 lbs.—	6½	8½	13
	(In boxes weighing 30 lbs. and over—	9	12	18
	(In boxes or crates weighing			
	Squash—(less than 30 lbs.-----	7	9	14
*680-E Cancels 680-D	(Loose - In cents per 100 lbs.-----	26	33	53
	(In boxes or crates weighing			
	Tomatoes—(40 lbs. or less-----	6½	8½	13
	(In boxes or crates weighing over			
*690-E Cancels 690-D	(40 lbs.-----	10	13	21
	Yams----- In bushel baskets or hampers-----	10	13	21
	VEGETABLES, FRESH or GREEN, N.O.S., in boxes,			
	crates or sacks:			
	In packages weighing less than 30 lbs.-----	7	9	14
	In packages weighing 30 lbs. but not over 40 lbs.	9	12	18
	In packages weighing over 40 lbs.-----	10	13	21
	CONTAINERS, EMPTY, viz.:			
	(Los Angeles Lug, in bundles, per box-----	2½	3	3½
	(Los Angeles Lug, loose, per box-----	3	3½	5
	(50-lb. Lug, in bundles, per box-----	3½	4½	7
	(50-lb. Lug, loose, per box-----	4½	5	9
	(Apple, in bdls. per box-----	2½	3	3½
	Boxes—(Apple, loose, per box-----	3½	4½	7
	(Lemon, in bdls. per box-----	3	3½	5
	(Lemon, loose, per box-----	4½	5	9
	(Orange, in bdls. per box-----	3	3½	5
	(Orange, loose, per box-----	4½	5	9
	(Pear, in bdls. per box-----	2½	3	3½
	(Pear, loose, per box-----	3½	4½	7
	(4 Basket, in bdls. per bdl.-----	4½	5	9
	(4 Basket, loose, per crate-----	2½	3	3½
	Crates—(Los Angeles, in bdls. per crato-----	3½	4½	7
	(Los Angeles, loose, per crate-----	5	7	10
	(Banana, per crate-----	5	7	10
	Tubs— Banana, per Tub-----	2½	3	3½
	Straw— Banana (in truck loads):			
	1st hour or fraction thereof-----	503	503	503
	2nd and each succeeding hour-----	337	337	337

*700-B Cancels 700-D	FRUIT, DECIDUOUS, FRESH, viz.:		In Cents Per 100 Lbs.
	Apples----) FROM	TO	
	Grapes----)--Ice Houses; Refrigeration Plants--	Steamship	
	Pears-----)	Docks or	
		Piers----	13
* Change) ◊ Increase) Decision No. 45944			
EFFECTIVE JULY 25, 1951			
Issued by the Public Utilities Commission of the State of California, San Francisco, California.. Correction No. 149			