

**ORIGINAL**

Decision No. 47775

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

In the Matter of the Establishment )  
of rates, rules, and regulations for )  
the transportation of property by )  
radial highway common carriers and )  
highway contract carriers between, )  
and by city carriers within, the )  
cities of Oakland, Alameda, Albany, )  
Berkeley, Emeryville and Piedmont. )

Case No. 4108

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

Case No. 4109

In the Matter of the Investigation )  
into the rates, rules, regulations, )  
charges, allowances and practices of )  
all common carriers, highway carriers )  
and city carriers relating to the )  
transportation of property. )

Case No. 4808

Appearances

Edward M. Berol and Russell Bevans, for Draymen's Association of San Francisco, and Daniel W. Baker, for Draymen's Association of Alameda County, petitioners.

Edward J. Hubber, G. A. Hutchinson, Jr., William J. Keane, James B. Mahoney, William Meinhold, George T. Patton, L. B. Raymond, Joseph Robertson and Morton G. Smith, for various carriers in support of petitioners.

N. R. Moon, for Merchants Express Corporation, interested party.

SUPPLEMENTAL OPINION

This decision deals with petitions filed by the Draymen's Association of San Francisco and by the Draymen's Association of Alameda County in Cases Nos. 4084, 4108, 4109 and 4808 relating to the minimum rates, rules and regulations for the handling and distribution of so-called pool shipments at San Francisco, at points in the East Bay drayage area, and at other points in the San Francisco Bay area.<sup>1</sup>

Public hearing was held before Examiner Lake at San Francisco on February 29, 1952.

A pool shipment is defined in the Commission's City Carriers' Tariff No. 1-A (applicable at San Francisco) and City Carriers' Tariff No. 2-A - Highway Carriers' Tariff No. 1-A (applicable in the East Bay drayage area), as follows:

"Pool shipment means a lot of property consigned to (a) a carrier, with instructions for ultimate delivery to two or more subconsignees, or to one subconsignee at more than one delivery address, or (b) a consignee other than a carrier on which a carrier has instructions to make ultimate delivery to two or more delivery addresses of the consignee, or to one or more subconsignees, or to a subconsignee at more than one delivery address, located within the zones described in Item No. 40 series. Each component part of the pool shipment for each ultimate point of destination shall be considered as a separate shipment."

In general, a pool shipment consists of a multiple of small lots of property, intended for different consignees, which have been consolidated by a shipper into a single shipment and

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<sup>1</sup>

The East Bay drayage area comprises the cities of Alameda, Albany, Berkeley, Emeryville, Oakland and Piedmont. The "other points" in issue are San Pablo, El Cerrito, San Leandro, Hayward, Richmond, South San Francisco, Daly City, Colma, San Bruno, Sausalito, Mill Valley, Larkspur, Corte Madera and San Rafael. They are all located in the San Francisco Bay area.

forwarded to a carrier, at a strategic point, for unloading and distribution of the component parts of the shipment.<sup>2</sup> At the distribution point the carrier receiving the shipment for handling, unloads, segregates and delivers the component parts of the shipment in accordance with instructions furnished by the shipper.<sup>3</sup> Delivery of the component parts of the pool shipment by the carrier is effected in several ways. Some of the component parts are delivered to their destination by the carrier handling the pool shipment, some are forwarded to their destination by other carriers and still others are delivered to the consignees or their agents at the distribution point.

San Francisco and the cities located in the East Bay drayage area have long been distribution centers for pool shipments. For the handling and distribution of pool shipments at these points minimum rates are provided in the tariffs referred to above. Two scales of rates are provided, one when the carrier handling the unloading and distribution of the pool shipment transports the property. The other scale applies when the carrier does not perform the transportation.<sup>4</sup> These rates are in addition to the rates and charges applicable to the transportation of the property.

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The primary purpose of pooling freight for this type of shipment is to secure lower freight charges from point of origin to the final destination of the property than would apply if the same kind and quantity of property were shipped as separate shipments.

3

Many other services are often performed for the shipper such as clerical services; reporting weights, gallonages and serial numbers; marking, tagging of packages and stenciling; and advancing, pro-rating and collecting freight charges of other carriers.

4

Rates are also applicable for other services which the carrier may perform.

No similar bases of minimum rates are provided for the handling and distribution of pool shipments when the distribution point is one of the "other points" here in issue.<sup>5</sup>

The Draymen's Association of San Francisco and the Draymen's Association of Alameda County allege that uncertainty prevails in connection with the application of the present rules and that circumstances have arisen in connection with the handling of pool shipments which have caused a chaotic condition to prevail in the San Francisco and East Bay drayage industry.

The Secretary of the San Francisco Draymen's Association and members of both associations testified that interpretations were being placed upon the present rules which would permit the handling of portions of pool shipments without assessment of the distribution charges. Under such interpretations shippers were consigning pool shipments to one carrier with instructions for the distribution of only a portion of the shipment. On the balance of the shipment instructions for delivery were being furnished to another carrier. Pool shipment charges, however, for the unloading and segregating of those portions of the shipment handled by the second carrier were not being assessed. Such arrangements, it was indicated, could only be accomplished successfully when both carriers were affiliates or were operating under some form of common control. The witnesses asserted that interpretation of the rules and the handling of pool shipments in the manner heretofore described was presently being undertaken by only one carrier and its affiliate, but that if this practice continued it would be necessary for all carriers to adopt similar arrangements if they were to retain the business which they now enjoy. This, they pointed out, would defeat the purposes for

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<sup>5</sup> For a list of the other points involved see footnote 1.

which the pool shipment charges were designed, would cause additional expenses to the carriers and would substantially reduce their operating revenues.

The witnesses also testified that in the absence of pool shipment rates, rules and regulations applying at points in the vicinity of the two drayage areas pool shipments were being consigned to nearby points for transshipment to and distribution within the drayage areas at less than the charges presently established for pool shipments consigned to the drayage areas. The circumvention of the drayage tariffs in this manner, the witnesses stated, was disrupting the stability of transportation which has existed in the drayage industry for many years. In addition, it was stated further, such practices were causing the carriers to lose revenues which they can ill afford to lose under present operating conditions.

Petitioners seek modification of the present pool shipment rules and regulations so as to remove the occasion for the aforementioned interpretation. They also seek the establishment of rates, rules and regulations for the distribution of pool shipments at other points in the vicinity of drayage areas, when portions of such shipments are intended for delivery within San Francisco or the East Bay drayage areas.

The record shows that pool shipments comprise a substantial portion of the draymen's business and account to a large extent for their operating revenues. The breaking down of the minimum rate structure established for the handling of pool shipments by a distorted interpretation of the rules and regulations would, if permitted to continue, seriously jeopardize the financial condition of the San Francisco and East Bay draymen.

The encroachment upon the pool shipment traffic enjoyed by the San Francisco and East Bay draymen through methods of

diversion of pool shipments from distribution points within the drayage areas to points adjacent thereto where distribution rates do not now apply creates a situation with which the draymen cannot successfully cope. Petitioners' request for modification of the existing rules and the establishment of rates and rules for the handling of pool shipments at points adjacent to the drayage area is reasonable and will be granted.

Counsel for petitioners submitted a suggested form of tariff publication.<sup>6</sup> He stated that it was offered as an outline for the development of rules which would clarify the present provisions. This proposal does not provide all of the changes necessary to accomplish the modifications sought in the present rules nor does it ~~provide~~ <sup>include</sup> all of the provisions necessary to the establishment of rules and charges for pool shipments at nearby points. Petitioners' proposal will, therefore, be revised. The rules herein adopted will specifically provide that the charges for unloading or segregating or unloading and segregating and accessorial charges will apply to each component part contained in the shipment which is consigned to a carrier for distribution and will assure a uniform application of the rules and charges for all carriers and shippers. They will further provide that the carriers will receive charges no less than those provided in the rules regardless of the ultimate destination of the shipment. Additionally, pool shipment rules and charges will be established at points in the vicinity of the aforementioned drayage areas.

There remains to be discussed the volume of the rates and charges to be established in connection with pool shipment distributions in the cities of San Pablo, Richmond, San Leandro, Hayward, El Cerrito, South San Francisco, Daly City, Colma, San Bruno,

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<sup>6</sup> Exhibit No. 834, Case No. 4808.

Sausalito, Mill Valley, Larkspur, Corte Madera and San Rafael.

It is to be noted that although the rules in both city carrier tariffs here involved are the same, the rates and charges vary slightly. A certified public accountant retained by petitioners testified that, according to studies he had made, direct labor costs accounted for 70 percent of the total costs of unloading and sorting pool car merchandise. He stated that labor costs experienced in the cities of Richmond, San Leandro, San Pablo, Hayward and El Cerrito were no different than those which apply in the cities embracing the East Bay drayage area and that labor costs in San Bruno, Daly City, Colma, South San Francisco, Sausalito, Mill Valley, Larkspur, Corte Madera and San Rafael were on a parity with those prevailing in San Francisco. He further stated that there was no material difference between other costs experienced at these points and those experienced in the drayage areas. For these reasons the so-called outside area will be subjected to rates which apply at points where the costs are allied. As the necessity for pool shipment charges at these points stems from the diversion of shipments from the San Francisco and East Bay drayage areas the application of the rates will be restricted to apply only when one or more component parts are destined to San Francisco or the East Bay drayage area.

Upon consideration of all the facts and circumstances of record, the Commission is of the opinion and hereby finds that the rates, rules and regulations for the handling and distribution of pool shipments set forth in City Carriers' Tarrif No. 1-A (San Francisco drayage area) and City Carriers' Tariff No. 2-A - Highway Carriers' Tariff No. 1-A (East Bay drayage area) should be amended to the extent hereinbefore indicated and as provided in the order

C. 4084, 4108, 4109, 4808-AH

which follows; and that rates, rules and regulations for the handling and distribution of pool shipments at San Pablo, El Cerrito, San Leandro, Hayward, Richmond, South San Francisco, Daly City, Colma, San Bruno, Sausalito, Mill Valley, Larkspur, Corte Madera and San Rafael should be established in Highway Carriers' Tariff No. 2. This tariff will be amended by a separate order to avoid needless and confusing duplication of tariff distribution.

C R D E R

Based upon the evidence of record and upon the conclusions and findings set forth in the preceding opinion,

IT IS HEREBY ORDERED that City Carriers' Tariff No. 1-A (Appendix "A" of Decision No. 41363, as amended, in Case No. 4084) be and it is hereby further amended by incorporating therein, to become effective November 1, 1952, Third Revised Page 2 Cancels Second Revised Page 2, Ninth Revised Page 23 Cancels Eighth Revised Page 23 and Third Revised Page 23-A Cancels Second Revised Page 23-A, attached hereto and by this reference made a part hereof.

IT IS HEREBY FURTHER ORDERED that City Carriers' Tariff No. 2-A - Highway Carriers' Tariff No. 1-A (Appendix "A" of Decision No. 41362, as amended, in Cases Nos. 4108 and 4109) be and it is hereby further amended by incorporating therein, to become effective November 1, 1952, Fourth Revised Page 2 Cancels Third Revised Page 2, Sixth Revised Page 19 Cancels Fifth Revised Page 19 and Second Revised Page 19-A Cancels First Revised Page 19-A, attached hereto and by this reference made a part hereof.

IT IS HEREBY FURTHER ORDERED that common carriers subject to the Public Utilities Act be and they are hereby authorized and required to establish in their tariffs the rates, rules and regulations for handling pool shipments established herein on commodities for which minimum rates have not been established.

IT IS HEREBY FURTHER ORDERED that tariff publications required or authorized to be made by common carriers as a result of the order herein may be made effective on not less than five (5) days' notice to the Commission and to the public.

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 San Francisco, California, this 30<sup>th</sup> day of September, 1952.

[Signature]  
President

[Signature]  
[Signature]

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Commissioners

TABLE OF CONTENTS	Item Numbers (Inclusive)	Page Numbers (Inclusive)
ABBREVIATIONS AND CHARACTERS, EXPLANATION OF-----	---	9
ARRANGEMENT OF TARIFF-----	---	10
CORRECTION NUMBER CHECKING SHEET-----	---	1
EXCEPTIONS TO CLASSIFICATION-----	270-340	26-32
INDEX OF COMMODITIES-----	---	3-8
<b>RATES</b>		
Section 1--Rules and Regulations of General Application-----	1-340	11-32
Section 2--Rate Bases-----	350	33,34
Section 3--Class Rates-----	360	35,36
Section 4--Commodity Rates-----	370-540	37-43
Section 5--Hourly and Monthly Rates-----	550-570	44-46
Section 6--Special Rates-----	580-590	47-49.
Section 7--Commodity Rates--Fruits and Vegetables-----	600-700	50-58
Section 8--Form of Shipping Document-----	710	54,55
<b>RULES AND REGULATIONS</b>		
Accessorial Charges-----	80	16
Advance Charges-----	90	17
Application of Rates-----	50	15
Application of Tariff-----	30	13
Application of Tariff--Exceptions-----	60	16
Charges for Service at Other Than Regular Working Hours-----	100	17
Classification of Articles-----	70	16
C.O.D. Shipments-----	110	18
Collection of Charges-----	120	19
Collection of Loss and/or Damage Claims-----	130	19
Delays in Delivery-----	140	20
Delays, Unusual-----	260	24
Definition of Technical Terms-----	10-20	12,13
Description of Zones From and To Which Rates Apply-----	40-45	14,14-A
Disposition of Fractions-----	150	20
Export Freight Clearances-----	160	20
Gross Weight-----	170	20
Guarantee of Minimum Tonnage-----	180	21
Issuance of Shipping Document-----	185	21
Marking of Packages-----	190	21
Minimum Charge-----	200	21
Mixed Shipments-----	210	22
Package Requirements-----	270	25
Payment of Freight Bills-----	120	19
Pickup and Delivery-----	60	16
Pool Shipments-----	*220-222	*23-23-A
Progression of Classes-----	230	24
Rates Based on Varying Minimum Weights-----	240	24
Shipments to be Rated Separately-----	250	24
Surcharge-----	1	11
Technical Terms, Definition of-----	10-20	12,13
Unusual Delays-----	260	24
Zones From and To Which Rates Apply, Description of-----	40-45	14,14-A
* Change, Decision No. 47775		
EFFECTIVE NOVEMBER 1, 1952		
Issued by the Public Utilities Commission of the State of California, San Francisco, California.		
Correction No. 164		

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																																								
	<p style="text-align: center;">△ POOL SHIPMENTS (Items Nos. 220, 221 and 222 Series)            (Not applicable on shipments subject to Section 7 rates)</p> <p>Pool shipments as described in Item No. 221 series shall be subject to rates and charges as follows for the services designated, viz.:</p> <p>(a) Unloading or segregating, or unloading and segregating:            Column 1 rates apply only to component parts of the pool shipment in connection with which the city carrier performs transportation.            Column 2 rates apply only to component parts of the pool shipment in connection with which the city carrier does not perform transportation.</p> <p style="text-align: center;">(2) <u>Class rates in cents per 100 pounds (See Note)</u></p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="4" style="text-align: center;"><u>Column 1</u></th> <th colspan="4" style="text-align: center;"><u>Column 2</u></th> </tr> <tr> <th colspan="4" style="text-align: center;">Minimum Charge</th> <th colspan="4" style="text-align: center;">Minimum Charge</th> </tr> <tr> <th colspan="4" style="text-align: center;">44 cents per</th> <th colspan="4" style="text-align: center;">85 cents per</th> </tr> <tr> <th colspan="4" style="text-align: center;">component Part.</th> <th colspan="4" style="text-align: center;">component part.</th> </tr> <tr> <th style="text-align: center;">1</th> <th style="text-align: center;">2</th> <th style="text-align: center;">3</th> <th style="text-align: center;">4</th> <th style="text-align: center;">1</th> <th style="text-align: center;">2</th> <th style="text-align: center;">3</th> <th style="text-align: center;">4</th> </tr> </thead> </table> <p>Articles for which rates are not otherwise specified in this item or Item No. 222 series ..... 15 14 12 (1)10 18 16 14 (1)13</p>	<u>Column 1</u>				<u>Column 2</u>				Minimum Charge				Minimum Charge				44 cents per				85 cents per				component Part.				component part.				1	2	3	4	1	2	3	4
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*220-I Cancels 220-H	<p>(1) Applies on articles rated 4th class or lower.            (2) Class ratings shall be determined as provided in Item No. 70 series.</p>																																								
	<p style="text-align: center;">Commodity Rates in            cents per 100 pounds (See Note)</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;"><u>Column 1</u></th> <th style="text-align: center;"><u>Column 2</u></th> </tr> <tr> <th style="text-align: center;">Minimum Charge 44 cents per component part.</th> <th style="text-align: center;">Minimum Charge 85 cents per component part.</th> </tr> </thead> </table> <p>Bicycles, K.D., as described in Item 43430 series in Western Classification ..... 23 28</p> <p>Games or Toys as described under that heading in Western Classification ..... 23 28</p> <p>Vehicles, other than motor, K.D., as described in Items 43400, 43420, 43445, 43450, 43460, 43490, 43540, 43615, 43650, 43680, 43685, 43690 and 43715 series in Western Classification. 23 28</p>	<u>Column 1</u>	<u>Column 2</u>	Minimum Charge 44 cents per component part.	Minimum Charge 85 cents per component part.																																				
<u>Column 1</u>	<u>Column 2</u>																																								
Minimum Charge 44 cents per component part.	Minimum Charge 85 cents per component part.																																								
	<p>(b) Clerical services consisting of preparing pool lot shipment file, manifesting and preparing delivery instructions, and issuance of freight bill to each subconsignee or shipper and accounting therefor, 28 cents per component part.            (c) Listing and reporting market weights, gallonage or serial numbers, one cent per line per package or piece, minimum charge 25 cents per component part.            (d) Marking, tagging, stenciling or labeling, one cent per package or piece, minimum charge 41 cents per component part.</p>																																								

- (e) Advancing, prorating and collecting inbound freight charges of other carriers, 1 percent of amount advanced, minimum charge 39 cents per component part.
- (f) Advancing of outbound freight charges to other carriers, 28 cents per component part.
- (g) Breaking down, leveling off, installing dunnage in pool cars stopped for partial unloading, \$3.30 per man per hour, minimum one hour per man, plus cost of dunnage.
- (h) Storage will be charged as provided in Item No. 140 series when carrier through no fault of its own is unable to effect delivery of a component part.

Minimum charge for handling pool shipment \$6-86.

NOTE:-Rates do not include transportation.

△ No increase or reduction ) Decision No. 47775  
\* Change )

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Correction No. 162

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*221-B Cancels 221-A	<p style="text-align: center;">△ POOL SHIPMENTS (Continued) (Items Nos. 220, 221 and 222 series)</p> <p>The term "pool shipment," as used herein, means a shipment consisting of component parts which are for reshipment to two or more points of destination, such shipment being consigned to:</p> <p>(1) A city carrier with instructions for unloading, distribution and delivery of one or more component parts to consignees, their agents, or to other carriers; or</p> <p>(2) A consignee (other than a city carrier) in connection with which pool shipment a city carrier is instructed to unload, distribute and deliver one or more component parts to the consignee, subconsignees, their agents or to other carriers.</p> <p>NOTE 1.--The rates and charges named in Items Nos. 220 and 222 series shall apply (subject to Exceptions below) to:</p> <p>(a) each component part contained in the pool shipment consigned to a carrier as indicated in paragraph (1) above; and to</p> <p>(b) each component part contained in the pool shipment consigned to a consignee (other than a carrier), as indicated in paragraph (2) above, that the carrier unloads or segregates or unloads and segregates and delivers to the consignee, subconsignees, their agents, or to other carriers.</p> <p style="text-align: center;">EXCEPTIONS.</p> <p>1. In connection with pool shipments stopped for partial unloading at San Francisco the charges named in Items Nos. 220 and 222 series shall apply only to the component part or parts that the carrier unloads or segregates or unloads and segregates and delivers to the consignee, subconsignees, their agents, or to other carriers.</p> <p>2. No charge shall be made on component parts weighing 20,000 pounds or more transported by the carrier.</p> <p>NOTE 2.--When a pool shipment contains one or more component parts for delivery to points beyond the commercial zone as described in (d) of this note, and the aggregate charges for unloading or segregating or unloading and segregating and other accessorial services are less</p> <p>(a) for the entire shipment, than</p> <p>(b) for a pool shipment of like kind and quantity, all of which is for delivery within the commercial zone described in paragraph (d) of this note, the following shall apply:</p> <p>(c) add the difference between the charges under (a) and what the charges would be under (b) to the charges applicable on the portion of the pool shipment for which rates are provided in Items Nos. 220 and 222 series. Such additional charges shall be assessed against the shipper or prorated among the various component parts destined within the commercial zone.</p> <p>(d) Commercial Zone Colma, Corte Madera, Daly City, Larkspur, Mill Valley, San Bruno, San Francisco, San Rafael, Sausalito, South San Francisco, Alameda, Albany, Berkeley, El Cerrito, Emeryville, Oakland, Piedmont, Richmond, and all unincorporated areas within five (5) miles of the corporate limits of San Francisco, and all of any other municipality any part of which is within five (5) miles of the corporate limits of the City of San Francisco. In the application of the foregoing mileage air line distance shall be used.</p>

NOTE 3.-The term "delivery" as used in this Item means relinquishing the property to the party or parties entitled to receive such property, whether at the point of distribution or elsewhere.

△ POOL SHIPMENTS (Continued)  
(Items Nos. 220, 221 and 222 series)

Pool shipments as described in Item No. 221 series, viz.: Furniture or Furniture Parts as described under those headings in Western Classification:

\*222-B  
Cancels  
222-A

(a) Unloading or segregating, or unloading and segregating; including transportation and accessorial services described in paragraphs (b), (c) and (e) of Item No. 220 series, 77 cents per 100 pounds, minimum charge \$1.49 per component part.

(b) Unloading or segregating, or unloading and segregating; including accessorial services described in paragraphs (b), (c) and (e) Item No. 220 series, 55 cents per 100 pounds, minimum charge \$1.05 per component part.

△ No increase or reduction)  
\* Change

Decision No. 47775

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Correction No. 163

TABLE OF CONTENTS	Item Numbers Inclusive (Series)	Page Numbers Inclusive
ABBREVIATIONS AND CHARACTERS, EXPLANATION OF-----	---	9
APPLICATION OF RATES:		
Application of Current Classification-----	80	16
Application of Rates-----	70	16
Application of Tariff-Commodities-----	30	12
Application of Tariff-Exceptions-----	---	30
Application of Tariff-----	20	11
Handling and Distribution of Pool Cars-----	220	19
Zones From and To Which Rates Apply, Description of-----	40-60	13-15
Alameda-----	40,60	13,15
Albany-----	40,50	13,14
Berkeley-----	40-60	13-15
Emeryville-----	40	13
Oakland-----	40-60	13-15
Piedmont-----	50	14
ARRANGEMENT OF TARIFF-----	---	10
CORRECTION NUMBER CHECKING SHEET-----	---	1
EXCEPTIONS TO CURRENT CLASSIFICATION-----	270-520	21-25
INDEX TO COMMODITIES AND EXCEPTIONS TO CLASSIFICATION-----	---	3-8
INDEX OF POINTS FROM AND TO WHICH RATES APPLY-----	---	8
RATES:		
Section 2 - Class Rates-----	530-720	26-29
Section 3 - Commodity Rates-----	730-1060	30-42
Section 4 - Special Commodity Rates-----	1070,1080	43-45
Section 5 - Hourly and Monthly Truck Rates-----	1090,1100	46-48
RULES AND REGULATIONS:		
Accessorial Charges-----	90	16
Advance Charges-----	100	16
Alternative Application of Common Carrier Rates-----	110	16
Charges for Service at Other than Regular Working Hours-----	120	16
Claims, Loss and/or Damage, Collection of-----	200	18
Collect on Delivery Shipments-----	130	16-A
Collection of Loss and/or Damage Claims-----	200	18
Delays in Delivery-----	140	17
Delays to Equipment-----	150	17
Disposition of Fractions-----	160	17
Explanation of Technical Terms-----	10	11
Export Freight Clearances-----	170	17
Guarantee of Minimum Tonnage-----	180	17
Heavy or Bulky Shipments-----	190	18
Issuance of Shipping Document-----	195	18
Marking or Tagging of Packages-----	210	18
Minimum Tonnage, Guarantee of-----	180	17
Overtime-----	120	16
Packing Requirements-----	260	20
* Pool Shipments-----	220-222	19-19-A
Progression of Classes Above First Class-----	230	19
Rates Based on Varying Minimum Weights-----	250	19
Shipments to be Rated Separately-----	240	19
* TECHNICAL TERMS, DEFINITION OF-----	10	11

\* Change, Decision No. 47775

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Correction No. 71 San Francisco, California.

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)																																													
	<p>△ POOL SHIPMENTS            (Items Nos. 220, 221 and 222 series)</p> <p>Pool shipments as described in Item No. 222 series shall be subject to rates and charges as follows for the services designated, viz.:</p> <p>(a) Unloading or segregating, or unloading and segregating:            Column 1 rates apply only to component parts of the pool shipment in connection with which the carrier performs transportation.            Column 2 rates apply only to component parts of the pool shipment in connection with which the carrier does not perform transportation.</p> <p style="text-align: center;">(2) Class rates in cents per 100 pounds (See Note)</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th colspan="4" style="text-align: center; border-bottom: 1px solid black;">Column 1</th> <th colspan="4" style="text-align: center; border-bottom: 1px solid black;">Column 2</th> </tr> <tr> <th></th> <th colspan="4" style="text-align: center; border-bottom: 1px solid black;">Minimum Charge 40 cents per component part</th> <th colspan="4" style="text-align: center; border-bottom: 1px solid black;">Minimum Charge 77 cents per component part</th> </tr> <tr> <th style="text-align: left;">Articles for which rates are not otherwise specified in this item or Item No. 221 series.</th> <th style="text-align: center; border-bottom: 1px solid black;">1</th> <th style="text-align: center; border-bottom: 1px solid black;">2</th> <th style="text-align: center; border-bottom: 1px solid black;">3</th> <th style="text-align: center; border-bottom: 1px solid black;">4</th> <th style="text-align: center; border-bottom: 1px solid black;">1</th> <th style="text-align: center; border-bottom: 1px solid black;">2</th> <th style="text-align: center; border-bottom: 1px solid black;">3</th> <th style="text-align: center; border-bottom: 1px solid black;">4</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td style="text-align: center;">(1)</td> <td></td> <td></td> <td></td> <td style="text-align: center;">(1)</td> </tr> <tr> <td></td> <td style="text-align: center;">13½</td> <td style="text-align: center;">12½</td> <td style="text-align: center;">11</td> <td style="text-align: center;">9½</td> <td style="text-align: center;">16½</td> <td style="text-align: center;">14½</td> <td style="text-align: center;">13</td> <td style="text-align: center;">11½</td> </tr> </tbody> </table> <p>(1) Applies on articles rated 4th class or lower.            (2) Class ratings shall be determined as provided in Item No. 80 series.</p>		Column 1				Column 2					Minimum Charge 40 cents per component part				Minimum Charge 77 cents per component part				Articles for which rates are not otherwise specified in this item or Item No. 221 series.	1	2	3	4	1	2	3	4					(1)				(1)		13½	12½	11	9½	16½	14½	13	11½
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*220-F Cancels 220-E	<p>Commodity rates in cents per 100 pounds (See Note)</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th colspan="2" style="text-align: center; border-bottom: 1px solid black;">Column 1</th> <th colspan="2" style="text-align: center; border-bottom: 1px solid black;">Column 2</th> </tr> <tr> <th></th> <th colspan="2" style="text-align: center; border-bottom: 1px solid black;">Minimum Charge 40 cents per component part</th> <th colspan="2" style="text-align: center; border-bottom: 1px solid black;">Minimum Charge 77 cents per component part</th> </tr> </thead> <tbody> <tr> <td style="text-align: left;">Bicycles, K.D., as described in Item 43430 series in current Classification.....</td> <td style="text-align: center;">21</td> <td></td> <td style="text-align: center;">25</td> <td></td> </tr> <tr> <td style="text-align: left;">Candy, Confectionery, Chewing Gum, Chocolate, Cocoa and Fondant.....</td> <td style="text-align: center;">11</td> <td></td> <td style="text-align: center;">13</td> <td></td> </tr> <tr> <td style="text-align: left;">Games or Toys, as described under that heading in current Classification.....</td> <td style="text-align: center;">21</td> <td></td> <td style="text-align: center;">25</td> <td></td> </tr> <tr> <td style="text-align: left;">Vehicles, other than motor, K.D., as described in Items 43400, 43420, 43445, 43450, 43460, 43490, 43540, 43615, 43650, 43680, 43685, 43690 and 43715 series in current Classification.....</td> <td style="text-align: center;">21</td> <td></td> <td style="text-align: center;">25</td> <td></td> </tr> </tbody> </table> <p>(b) Clerical services, consisting of preparing pool lot shipment file, manifesting and preparing delivery instructions, issuance of freight bill to each subconsignee or shipper and accounting therefor, 25 cents per component part.            (c) Listing and reporting marked weights, gallonage or serial numbers, one cent per line per package or piece, minimum charge 23 cents per component part.</p>		Column 1		Column 2			Minimum Charge 40 cents per component part		Minimum Charge 77 cents per component part		Bicycles, K.D., as described in Item 43430 series in current Classification.....	21		25		Candy, Confectionery, Chewing Gum, Chocolate, Cocoa and Fondant.....	11		13		Games or Toys, as described under that heading in current Classification.....	21		25		Vehicles, other than motor, K.D., as described in Items 43400, 43420, 43445, 43450, 43460, 43490, 43540, 43615, 43650, 43680, 43685, 43690 and 43715 series in current Classification.....	21		25																
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- (d) Marking, tagging, stenciling or labeling, one cent per package or piece, minimum charge 37 cents per component part.
- (e) Advancing, prorating and collecting inbound freight charges of other carriers, 1 percent of amount advanced, minimum charge 35 cents per component part.
- (f) Advancing of outbound freight charges to other carriers, 25 cents per component part.
- (g) Breaking down, leveling off, installing dunnage in pool cars stopped for partial unloading, \$3.00 per man per hour, minimum one hour per man, plus the cost of dunnage.
- (h) Storage will be charged as provided in Item No. 140 series when carrier through no fault of its own is unable to effect delivery of a component part.

Minimum charge for handling pool shipment \$6.24.

NOTE: Rates do not include transportation.

\*Change ) Decision No. 47775  
ΔNo increase or reduction )

EFFECTIVE NOVEMBER 1, 1952

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

Correction No. 69

Item No.	SECTION No. 1 - RULES AND REGULATIONS (Continued)
*221-A Cancels 221	<p style="text-align: center;">△ POOL SHIPMENTS (Continued) (Items Nos. 220, 221 and 222 series)</p> <p>Pool shipments as described in Item No. 222 series, viz.: Furniture or Furniture Parts as described under these headings in current Classification-</p> <p>(a) Unloading or segregating, or unloading and segregating; including transportation and accessorial services described in paragraphs (b), (c) and (e) of Item No. 220 series, 70 cents per 100 pounds, minimum charge \$1.35 per component part.</p> <p>(b) Unloading or segregating, or unloading and segregating; including accessorial services described in paragraphs (b), (c) and (e) of Item No. 220 series, 50 cents per 100 pounds, minimum charge 95 cents per component part.</p>
#222	<p style="text-align: center;">△ POOL SHIPMENTS (Continued) (Items Nos. 220, 221 and 222 series)</p> <p>The term "pool shipment," as used herein, means a shipment consisting of component parts which are for reshipment to two or more points of destination, such shipment being consigned to:</p> <p>(1) A carrier, as named in Item No. 20 series, with instructions for unloading, distribution and delivery of one or more component parts to consignees, their agents, or to other carriers; or</p> <p>(2) A consignee (other than a carrier) in connection with which pool shipment a carrier, as named in Item No. 20 series, is instructed to unload, distribute and deliver one or more component parts to the consignee, subconsignees, their agents, or to other carriers.</p> <p>NOTE 1.--The rates and charges named in Items Nos. 220 and 221 series shall apply (subject to Exceptions below) to</p> <p>(a) each component part contained in the pool shipment consigned to a carrier, as named in Item No. 20 series, and to</p> <p>(b) each component part contained in the pool shipment consigned to a consignee (other than a carrier) that the carrier unloads or segregates or unloads and segregates and delivers to the consignee, subconsignees, their agents, or to other carriers.</p> <p style="text-align: center;">EXCEPTIONS.</p> <p>1. In connection with pool shipments stopped for partial unloading within the cities of Alameda, Albany, Berkeley, Emeryville, Oakland or Piedmont, the charges named in Items Nos. 220 and 221 series shall apply only to the component part or parts that the carrier unloads or segregates or unloads and segregates and delivers to the consignee, subconsignees, their agents or to other carriers.</p> <p>2. No charge shall be made on component parts weighing 20,000 pounds or more transported by the carrier.</p> <p>NOTE 2.--When a pool shipment contains one or more component parts for delivery to points beyond the commercial zone as described in (d) of this note and the aggregate charges for unloading, or segregating or unloading and segregating and other accessorial services are less</p> <p>(a) for the entire shipment,</p> <p style="text-align: center;">than</p> <p>(b) for a pool shipment of like kind and quantity, all of which is for delivery within the commercial zone described in paragraph (a) of this note, the following shall apply:</p>

(c) add the difference between the charges under (a) and what the charges would be under (b) to the charges applicable on the portion of the pool shipment for which rates are provided in Items Nos. 220 and 221 series. Such additional charges shall be assessed against the shipper or prorated among the various component parts destined within the commercial zone.

(d)-Commercial Zone

Alameda, Albany, Berkeley, El Cerrito, Emeryville, Hayward, Oakland, Piedmont, Richmond, San Francisco, South San Francisco, San Leandro, and all unincorporated areas within five (5) miles of the corporate limits of the City of Oakland, and all of any other municipality any part of which is within five (5) miles of the corporate limits of the City of Oakland. In the application of the foregoing mileage air line distance shall be used.

NOTE 3--The term "delivery" as used in this Item means relinquishing the property to the party or parties entitled to receive such property, whether at the point of distribution or elsewhere.

PROGRESSION OF CLASSES ABOVE FIRST CLASS

230

The progression of classes 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 and 4tl.

SHIPMENTS TO BE RATED SEPARATELY

240

Rates named herein apply to single shipments of property. Two or more single shipments shall not be combined and billed as one shipment, but must be carried as separate shipments, and at rates not less than the established minimum rates for each shipment.

When shipments are delivered to or received from other carriers, each bill of lading or freight bill shall be considered as a separate shipment and charges assessed accordingly.

CHARGES BASED ON VARYING MINIMUM WEIGHTS

250

When two or more class or commodity rates for identical service with different minimum weights are provided herein and the charge based on actual weight (but not less than the minimum weight) and the higher rate exceeds the charge based on the lower rate subject to the higher minimum weight, the latter will apply.

△ No increase or reduction)

\* Change

# Addition

) Decision No. 47775

EFFECTIVE NOVEMBER 1, 1952.

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Correction No. 70