

ORIGINAL

Decision No. 43187

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

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.,)
Alameda, Albany, Berkeley, Emeryville)
and Piedmont.)

Case No. 4109

Appearances

Marvin Handler and Daniel W. Baker, for Draymen's Association of Alameda County, petitioner.
C. R. Becker, Edward M. Berol, Russell Bevans, Clifton E. Brooks, F. J. Higuera, William J. Keane, Tom Meyer, N. R. Moon, George T. Patton, Ed Simmonds, John C. Sutherland, Edward Waldie, for various carriers and carrier organizations.
C. O. Bender, Quentin W. Bernhard, O. G. Cook, F. J. Lambert, John E. Myers, Herman H. Parsons, Allen K. Penttila, Jack P. Sanders, R. E. Tewson, K. F. Worley, for various shippers and shipper organizations, interested parties.
Grant L. Malquist, J. H. Morrison and Robert A. Lane, for the Commission's staff.

SUPPLEMENTAL OPINION

Upon petition of the Draymen's Association of Alameda County an investigation has been made of the rates, rules and regulations established for the transportation of property within the East Bay ¹ drayage area.

¹ The minimum rates in issue are set forth in City Carriers' Tariff No. 2-A - Highway Carriers' Tariff No. 1-A, Appendix "A" of Decision No. 41362, as amended. The East Bay drayage area includes the cities of Alameda, Albany, Berkeley, Emeryville, Oakland and Piedmont.

Five public hearings in this matter were held at San Francisco before Examiner Lake during May and October, 1952. Evidence was submitted by petitioner, by carriers, by members of the Commission's staff and by shippers and shipper association representatives. In the following discussion of the evidence our treatment of the matters involved will fall respectively in the following categories: class rates, classification exception ratings, commodity rates, vehicle unit rates and rules and regulations.

Class Rates

An associate engineer of the Commission's staff introduced a study of the cost of transporting general commodities under class rates. His study included development of total estimated costs for transporting commodities in various types of equipment, for various lengths of haul and for different weight groups. The study was said to reflect the present cost of operations conducted under current conditions. Generally the costs developed by the engineer are higher than the present rates.

An associate rate expert of the Commission's staff submitted a proposed scale of class rates. He based his recommended rates upon the cost information of record, upon factual data obtained from a study of the revenue needs of the carriers and from a study showing the pattern and flow of traffic within the East Bay drayage area.³ The recommended rates are generally higher than the existing rates. They are closely related to the costs of record. For shipments moving in truckload quantities the proposed rates are lower in some instances than present rates. According to the witness the proposed rate structure reflects the cost of operations expanded to provide an operating ratio before income taxes of 93 percent.

³ The factual data included carrier operating revenues and expenses for the year 1951, carrier operating practices, the volume of rates assessed and the types of services performed. The study showing the pattern and flow of traffic was developed from a "way-bill" sample of shipments transported by 6 carriers during a two-day period.

In the table which follows there are shown average costs as contrasted with present and proposed rates. The rates set forth are the present 3rd class less-carload and the proposed 3rd class less-carload and 5th class carload rates for transportation within Zone 1.

Comparison of Average Costs and Present and Proposed Rate Basis "A" Third Class Less-Carload and Fifth Class Carload Rates

<u>Minimum Weight</u>	(In Cents per 100 Lbs.)
<u>Any Quantity</u>	
Present Rate (1)	(See Note)
Proposed Rate	84
Costs	81.6
<u>500 Pounds</u>	
Present Rate (1)	(See Note)
Proposed Rate	46
Costs	44.9
<u>1,000 Pounds</u>	
Present Rate (1)	26.88
Proposed Rate	38
Costs	35.0
<u>2,000 Pounds</u>	
Present Rate (1)	23.52
Proposed Rate	34
Costs	30.4
<u>4,000 Pounds</u>	
Present Rate (1)	22.40
Proposed Rate	25
Costs	22.7
<u>10,000 Pounds</u>	
Present Rate (1)	14.56
Proposed Rate	19
Costs	17.3
<u>20,000 Pounds</u>	
Present Rate (1)	13.44
Proposed Rate	16
Costs	15.8
<u>Carload</u>	
Present Rate (1)	13.44
Proposed Rate	16
Costs	15.8

NOTE: Present charges for shipments weighing less than 1,000 pounds (1)

Over 15 pounds or less	62 cents
Over 15 " to and including 40 pounds	77 "
" 40 " " " " 100 "	87 "
" 100 " " " " 200 "	122 "
" 200 " " " " 350 "	132 "
" 350 " " " " 500 "	175 "
" 500 " " " " 750 "	235 "
" 750 " " " " 999 "	263 "

(1) Adjusted to include 12 percent surcharge.

It is to be noted that the present rates do not lend themselves to an exact comparison with the proposed any-quantity rates nor with rates subject to a minimum weight of 500 pounds. The reason therefor is that the present rates are on a so-called "grasshopper" scale. They are prescribed in cents per shipment whereas the proposed rates are stated in cents per 100 pounds.

With respect to the application of the so-called "grasshopper" scale the witness pointed out that the present rates represent the average charge for all shipments in the same weight group. As a result thereof, charges for shipments below the average weight are too high. For shipments above the average weight such charges are too low. The witness proposed that this form of rates be canceled and that rates in cents per 100 pounds be established.

The proposed rates shown in the table above are for the average class of property found to have been transported within the East Bay drayage area. In the development of first class rates within each of the respective weight brackets, the witness stated that he had weighted the average costs by the average percentage relationship to first class (or 100). The percentage relationship of first class to the other classes used by the witness was on the basis of 90, 80, 70, 60 and 65 for Classes 2, 3, 4, 5 and Class A, respectively. The witness pointed out that under the provisions of the tariff the class rates are subject only to less-than-carload ratings. He stated that his study of traffic mixtures revealed a substantial movement of 5th class and Class A carload traffic. He recommended that the present rate structure be expanded to include rates for these classes of traffic.

Petitioner's cost witness submitted the operating results of 16 carriers for the period July 1, 1951 to June 30, 1952. These results show that on the whole the operating ratio after

income taxes for the carriers studied was 97.4 percent. These studies include the operating results for transportation services performed by the carriers in addition to drayage. No segregation of expenses to the various operations was made. Revenue and expense studies which involve services other than those in issue serve little, if any, useful purpose when specific costs have been developed.

Petitioner urged that the class rates recommended by the rate witness be adopted. Two shipper representatives submitted evidence in opposition to the proposals here in issue. One of the witnesses claimed that the cost evidence did not reflect the use of modern equipment, that the carriers studied were not representative, and that the proposed rates were too high. The other witness's objections to the proposals stemmed from his conviction that the rates proposed would divert traffic to proprietary competition. The record shows that in the development of the costs of record consideration was given to the matters raised by protestants. The cost engineer gave effect to the equipment used by the carriers in performing the present services. The carriers whose operations were studied were, for the most part, selected from lists of carriers furnished by petitioner and the Retail Traffic Conference. The study reflects what the Commission's witness believed to be the composite operations of a reasonable and efficient operator utilizing equipment best suited for the services involved. In addition, effect was given to the actual flow of traffic existing within the East Bay drayage area.

The record does not show the extent, if any, to which traffic under the rates herein proposed would be diverted to proprietary operations. Not all traffic is subjected to this type of competition, therefore to depress rates generally to give effect to such competition would place the carriers in a precarious if not untenable earning position. The course of action best suited in matters of this kind is to consider such operations on an individual

basis so that they may be treated in accordance with the circumstances involved. Both shippers and carriers should seek such rate treatment as they may deem appropriate in their specific circumstances.

It is clear from the record that the existing rate structure does not reflect present operating conditions nor the existing costs of performing the service. The record indicates that the rate structure recommended by the staff rate expert is in keeping with present operating conditions, that the proposed rates reflect the costs of operations and that they would provide the carriers with a margin of profit which will not be excessive. The rate witness's recommended rate structure appears to be reasonable and will be adopted.

Classification Ratings

Petitioner's witness proposed certain changes involving the classification exception ratings provided in the drayage tariff. Specifically, petitioner seeks cancellation of the present exception ratings on leather soles, structural iron and steel articles, pipe or tubing and paper and paper articles. Increased ratings are sought for drugs, medicines and related articles and paper boxes.

Cancellation of the classification exceptions on leather soles, and paper and paper articles is sought because there is no longer a movement of these commodities and, therefore, the ratings serve no useful purpose. With respect to structural iron and steel articles, petitioner's witness pointed out that for the most part ratings of the same volume are maintained in the Western Classification. For these commodities, he said, the present exception merely provides a duplication of ratings. In addition, he stated, other iron and steel articles, as well as pipe and tubing are, because of their size, handled under rigging operations and are subject to hourly rates. The proposal to cancel these exception ratings appears to be reasonable and will be adopted. With respect to the increased ratings on drugs, medicines and related articles and paper boxes

petitioner offered neither cost nor other evidence of a probative nature. They will not be adopted.

Commodity Rates

The Commission's rate expert proposed revised commodity rates for grain products, canned goods, dried fruit, iron or steel castings and vegetable oils and oil products. These proposals result in both increases and reductions over the present rates. They were based upon the costs of record and include provision for profit.

On behalf of petitioner, a rate consultant submitted various proposals relating to other commodity rates. The witness recommended the cancellation of some 18 commodity rate items. He testified that some of the commodities were no longer moving, that certain transportation was being performed under proprietary operations, and that in one instance the movement is now subject to federal regulation.⁴ The consultant also proposed rate increases for certain other traffic. For "inhaul" freight he proposed that the rates be increased 22 percent and that the minimum tonnage requirement be increased from 125 tons to 600 tons during one year.⁵ As an alternative, he recommended cancellation of the item.

⁴ Commodity rates proposed to be canceled because of no movement are: automobile gear frames, automobile gear frame side members, bleaching compounds, hardwood lumber, iron or steel articles, (inhaul, shipping and city deliveries), kalsomine, caustic soda and silicate of soda, newsprint paper, paper pulp, parcel retail city deliveries of groceries and grocers' supplies and meats, wooden piling, waxed paper, and stoves or ranges.

Commodity rates proposed to be canceled because of proprietary operations are: gases, calcium, carbide of, and welding equipment, concrete pipe and lumber and forest products.

The movement now subject to federal regulation involves the performance of transfer services between steamship docks on shipments originating at and destined to interstate points. By Decision No. 45944 of July 10, 1951, in Case No. 4084, like rates were canceled from the Commission's San Francisco drayage tariff for the same reason.

⁵ "INHAUL" as defined in the Commission's East Bay drayage tariff means the transportation of property received from another carrier at a depot, wharf, pier, or landing originating beyond the limits of the territory covered by this tariff and delivered at one address to the consignee shown on the bill of lading of property from public warehouses when received, or the transportation of property from public warehouses when delivered to one wholesaler consignee at one address.

According to the witness, the present minimum annual tonnage requirement for inhaul shipments is insufficient to require a commodity rate. He said that on a monthly basis the minimum tonnage required is only slightly over 20,000 pounds. Petitioner's consultant also proposed that the commodity rates for furniture or furniture parts and structural iron or steel articles be increased. He testified that the increase involved in this adjustment, like the inhaul freight proposal, would be about the same as that proposed in connection with the class rates. A further commodity rate proposal of petitioner's witness involves groceries and grocer's supplies. This item provides rates for inhaul, shipping and city deliveries for various grocery commodities described in the tariff. The changes proposed by the consultant involve canceling the rate for city deliveries and amending the item to cover the transportation of canned goods. The consultant stated that the only traffic moved under these rates were canned goods, pickles and preserves, moving in shipping and inhaul service. For this reason, he said, reference should be made only to the services involved and the commodities moving thereunder. With regard to the rates, he proposed that the 12 percent surcharge now in effect be incorporated into the rates.

In connection with animal feed, petitioner's rate witness proposed that the rate be increased from 8 cents (without surcharge) to 10 cents per 100 pounds. He also proposed that the minimum tonnage of 500 tons per week be reduced to 125 tons. The increase in the rate, he said, would be about the same as he proposed in connection with other commodity rate items. With regard to the reduction

⁶ "Shipping" as defined in the East Bay drayage tariff means transportation of property to another carrier when destined beyond the territory covered by the tariff. (See footnote 5 hereof for definition of "inhaul.")

in the tonnage requirement, he said that it was necessary to bring about a steady flow of this traffic. According to the witness, shippers withhold consignments until they can meet the minimum requirement. This practice, he said, results in carrier's equipment being idle some of the time and at other times results in a shortage of equipment due to the fact that greater tonnage is available than there is equipment to haul it.

The commodity rate adjustments recommended, except those relating to increasing rates for the transportation of furniture or furniture parts, structural iron or steel, animal feed and vegetable oils and to increasing the rates and minimum tonnage requirement on inhaul traffic, appear to be reasonable and will be adopted.⁷

The proposed increases in the rates for furniture or furniture parts, structural iron or steel, animal feed and the rates and tonnage requirements for inhaul traffic was not supported by cost or other tangible evidence. These proposals will not be adopted. According to the record, the movement of vegetable oils is performed by one carrier. This operator testified that the proposed rates were higher than necessary and would divert the traffic to proprietary operations. He proposed that the present rates including the 12 percent surcharge be continued in effect, except rates for transportation within Berkeley Zone 1 and rates for empty carriers. The latter rates, he stated, should be canceled because there was no longer a movement under them. His proposal will be adopted.

Vehicle Unit Rates

Vehicle unit rates are provided on both an hourly and monthly basis. The application of these rates depends upon the carrying capacity of the equipment used. The hourly rates apply only on shipments not reasonably susceptible to handling on a weight basis

⁷ Petitioner's witness also submitted proposed rates covering the transportation of parcel shipments. Petitions filed by petitioner and other interested parties resulted in further hearings with regard to this matter. Disposition thereof will be made in another phase of this proceeding.

at rates otherwise provided in the tariff. Evidence relating to the costs for hourly and monthly vehicle unit rates was submitted by the Commission's engineer. Suggested rates were submitted by both the Commission's rate witness and petitioner's rate consultant. The rates proposed by the rate witness and the rate consultant were of the same volume. However, the witnesses differed with respect to the manner in which the carrying capacity of the equipment should be determined.

The staff witness suggested that the carrying capacity of the equipment be determined by using the greatest weight transported by the unit at one time during a single transaction. The rate consultant proposed that the capacity of the equipment be determined from the manufacturer's warranty. Neither of the bases proposed appear to be equitable. They would be neither enforceable nor practicable. The staff expert's proposal is in conflict with the present provision that the rates apply only when there is no accurate means of determining the weight of the property. The consultant's recommendation, based upon manufacturer's warranty, would preclude a determination of the capacity of equipment which has been, or would be, modified subsequent to the rating accorded by the manufacturer. The record does not justify any change in the existing provisions. The proposed charges however appear to be reasonable and will be adopted.

Rules and Regulations

The proposed changes in the rules and regulations which require a detailed discussion relate to the provisions for pool shipments, for accessorial services, for delays to equipment and for exemption from minimum rates of shipments weighing 100 pounds or less per package or piece and furniture, household appliances and other home furnishings when transported from retail stores or when returned to retail stores.

Petitioner's rate consultant proposed that the charges for handling pool shipments be made uniform with the like charges applicable at San Francisco. As pointed out in Decision No. 47910 dated November 5, 1952, in Case No. 4084, adjustment of the rates and charges for handling pool shipments is not a matter of local concern, but instead should be pursued on a San Francisco Bay area basis. This is equally true with respect to pool shipment operations conducted in the East Bay drayage area. Therefore, the proposal will not be adopted.

The Commission's rate witness proposed revision of the charges for accessorial services performed in addition to ordinary transportation services. His suggested charges are related to the costs developed by the Commission's engineer. Petitioner's witness proposed somewhat higher charges based upon costs submitted by petitioner's cost engineer. The difference in the two proposals results from the method employed in the development of the labor costs. Petitioner's witness based his charges upon the "broken time" cost of helpers which is the highest charge prevailing for this type of labor. The Commission's witness used as a basis for his suggested charges the "full time" cost of helpers. The recommendation of the Commission's witness appears to be the more reasonable and will be adopted. ✓

Revised charges for delays to equipment were proposed by the rate consultant. These charges reflect the average hourly costs experienced for equipment and labor delayed in loading and unloading through no fault of the carrier. The proposal appears reasonable and will be adopted.

A shipper representative proposed that commodities weighing 100 pounds or less per piece or per package and furniture, household appliances and other home furnishings when transported from

retail stores or when returned to retail stores be exempted from the tariff. He pointed out that traffic of this nature is exempt when the transportation is performed to points beyond the drayage area. In addition, he claimed that like movements within the San Francisco and Los Angeles drayage areas are not subject to minimum rates. He stated that this type of transportation differs from general drayage services. Deliveries, he testified, are to retail customers who require services not generally accorded other drayage operations. The proposed exemption appears reasonable. It will be adopted.

Various other changes were proposed by petitioner and the Commission's witness in connection with rules and regulations, packing requirements and exception ratings. These changes were suggested for the purpose of clarifying the present provisions and to achieve uniformity between the drayage tariff and other Commission minimum rate tariffs. No detailed discussion of these proposals is necessary. They appear to be reasonable except in minor respects and will be adopted as modified in the order which follows. Other rates and charges named in the tariff will be adjusted to reflect the 12 percent surcharge now in effect. In converting the surcharge into the rates, fractions will be disposed to the nearest cent.

The minimum rates, rules and regulations established by the order to follow will be just, reasonable and nondiscriminatory for the transportation of property within and between the East Bay drayage area.

Upon careful consideration of all of the facts and circumstances of record, we are of the opinion and find that the proposed modifications have been justified to the extent provided in the order which follows.

O R D E R

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

IT IS HEREBY ORDERED that Decision No. 41362 of March 23, 1948, in Cases Nos. 4108 and 4109, as amended, be and it is hereby further amended by substituting in City Carriers' Tariff No. 1-A - Highway Carriers' Tariff No. 2-A (Appendix "A" to said decision, as amended) to become effective February 15, 1953, the revised pages and supplement attached hereto and by this reference made a part hereof, which pages and supplement are numbered as follows:

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Fifth Revised Page 2 Cancels Fourth Revised Page 2
Second Revised Page 3 Cancels First Revised Page 3
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IT IS HEREBY FURTHER ORDERED that tariff publications herein required to be made by common carriers as a result of the revision of City Carriers' Tariff No. 1-A - Highway Carriers' Tariff No. 2-A, as hereinbefore provided shall be made effective not earlier than February 15, 1953, on not less than five (5) days' notice to the Commission and to the public.

In all other respects Decision No. 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 19th day of January, 1953.

R. J. [Signature]
President
Justin F. [Signature]
Harold A. [Signature]
[Signature]
[Signature]
Commissioners

SUPPLEMENT NO. 6

(Cancels Supplement No. 5)

TO

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

Naming

Minimum Rates,

Rules and Regulations

for the

Transportation of Property Over the Public
Highways Within and Between the Cities of

Alameda

Albany

Berkeley

Emeryville

Oakland

Piedmont

BY

CITY, RADIAL HIGHWAY COMMON AND
HIGHWAY CONTRACT CARRIERS

NOTE

Surcharge shown in Supplement No. 5 canceled by Decision No. 48187

EFFECTIVE FEBRUARY 15, 1953

Issued by the
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA
State Building, Civic Center
San Francisco, California

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* Change)	Decision No. 48187
*** Eliminated)	
# Addition)	

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San Francisco, California.

Correction No. 77

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(1) See Canned Goods, Pickles, and Preserves, as described in Item No. 290 series.
 (2) See Groceries and Grocers' Supplies, as described in Item No. 370 series.

* Change
 *** Eliminated } Decision No. 48187

EFFECTIVE FEBRUARY 15, 1953

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 Correction No. 78 San Francisco, California.

INDEX OF COMMODITIES AND EXCEPTIONS TO
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Cotton Seed Oil	400	Fish Oil	410
Cough Drops	340	****	
****		Flour	*(2)790
****		Flour, gluten or barley	340
Crackers (Infant Food)	340	Flowers, medicinal	340
Creams, Face	340	Fluid, embalming	340
Cream Tartar	340	****	
****		Fondant	*(2)
****		Food, Animal	(1)
Dairy Products	330	Food, Bird	*(2)
Densoline	340	Food, Infants' or Invalids'	340
Desks, School	355	Food Preparations	*340
Dessert Preparations	*(2)	****	
Dip, Animal or Poultry	340	****	
****		Foundry Patterns	890
****		****	
Disinfectants	340	Freight	780,1070
Dog Biscuits	*(2)770	****	
****		****	
Dressing, Salad	(1)900	Fruit, candied, crystal- lized, glazed or stuffed	*(2)
Dressing, Shoe	*(2)	Fruit (canned)	(1)
Dressing, Surgical	340	Fruit, dried	(2)800
Drugs	340	Fruit Juice	*(1)(2)
Drugs, Medicines, Chemicals and other articles	340	Fruit Syrup	*(2)
****		Fungicides	*(2)340
		Furniture	355,830
		Furniture Parts	*830
		Fusel Oil	340

(1) See Canned Goods, Pickles and Preserves, as described in Item No. 280 series.
(2) See Groceries and Grocers' Supplies, as described in Item No. 370 series.

* Change }
*** Eliminated } Decision No. 48187

EFFECTIVE FEBRUARY 15, 1953

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 79

INDEX OF COMMODITIES AND EXCEPTIONS TO CLASSIFICATION (Continued)

Article	Item Numbers	Article	Item Numbers
***		Lard Compounds or Substitutes	*(2)
***		Lard Oil	400
Gelatine	*(2) 340	***	
Grids, iron or steel	*860	***	
Glass	360	Leaves, Lavender	340
***		Leaves, Medicinal	340
***		Licorice Compound	340
Glucose	*(2)	Licorice Extract	340
Glycerine	340	Licorice Root	340
Grain	*(2)	***	
Grain Products	*790	Linoleum	300
Gravel, Bird	*(2)	Linseed Oil	410
Groceries and Grocers' Supplies as described in Item 370 series	370, 840	Lintels, iron or steel	*860
***		Liquors, Malt	(2)
Gum Arabic	340	***	
Gum, Chewing	*(2)	Litholine	340
***		***	
Hair Tonic	340	***	
***		Macaroni	*(2)
Hangers, joist, iron or steel	*860	Macaroni (prepared)	(1)
Herbs, medicinal	340	***	
Hominy	(1)	Magnesium Sulphate	340
Honey	*(2)	Malted Cereal Preparations	340
Hops	*(2)	Maltose	340
Horseradish	*(2)	Malt Syrup	*(2)
Hydrogen Peroxide	340	***	
***		***	
***		Mayonnaise	900
Incense	340	Meal	*(2)
Infants' Food	340	Meal, Vegetable	900
***		Meat (canned)	(1)
Insecticides	*(2) 340	Meat Extract	340
Insect Repellents	*(2) 340	***	
Invalids' Food	340	***	
***		Meats, other than fresh or frozen	(2)
Iron or Steel Castings	890	Medicated Pastilles	340
Iron or Steel, Structural	*860	Medicated water	340
Jam	(1)	Medicines	340
Jelly	(1)	Milk (canned)	(1)
Jelly, Petroleum	340	Milk Chocolate Candy or Confectionery	(2) 270, 760
Juice, Fruit	*(1) (2)	Milk, dry or powdered	340
Juice, Sauerkraut	*(2)	Milk Food	340
Juice, Tomato	(1)	Milk, Malted	340
Juice, Vegetable	(1)	Milk, sugar of	340
***		Mince Meat	(1)
***		Mineral Water	340
Lard	*(2)		
Lard, benzoinated	340		

(1) See Canned Goods, Pickles and Preserves, as described in Item No. 280 series.
(2) See Groceries and Grocers' Supplies, as described in Item No. 370 series.

* Change }
*** Eliminated } Decision No. 48187

EFFECTIVE FEBRUARY 15, 1953

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

Correction No. 80

INDEX OF COMMODITIES AND EXCEPTIONS TO CLASSIFICATION (Continued)			
Article	Item Numbers	Article	Item Numbers
Molasses	(1)	Paper, Wrapping	*440
***		Paraffine	*(2)
Mouth Washes	340	Parcel City Delivery	
Mustard	*(1)(2)	(Retail)	*940-960
***		Parcel City Delivery	
Napkins, paper	*440	(Wholesale)	990
***		Parts, Furniture	830
Noodles	*(2)	Paste, alimentary	*(2)
Nuts	*(2)	Paste, Confectioners'	*(2)
Nut Meats	*(2)	Paste, Fig	*(2)
		Paste, Tooth	340
		Patterns, Foundry	890
Oil, Castor	340	Peanut Butter	(1)
Oil, Cod Liver	340	Peas, dried	*(2)
Oil, cooking	*(2)400	Perfumery	340
Oil, Corn	400	Peroxide Hydrogen	340
Oil, Cottonseed	400	Petrolatum	340
Oil, edible	*(2)	Petrolatum Preparations	340
Oil, Fish	410	Petroleum	450
Oil, Fusel	340	Petroleum Jelly	340
Oil, Lard	400	Petroleum Products	450
Oil, Linseed	410	Petrolina	340
Oil, medicinal	340	Pickles	*(1)(2)
Oil, Olive	(1)	***	
Oil, Salad	(1)(2)400	Piling, iron or steel	*860
Oil, Soy Bean	400	***	
Oil, Vegetable	900	Pipe, concrete	*460
Olive Oil	(1)	***	
Olives	(1)	***	
Onions	*(2)	Plates, floor, iron or steel	*860
Oxide of Tin	340	***	
***		***	
***		Polish, Shoe	*(2)
***		Popcorn	*(2)
***		Porter	*(2)
***		***	
Paint Material	410	***	
Paints	410	***	
***		Potatoes	*(2)
***		***	
***		Poultry Dip	340
Paper Boxes	420	***	
***		Powder, Baking	*(2)
***		Powder, body, face,	
***		talcum, tooth	340
Paper, Printing	440	Preparations, Toilet	340
***		Preserves	*(1)(2)
Paper, Toilet	*440	Printings Paper	440
Paper Towels	*440	Puddings	(1)
***		***	
***		***	
***		Puree, Tomato	(1)
		Putty	410

(1) See Canned Goods, Pickles and Preserves, as described in Item No. 290 series.
 (2) See Groceries and Grocers' Supplies, as described in Item No. 370 series.

* Change }
 *** Eliminated } Decision No. 48167

EFFECTIVE FEBRUARY 15, 1953

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

Correction No. 81

INDEX OF COMMODITIES AND EXCEPTIONS TO CLASSIFICATION (Continued)

Article	Item Numbers	Article	Item Numbers
*** Railings, balcony or stair, iron or steel	*860	Spaghetti	*(2)
Ranges	*490	Spaghetti (prepared)	(1)
***		***	
Refrigerators	320	Spices	*(2)
***		***	
Relishes (prepared)	(1)	Starch	*(2)
Repellents, insect	*(2) 340	***	
Rice	*(2)	Stout	(2)
***		Stoves	*490
Rock candy	340	***	
***		Structural iron or steel	*860
***		Structural Forms, iron or steel	*860
Roots, Licorice	340	Struts, iron or steel	*860
Roots, medicinal	340	Substitutes, Butter	*(2) 900
Sago	*(2)	Substitutes, Coffee	*(2)
Calad Dressing	(1) 900	Substitutes, Lard	*(2)
Calad Oil	(1) (2) 400	Sugar	*(2)
	900	Sugar of milk	340
Salsoda	*(2)	Sulphate of Copper	340
Salt	*(2)	Sulphur	*(2)
Salt, Epsom	340	Surgical Dressings	340
Salts, bath	340	Syrup	*(1) (2)
Sandwich Spread	(1)	Syrup, Fruit	*(2)
Sauces (prepared)	(1)	Syrup, Malt	*(2)
Sauerkraut Juice	*(2)	Tables, School	355
Sausage (canned)	(1)	***	
School Desk	355	***	
School Seats	355	Tapioca	*(2)
School Tables	355	Tartaric Acid	340
***		Tea	*(2)
Seats, School	355	Toes, iron or steel	*860
Seed, Bird	*(2)	Theater chairs	355
***		Tin, Oxide of	340
***		Tires	500
Shampoos	340	Tobacco	340
***		***	
***		Toilet Paper	*440
***		Toilet Preparations	340
Shoe Polish, Dressing or Blacking	*(2)	Toilet Water	340
Shortening	*(2) 900	Tomato Juice	(1)
***		Tomato Puree	(1)
Soap	*(2) 340	Tonics, Hair	340
Soda Ash	*(2)	Tooth Paste	340
***		***	
***		***	
Sodium, Bicarbonate of	*(2)	***	
Sodium, Chlorate of	340	Towels, paper	*440
***		***	
Solder	480	Trusses, iron or steel	*860
Soups	(1)	***	
Soy Bean Oil	400	Turpentine	410
		Turnbuckles, iron or steel	*860

(1) See Canned Goods, Pickles and Preserves, as described in Item No. 280 series.
 (2) See Groceries and Grocers' Supplies, as described in Item No. 370 series.

* Change }
 *** Eliminated } Decision No. 48187

Issued by the Public Utilities Commission of the State of California,
 Correction No. 82

EFFECTIVE FEBRUARY 15, 1953

San Francisco, California.

INDEX OF COMMODITIES AND EXCEPTIONS TO
CLASSIFICATION (Concluded)

Article	Item Numbers	Article	Item Numbers
Vaseline	340	Water, medicated or mineral	340
Vegetable Juice	(1)	***	
Vegetable Meal	900	***	
Vegetable Oil	900	Welsh Rarebit	(1)
***		Wine	520
Vegetables (Canned)	(1)	***	
***		***	
***		***	
Vermicelli (prepared)	(1)	Witch Hazel Extract	340
Vermin Exterminators	*(2) 340	***	
Vinegar	(1)	Wrapping Paper	*440
***		***	
***		Yeast	*(2)
Washes, Mouth	340	Zees, iron or steel	*860

(1) See Canned Goods, Pickles and Preserves, as described in Item No. 280 series.
(2) See Groceries and Grocers' Supplies, as described in Item No. 370 series.

INDEX OF POINTS FROM AND TO WHICH RATES APPLY

Points	Index Number	Points	Index Number
Alameda-----	5	Emeryville-----	20
Albany-----	10	Oakland-----	25
Berkeley-----	15	Piedmont-----	30

* Change)
*** Eliminated) Decision No. 48187

EFFECTIVE FEBRUARY 15, 1953

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

Correction No. 83

Item
No.

SECTION NO. 1 - RULES AND REGULATIONS

DEFINITION OF TECHNICAL TERMS

(Items Nos. 10 and 11 series)

CITY DELIVERY or CITY DELIVERIES means transportation of property to retail stores or direct consumers of the property transported when the shipment originates within the territory covered by this tariff at other than a carrier's depot, dock, wharf, pier, or landing.

*COMMISSION means the Public Utilities Commission of the State of California.

*COMMON CARRIER RATE means any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, on file with the Commission and in effect on date of shipment.

*CURRENT CLASSIFICATION means Western Classification No. 75, Cal. P.U.C.-W.C. No. 8 of G. H. Dumas, Agent, and supplements thereto or reissues thereof when the provisions of such supplements or reissues have been approved by the Commission.

*10-C
Cancels
10-B

INHAUL means the transportation of property received from another carrier at a depot, wharf, pier, or landing originating beyond the limits of the territory covered by this tariff and delivered at one address to the consignee shown on the bill of lading of the carrier from which the shipment is received, or the transportation of property from public warehouses when delivered to one wholesaler consignee at one address.

INDEPENDENT-CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.

OUTHHAUL means transportation of property in City Delivery and Shipping as defined herein.

*POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent.

*POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation.

*RATE includes charge and also the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.

*SAME TRANSPORTATION means transportation of the same kind and quantity of property between the same points and subject to the same limitations, conditions and privileges, but not necessarily in an identical type of equipment.

For Item No. 20-A shown on Second Revised Page 11,
see Original Page 11-A.

* Change, Decision No. 48187

EFFECTIVE FEBRUARY 15, 1953

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San Francisco, California.

Correction No. 84

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
#11	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Concluded) (Items Nos. 10 and 11 Series)</p> <p>*SHIPMENT means a quantity of property tendered by one shipper on one shipping document at one point of origin at one time for one consignee at one point of destination.</p> <p>SHIPPING means transportation of property to another carrier when destined beyond the territory covered by this Tariff.</p> <p>*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>*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>TON means 2,000 pounds.</p>
(1) 20-A Cancels 20	<p style="text-align: center;">APPLICATION OF TARIFF - CARRIERS</p> <p>Rates, rules, regulations and classification named in this Tariff are minimum rates, rules, regulations and classification and apply to the transportation of property over the public highways within the cities of Alameda, Albany, Berkeley, Emeryville, Oakland and Piedmont, by carriers as defined in the City Carriers' Act, also for the transportation of property over the public highways between the cities shown, by Highway Contract Carriers and Radial Highway Common Carriers as defined in the Highway Carriers' Act.</p> <p>Rates, rules and regulations named in this tariff shall not apply to transportation by independent-contractor subhaulers when such transportation is performed for other carriers. This exception shall not be construed to exempt from the tariff provisions carriers for whom the independent contractors are performing transportation service.</p>
(1) * #	<p>For provisions in effect prior to the effective date hereof, see Second Revised Page 11.</p> <p>Change } Decision No. 48187 Addition }</p>
EFFECTIVE FEBRUARY 15, 1953	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 85</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
*30-E Cancels 30-D	<p style="text-align: center;">APPLICATION OF TARIFF - COMMODITIES</p> <p>Rates named in this tariff apply for the transportation of all commodities except the following: NOTE 1.- The minimum rates, rules, regulations and classification named in this tariff do not apply to the transportation of:</p> <ul style="list-style-type: none">(a) Used Property, viz.: household goods; office and store fixtures and equipment; as described in and for which rates are provided in City Carriers' Tariff No. 3-A - Highway Carriers' Tariff No. 4-A; amendments thereto or reissues thereof, and used property as described therein transported for the United States, state, county or municipal governments.(b) Commodities as described in and for which rates are provided in City Carriers' Tariff No. 6 - Highway Carriers' Tariff No. 7, amendments thereto or reissues thereof, when said commodities are transported in dump trucks.(c) Petroleum and petroleum products transported in tank vehicles.(d) Property transported by special messenger service.(e) Pickup and delivery of shipments for common carriers, transported from or to points outside the area named herein under through pickup and delivery rates:(f) Telephone directories, new, distributed to subscribers, and old, picked up from subscribers.(g) Unloading and distribution of freight forwarders' cars originating at points outside the State.(h) Voting booths, ballot boxes, election tents and election supplies; when transported from or to polling places.(i) Commodities which consist of or contain materials essential to National Defense and which have been donated to and are transported for the United States government, governmental agencies, or non-profit organizations acting for or in behalf of said government in the collection, assembly or transportation of said commodities in connection with the recovery of said essential materials from the commodities transported.(j) United States mail transported between post offices or points designated by a post office on the one hand and steamship docks, piers or wharves on the other hand.

- (k) Cement, hydraulic, masonry, natural or Portland - also lime, common (including magnesium lime, hydrated or hydraulic lime, quick or slaked), cement flue dust, and/or limestone, powdered, shipped in mixed shipments with cement - when transported in shipments of 38,000 pounds or more, or when transported in shipments of lesser weights subject to the rates, rules and regulations, including the minimum charge computed on a minimum weight of 38,000 pounds, which are set forth in City Carriers' Tariff No. 8 - Highway Carriers' Tariff No. 10, amendments thereto or reissues thereof.
- (l) Property shipped to or from producers of motion pictures or television shows when transported subject to the rates, rules and regulations provided by Decision No. 33226, in Cases Nos. 4246 and 4434, as amended.
- *(m) Commodities weighing 100 pounds or less per piece or package when delivered from retail stores, or when returned to the original retail store shipper via the carrier which handled the outbound movement.
- *(n) Furniture, household appliances and other home furnishings, transported from retail stores where they have been sold at retail by a retail merchant, or transported from retail customers to retail stores.

*Change, Decision No. 48187

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San Francisco, California.
Correction No. 86

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
*70-A Cancels 70	<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. 11 series, from point of origin to point of destination and include tailgate loading into and tailgate unloading from the carrier's equipment. (See Item No. 90 series.)</p>
*80-B Cancels 80-A	<p style="text-align: center;">APPLICATION OF CURRENT CLASSIFICATION</p> <p>(a) Except as otherwise provided, class rates in this tariff are subject to the ratings shown in the Current Classification. Rules, regulations and other provisions and conditions of the Current Classification, other than those specified in the item naming the rating, do not apply.</p> <p>(b) Where the ratings are in conflict with those provided in this tariff, the provisions of this tariff will apply.</p> <p>(c) Commodity rates named in this tariff are governed by the Current Classification to the extent that commodity rate items make specific reference thereto.</p>
90-B Cancels 90-A	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>(a) For pickup or delivery or for stacking, sorting or other accessorial 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 of \diamond \$3.23 per man per hour, minimum charge \diamond \$3.23, shall be made.</p> <p>(b) When carrier is required to provide additional labor, at point of origin or point of destination, for the handling of articles or packages which, because of their weight or bulk, cannot be handled by one man, an additional charge of \diamond \$3.13 per man per hour, minimum charge \diamond \$3.13, shall be made.</p>
100	<p style="text-align: center;">ADVANCE CHARGES</p> <p>All charges on shipments advanced by a carrier for the account of a shipper or consignee will be payable on demand of the carrier making the advance.</p>
*110-A Cancels 110	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Common carrier rates may be applied in lieu of the rates provided in this tariff when such common carrier rates produce a lower aggregate charge for the same transportation between the same points of origin and destination, and for the same accessorial services, than results from the application of the rates herein provided.</p>

CHARGES FOR SERVICE AT OTHER THAN REGULAR WORKING HOURS

120

Rates named in this tariff apply for service performed during regular working hours of 8:00 A.M. to 5:00 P.M. except Saturdays, Sundays and the following holidays: New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Admission Day, Thanksgiving Day, and Christmas Day. When such holidays fall on Sunday the following Monday shall be considered a holiday. For services performed at the request of the shipper or consignee at other than those hours and on Saturdays, Sundays or the holidays shown, an additional charge equal to the additional cost of overtime will be made.

* Change)
◇ Increase) Decision No. 48187

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Correction No. 87

Item No.	SECTION NO. 1--RULES AND REGULATIONS (Continued)
*130-D Cancels 130-C	<p style="text-align: center;">COLLECT ON DELIVERY (C.O.D.) SHIPMENTS</p> <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) hercof, 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) The charge for collection and return of money on C.O.D. shipments will be as follows:</p>

When the amount collected is		◇ Charge for collecting and remitting will be	
Not over	\$2.50	-----	\$ 0.28
Over	\$2.50 not over	\$5.00	.33
Over	5.00 not over	10.00	.45
Over	10.00 not over	20.00	.48
Over	20.00 not over	25.00	.51
Over	25.00 not over	40.00	.59
Over	40.00 not over	50.00	.63
Over	50.00 not over	60.00	.80
Over	60.00 not over	80.00	.83
Over	80.00 not over	100.00	.86
Over	100.00 not over	102.50	1.09
Over	102.50 not over	105.00	1.11
Over	105.00 not over	110.00	1.17
Over	110.00 not over	120.00	1.20
Over	120.00 not over	140.00	1.22
Over	140.00 not over	150.00	1.28
Over	150.00 not over	160.00	1.35
Over	160.00 not over	180.00	1.38
Over	180.00 not over	200.00	1.43
Over	200.00 not over	250.00	1.59
Over	250.00 not over	300.00	1.83
Over	300.00 not over	350.00	2.06
Over	350.00 not over	400.00	2.31
Over	400.00 not over	450.00	2.55
Over	450.00 not over	500.00	2.79
Over	500.00 not over	550.00	3.03
Over	550.00 not over	600.00	3.26
Over	600.00 not over	650.00	3.50
Over	650.00 not over	700.00	3.74
Over	700.00 not over	750.00	3.99
Over	750.00 not over	800.00	4.23
Over	800.00 not over	850.00	4.46
Over	850.00 not over	900.00	4.70
Over	900.00 not over	950.00	4.94
Over	950.00 not over	1,000.00	5.18
Over	1,000.00 at rate of \$5.18 per \$1,000.00		

* Change)
 ◇ Increase) Decision No. 48187

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Correction No. 88

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
<p>*140-C Cancels 140-B</p>	<p style="text-align: center;">FAILURE TO ACCOMPLISH 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, 3 cents per 100 pounds.</p> <p>For the sixth and each succeeding day, ◊ 6 cents per 100 pounds.</p> <p>Minimum storage charge per shipment on freight held beyond 48 hours, 5 days or less ◊ 50 cents; 6 days or more ◊ \$1.01.</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 ◊ \$1.32 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>*150-B Cancels 150-A</p>	<p style="text-align: center;">DELAYS TO EQUIPMENT</p> <p>Delays at place of pickup and/or delivery, exclusive of the time actually consumed in loading or unloading, resulting from any cause not the fault of and beyond the control of carrier which exceed one-half hour will be charged for at the rate of ◊ \$5.10 per hour for all time over one-half hour, minimum charge ◊ \$2.55.</p>
<p>160</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 (1½t1) the following will govern in the disposition of fractions:</p> <p>Fractions of less than 1/4 or .25 of a cent omit.</p> <p>Fractions of 1/4 or .25 of a cent or greater but less than 3/4 or .75 of a cent will be stated as 1/2 or .50 of a cent.</p> <p>Fractions of 3/4 or .75 of a cent or greater, increase to next whole figure.</p>
<p>*170-B Cancels 170-A</p>	<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 ◊ \$2.63 per clearance will be made.</p>

GROSS WEIGHT

#175

Charges shall be assessed on gross weight of the shipment. No allowance shall be made for the weight of the containers.

GUARANTEE OF MINIMUM TONNAGE

180

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

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

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

* Change)
◇ Increase)
○ Reduction)
Addition)

Decision No. 48187

EFFECTIVE FEBRUARY 15, 1953

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

Correction No. 89

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
*190-B Cancels 190-A	Item canceled. Paragraph (b) of Item No. 90 series will apply.
*195-A Cancels 195	<p style="text-align: center;">ISSUANCE OF SHIPPING DOCUMENT</p> <p>A shipping document (either in individual or manifest form) shall be issued by the carrier to the shipper for each shipment received for transportation. The shipping document shall show the following information:</p> <ul style="list-style-type: none"> (a) Name of shipper. (b) Name of consignee. (c) Point of origin. (d) Point of destination. *(e) Description of the shipment (in terms of the Current Classification or as provided in this tariff). (f) Weight of the shipment. (g) Rate and charge assessed. (h) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge. <p>The form of shipping document in Item 1120 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 issuance.</p>
*200-B Cancels 200-A	<p style="text-align: center;">LOSS AND/OR DAMAGE CLAIMS</p> <p>A minimum charge of \$1.75 shall be made for the handling and collection of loss and/or damage claims against another carrier when the amount involved exceeds \$100.00. When the amount involved is \$100.00 or less, not less than 1 per cent of the amount involved shall be charged subject to a minimum of 45 cents. This accessorial service shall not be rendered except upon the shipper's or consignee's request.</p>
*210-B Cancels 210-A	<p style="text-align: center;">MARKING OR TAGGING OF PACKAGES</p> <p>For the service of marking packages, when incidental to transportation by the carrier, a charge of 2 cents per package, minimum charge 75 cents, shall be made. When more than one stencil is used, the minimum charge shall apply to each stencil used.</p>

◇◇ MINIMUM CHARGE

#215

Except as otherwise provided, on shipments moving under class rates the minimum charge per shipment shall be as follows:

<u>Weight of Shipment</u> (In Pounds)		<u>Minimum Charge</u> (In Cents)
<u>Over</u>	<u>Not Over</u>	
0	14	67
14	29	84
29	49	101
49	-	118

* Change)	Decision No. 48187
# Addition)	
◇ Increase)	
⊙ Reduction)	

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Correction No. 90

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 those 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 (d) 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 $1\frac{1}{2}$, $1\frac{1}{2}$, $1\frac{3}{4}$, 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-A
Cancels
250

When 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 item 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.

* Change, Decision No.

48187

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Correction No. 92

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
#255	<p style="text-align: center;">MIXED SHIPMENTS</p> <p>1. Commodities for which rates are provided in this tariff:</p> <p>(a) When two or more commodities for which different ratings are provided, are shipped as a mixed shipment, without actual weights being furnished or obtained for the portions shipped under the separate ratings, charges for the entire shipment will be computed at the class or commodity rate applicable to the highest classed or rated commodity contained in such mixed shipment, subject to Item No. 250 series.</p> <p>(b) When two or more commodities are included in the same shipment and separate weights thereof are furnished or obtained, charges will be computed at the separate rates applicable to such commodities in straight shipments of the combined weight of the mixed shipment. The minimum weight shall be the highest provided for any of the rates used in computing the charges, subject to Item No. 250 series. In the event a lower charge results by considering such commodities as if they were divided into two or more separate shipments such lower charge shall apply.</p> <p>2. Commodities for which rates are provided herein, moving in mixed shipments containing commodities for which rates are provided in other effective tariffs of the Commission, or in mixed shipments containing commodities upon which no minimum rates or charges have been established by this Commission:</p> <p>(a) When one or more commodities for which rates are not provided in this tariff are included in a shipment of one or more commodities for which rates are herein provided, the rate or rates applicable to the entire shipment may be determined as though all of the commodities were ratable under the provisions of this tariff; or one or more of the commodities for which rates are not provided in this tariff may be transported at the rates otherwise applicable. In the event the latter basis is used, the minimum charges provided in this tariff shall apply to the entire shipment. (See Note 1.)</p> <p>NOTE 1--The provisions of paragraph 2 do not apply to mixed shipments containing property for which minimum rates are provided in City Carriers' Tariff No. 5 - Highway Carriers' Tariff No. 6 or City Carriers' Tariff No. 3-A - Highway Carriers' Tariff No. 4-A.</p>
	// Addition, Decision No. 48187
	EFFECTIVE FEBRUARY 15, 1953
	Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 92

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
*260-A Cancels 260	<p style="text-align: center;">PACKING REQUIREMENTS</p> <p>Except as otherwise provided, articles will not be subject to the packing requirements (see Note 1) of the Current Classification, but may be accepted for transportation in any container or any shipping form, providing such container or form of shipment will render the transportation of the freight reasonably safe and practicable.</p> <p>If two or more ratings which are subject to different packing requirements (see Note 1) are provided for an article in the form (see Note 2) in which it is shipped, the lowest of such ratings will apply.</p> <p>NOTE 1--The term "packing requirements" means (1) the outer shipping containers such as boxes, barrels, crates, bags, and (2) the shipping forms such as bundles, bales, rolls, loose, on skids (other than lift truck or platform), which are provided in the Current Classification.</p> <p>NOTE 2--The term "Form in which it is shipped" means the form of the article itself as prepared for shipment or for the trade (exclusive of packing requirements), such as set up, knocked down, nested, not nested, compressed, not compressed, folded flat, not folded flat, in metal can inner containers, in glass bottle inner containers, in carton inner containers, in bulk (not in inner containers), dried, liquid, paste, solid, powdered, granulated.</p>
#265	<p style="text-align: center;">UNITS OF MEASUREMENT TO BE OBSERVED</p> <p>Rates or accessorial charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.</p>
<p>* Change } # Addition } Decision No. 48187</p>	
<p>EFFECTIVE FEBRUARY 15, 1953</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California</p> <p>Correction No. 93</p>	

SECTION NO. 1 - RULES AND REGULATIONS (Continued)

EXCEPTIONS TO CURRENT CLASSIFICATION

Item No.	ARTICLE	CLASS																																																									
270	Candy or Confectionery, N.O.I.B.N., or Chocolate Candy or Confectionery, including Milk Chocolate Candy or Confectionery	4																																																									
280	<p>Canned Goods, Pickles, Preserves, in earthenware; glass or metal cans, boxed, or in pails or tubs, crated, or in bulk in barrels or kegs, viz.:</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 33%;">Animal Food,</td> <td style="width: 33%;">Jelly,</td> <td style="width: 33%;">Sandwich Spread,</td> </tr> <tr> <td>Beans-and-Pork</td> <td>Macaroni</td> <td>Sauces, Condiments</td> </tr> <tr> <td>Broth,</td> <td>(prepared),</td> <td>or Relishes,</td> </tr> <tr> <td>Butter; Peanut,</td> <td>Meats, cooked,</td> <td>prepared, N.O.S.,</td> </tr> <tr> <td>Catsup,</td> <td>cured or</td> <td>Sausage,</td> </tr> <tr> <td>Cocoanut, not</td> <td>preserved,</td> <td>Soups,</td> </tr> <tr> <td>desiccated,</td> <td>Milk (condensed</td> <td>Spaghetti</td> </tr> <tr> <td>Corn,</td> <td>or evaporated),</td> <td>(prepared),</td> </tr> <tr> <td>Dressing, Salad,</td> <td>Mince Meat,</td> <td>Syrup,</td> </tr> <tr> <td>Fish,</td> <td>Molasses or</td> <td>Tomato Juice,</td> </tr> <tr> <td>Fruit, other</td> <td>Syrup,</td> <td>Vegetables (not</td> </tr> <tr> <td>than dried,</td> <td>Mustard</td> <td>dehydrated,</td> </tr> <tr> <td>evaporated or</td> <td>(prepared),</td> <td>dried, evapo-</td> </tr> <tr> <td>fresh,</td> <td>Oil, Olive or</td> <td>rated nor</td> </tr> <tr> <td>Fruit or</td> <td>Salad;</td> <td>fresh),</td> </tr> <tr> <td>Vegetable</td> <td>Olives,</td> <td>Vermicelli</td> </tr> <tr> <td>Juices,</td> <td>Pickles,</td> <td>(prepared),</td> </tr> <tr> <td>Hominy,</td> <td>Puddings,</td> <td>Vinegar,</td> </tr> <tr> <td>Jam,</td> <td>Puree, Tomato,</td> <td>Welsh Rarebit.</td> </tr> </table>	Animal Food,	Jelly,	Sandwich Spread,	Beans-and-Pork	Macaroni	Sauces, Condiments	Broth,	(prepared),	or Relishes,	Butter; Peanut,	Meats, cooked,	prepared, N.O.S.,	Catsup,	cured or	Sausage,	Cocoanut, not	preserved,	Soups,	desiccated,	Milk (condensed	Spaghetti	Corn,	or evaporated),	(prepared),	Dressing, Salad,	Mince Meat,	Syrup,	Fish,	Molasses or	Tomato Juice,	Fruit, other	Syrup,	Vegetables (not	than dried,	Mustard	dehydrated,	evaporated or	(prepared),	dried, evapo-	fresh,	Oil, Olive or	rated nor	Fruit or	Salad;	fresh),	Vegetable	Olives,	Vermicelli	Juices,	Pickles,	(prepared),	Hominy,	Puddings,	Vinegar,	Jam,	Puree, Tomato,	Welsh Rarebit.	4
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Hominy,	Puddings,	Vinegar,																																																									
Jam,	Puree, Tomato,	Welsh Rarebit.																																																									
*290-A Cancels 290	<p>Cans, Tin or Sheet Iron, viz.:</p> <p>Liquid capacity one gallon or less</p> <p>Liquid capacity over one gallon but not exceeding five gallons</p>	<p>6 1 1/2</p> <p>6 D1</p>																																																									
300	Carpets or Carpeting, viz.; Linoleum; Cork; Felt Base, asphalted, plain, painted or decorated; or Wood Fibre Base, impregnated and decolated; in packages	3																																																									
310	Carriers (used packages), second-hand, empty, returning via the same carrier that handled the outbound loaded movement	4																																																									
320	Cooling boxes or Rooms and Refrigerators, viz.: Refrigerators, N.O.I.B.N., and Cooling Boxes, N.O.I.B.N. ...	1																																																									
330	<p>Dairy Products, viz.:</p> <p>Butter,) packed in accordance with the packing requirements</p> <p>Cheese,) set forth in connection with the ratings on such</p> <p>Eggs,) articles in the Current Classification</p>	3																																																									

* Change
 6 Reduction } Decision No. 48187

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Correction No. 94

SECTION NO. 1—RULES AND REGULATIONS (Continued)		
EXCEPTIONS TO CURRENT CLASSIFICATION (Continued)		
Item No.	ARTICLE	CLASS
350	Electrical Appliances, viz.: Cable, electric, lead covered, on reels (Applies only when loading is performed by consignor and unloading is performed by consignee).	4
*355-A Cancels 355	Furniture, new, viz.: School Desks) School Seats) See Note School Tables) Theater Chairs) Minimum weight 20,000 pounds In cartons, K.D. Set Up, in multiple groups of two or more..... NOTE: ***	1 120% of 1
*360-B Cancels 360-A	Glass, as described under heading "Glass") (Add 6 cents 100 in Current Classification, in packages)—(pounds to appli- named therein exceeding 120 united inches) (cable class rates (See Note 1) NOTE 1.—Will not apply where crane facilities are available without cost to carrier or loading and/or unloading is performed by shipper and/or consignee, at both pick-up and delivery points.	
370-A Cancels 370	GROCERIES AND GROCERS' SUPPLIES, in packages, viz.: Baking or Yeast Powder, Butter Substitutes, Cereals, other than Beans, Candles, flaked, puffed or Beverages, Beverage Candy or shredded, preparations (non- Confectionery, Chewing Gum, alcoholic) in boxes, N.O.I.B.N., or Chocolate, barrels or crates, or Chocolate Candy Chocolate Coating, in boxes or crates or Confectionery, Cocoa, without covers, including Milk Coconut, Bird Food, Seed or Chocolate Candy Coffee, Gravel, or Confectionery, Coffee Biscuits, dog, Canned Goods, Substitutes, Bleaching Compounds, Pickles, Preserves, Colorings, Bluing, Laundry, as described in Confectioners', Boracic Acid, Item 280 series, Borax (Sodium Borate),	4

Compounds, cleaning, scouring, sweeping or washing,
 Compounds, food curing, food seasoning or food preserving, N.O.I.B.N.,
 Dessert Preparations,
 Eggs, shelled (egg albumen, whites or yolks or whites and yolks together), frozen, in metal cans, loose, tops securely fastened,
 Extracts,
 Feed, animal or poultry,
 Fish, other than fresh,
 Flour,
 Fondant, Candy (candy filler),
 Fruit, candied, crystallized, glazed or stuffed,
 Fruit, dried,
 Fruit Juice,
 Fruit Syrups,
 Gelatine,
 Glucose,
 Grain,
 Honey, strained,
 Hops,
 Horseradish,

Insecticides, Fungicides, insect Repellents, Vermin Exterminators, agricultural, also other than agricultural having petroleum base,
 Lard,
 Lard Compounds or Substitutes,
 Liquors, Malt, viz.:
 Ale, Beer or Beer Tonic, Porter, Stout, in glass in bottle carriers or in glass or metal cans in barrels, boxes or crates, or in bulk in barrels, or in crates with open top bottle carriers,
 Macaroni,
 Malt Syrup,
 Meal,
 Meat, other than fresh or frozen,
 Mustard,
 Noodles,
 Nuts, edible, including Nut Meats, plain, salted or sweetened,
 Oil, cooking or salad,

Oil, edible,
 Onions,
 Paraffine,
 Paste, Alimentary
 Paste, confectioners' or icings,
 Paste, Fig
 Peas, dried,
 Popcorn,
 Potatoes,
 Rice,
 Sago,
 Salt,
 Sauerkraut Juice,
 Shoe Polishes,
 Dressing or Blacking
 Shortening,
 Soap,
 Sodium (Soda), viz.: Bicarbonate of Soda, Soda Ash,
 Spaghetti,
 Spices,
 Starch,
 Sugar,
 Sulphur,
 Syrup,
 Tapioca,
 Tea,
 Yeast, dry

* Change)
 & Reduction) Decision No. 48187
 *** Eliminated)

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Correction No. 95

SECTION NO 1 - RULES AND REGULATIONS
 (Continued)

EXCEPTIONS TO CURRENT CLASSIFICATION

Item No.	ARTICLE	CLASS.						
*380-A Cancels 380	<p>IRON OR STEEL, viz.:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 33%; vertical-align: top;">Angles, Bars, Channels,</td> <td style="width: 33%; vertical-align: top;">Forgings, Pig, Plate</td> <td style="width: 33%; vertical-align: top;">Rails, Scrap, Sheet.</td> </tr> </table> <p>Structural Iron or Steel, fabricated or unfabricated, consisting of:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 33%; vertical-align: top;">Angles, exclusive of angles in bar shape not larger than 3 inches by 3 inches by 3/16 inch, Bars, truss, Bases, Beams, Braces, Brackets, Caps, Post,</td> <td style="width: 33%; vertical-align: top;">Channels, exclusive of channels in bar shape not larger than 3 inches, Clevises, Columns, Girders, Hangers, Joist, Lintels, Piling, Plates, Floor (without glass),</td> <td style="width: 33%; vertical-align: top;">Railings, balcony or stair, Structural Forms, N.O.S., fabricated from bars, plates or shapes 3/16 inch or thicker, Struts, Tees, Trusses, Turnbuckles, Zees.</td> </tr> </table> <p style="text-align: center;">◇ ***</p>	Angles, Bars, Channels,	Forgings, Pig, Plate	Rails, Scrap, Sheet.	Angles, exclusive of angles in bar shape not larger than 3 inches by 3 inches by 3/16 inch, Bars, truss, Bases, Beams, Braces, Brackets, Caps, Post,	Channels, exclusive of channels in bar shape not larger than 3 inches, Clevises, Columns, Girders, Hangers, Joist, Lintels, Piling, Plates, Floor (without glass),	Railings, balcony or stair, Structural Forms, N.O.S., fabricated from bars, plates or shapes 3/16 inch or thicker, Struts, Tees, Trusses, Turnbuckles, Zees.	
Angles, Bars, Channels,	Forgings, Pig, Plate	Rails, Scrap, Sheet.						
Angles, exclusive of angles in bar shape not larger than 3 inches by 3 inches by 3/16 inch, Bars, truss, Bases, Beams, Braces, Brackets, Caps, Post,	Channels, exclusive of channels in bar shape not larger than 3 inches, Clevises, Columns, Girders, Hangers, Joist, Lintels, Piling, Plates, Floor (without glass),	Railings, balcony or stair, Structural Forms, N.O.S., fabricated from bars, plates or shapes 3/16 inch or thicker, Struts, Tees, Trusses, Turnbuckles, Zees.						
*390-A Cancels 390	◇ CANCELED. CURRENT CLASSIFICATION WILL APPLY.							
400	OIL, COOKING or SALAD, liquid, viz.: Corn, Cottonseed, Soy (Soja or Soya) Bean, Lard, in bulk in barrels, or in glass or tin in packages ..	4						
410	PAINTS, PAINT MATERIAL and PUTTY, as described under heading "PAINTS, PAINT MATERIAL and PUTTY" in current Classification; also FISH OIL, LINSEED OIL and TURPENTINE	4						
420	PAPER ARTICLES, viz.: BOXES, Fibreboard, Pulpboard or Strawboard (Paper Boxes), corrugated or other than corrugated, plain or waterproofed, printed or not printed, knocked down flat or folded flat, in boxes, bundles or crates Applies only on Shipping and City Delivery	4						

*430-B
Cancels
430-A

◇ CANCELED. CURRENT CLASSIFICATION WILL APPLY.

440-A
Cancels
440

Applies only on Pool Shipments (Subject to Item No. 220 series)

PAPER and PAPER ARTICLES, viz.:
Bags, Paper Napkins, Toilet Paper, Towels 3
Printing Paper, Wrapping Paper 4

* Change)
◇ Increase) Decision No. 48187
*** Ratings canceled)

EFFECTIVE FEBRUARY 15, 1953

Issued by the Public Utilities Commission of the State of California
San Francisco, California
Correction No. 96

SECTION NO. 1 - RULES AND REGULATIONS (Concluded)

EXCEPTIONS TO CURRENT CLASSIFICATION

Item No.	ARTICLE	CLASS
450	PETROLEUM OR PETROLEUM PRODUCTS, INCLUDING COMPOUNDED OILS OR GREASES HAVING A PETROLEUM BASE, as described under heading "PETROLEUM OR PETROLEUM PRODUCTS, INCLUDING COMPOUNDED OILS OR GREASES HAVING A PETROLEUM BASE" in Current Classification-----	4
460	PIPE, CONCRETE, not over 3 feet in length-----	3
*470-A Cancels 470	◊ Canceled. Current Classification will apply.	
480	SOLDER, N.O.I.B.N., in packages, or in pigs or slabs weighing each 25 pounds or over, loose-----	4
490	STOVES OR RANGES, Iron or Steel, as described in Item No. 4810 series or in Items Nos. 5330 to 5460 series inclusive of the Current Classification-----	1
500	TIRES OR TIRE SUPPLIES, as described in Items Nos. 39735 to 39770 series inclusive or in Item No. 44395 series of the Current Classification-----	1
510	VEGETABLES, Dried, viz.: Beans, edible, N.O.I.B.N., in bulk in bags-----	4
*520-A Cancels 520	◊ WINE, Domestic (not including Champagne) having a declared value of not more than \$2.00 per gallon-----	4

* Change)
◊ Increase) Decision No. 48187
◊ Reduction)

EFFECTIVE FEBRUARY 15, 1953

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

Correction No. 97

SECTION 2 - CLASS RATES ◇ δ

FOR DESCRIPTION OF ZONES SEE ITEMS NOS. 40, 50, 60 SERIES
 FOR RATES SEE ITEM NO. 555 SERIES:

Item No.	BETWEEN AND		ZONES												
			1					2				3			
			Index No.					Index No.				Index No.			
			5	10	15	20	25	10	15	25	30	5	15	25	
			A L A M E R I C A	A L B A N Y	B E R K E L E Y	E M E R S O N I A N	O A K L A N D		A L B A N Y	B E R K E L E Y	O P I E D M O N T	A L B A N Y	B E R K E L E Y	O A K L A N D	
Zones	Index No.	POINT	RATE BASIS												
*530-B Cancels 530-A	1	5	Alameda	A	A	A	A	A	B	B	B	B	B	B	B
		10	Albany	A	A	A	A	A	B	B	B	B	B	B	B
		15	Berkeley	A	A	A	A	A	B	B	B	B	B	B	B
		20	Emeryville	A	A	A	A	A	B	B	B	B	B	B	B
		25	Oakland	A	A	A	A	A	B	B	B	B	B	B	B
Zones	Index No.	POINT	RATE BASIS												
*540-B Cancels 540-A	2	10	Albany	B	B	B	B	B	B	B	B	B	B	B	B
		15	Berkeley	B	B	B	B	B	B	B	B	B	B	B	B
		25	Oakland	B	B	B	B	B	B	B	B	B	B	B	B
		30	Piedmont	B	B	B	B	B	B	B	B	B	B	B	B
Zones	Index No.	POINT	RATE BASIS												
*550-B Cancels 550-A	3	5	Alameda	B	B	B	B	B	B	B	B	B	B	B	B
		15	Berkeley	B	B	B	B	B	B	B	B	B	B	B	B
		25	Oakland	B	B	B	B	B	B	B	B	B	B	B	B

* Change
 ◇ Increase
 δ Reduction

EFFECTIVE FEBRUARY 15, 1953

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 93

Item No.	SECTION NO. 2-CLASS RATES \diamond (Continued)												
	In Cents per 100 Pounds												
	(1) Rate Basis	Any Quantity -				Minimum Weight 500 Pounds				Minimum Weight 1,000 Pounds			
	1	2	3	4	1	2	3	4	1	2	3	4	
	A	105	95	84	74	58	52	46	41	48	43	38	34
	B	115	104	92	81	64	58	51	45	53	48	42	37
	(1) Rate Basis	Minimum Weight 2,000 Pounds				Minimum Weight 4,000 Pounds				Minimum Weight 10,000 Pounds except as provided in Note 1			
		1	2	3	4	1	2	3	4	1	2	3	4
	A	42	38	34	29	31	28	25	22	24	22	19	17
	B	46	41	37	32	34	31	27	24	26	23	21	18
#555	(1) Rate Basis	Minimum Weight 20,000 Pounds except as pro- vided in Notes 2 & 3				Minimum Weight as provided in the Current Classification except as provided in Note 3							
		1	2	3	4	5				A			
	A	20	18	16	14	12				13			
	B	22	20	18	15	13				14			
<p>Note 1 - When applied in connection with carload ratings, minimum weight will be as provided in the Current Classification, but in no event less than 10,000 pounds.</p> <p>Note 2 - When applied in connection with carload ratings, minimum weight will be as provided in the Current Classification, but in no event less than 20,000 pounds.</p> <p>Note 3 - When the carload minimum weight provided in the Current Classification exceeds 36,000 pounds, the minimum weight shall be 36,000 pounds. Fifth class rates provided herein apply in connection with Class B, C, D and E carload ratings provided in the Current Classification.</p> <p>(1) See Items Nos. 530 to 550 series, inclusive.</p>													

For Items Nos. 560 through 650 series shown on First Revised Page 28, see Second Revised Page 29.

Addition)
 \diamond Increase) Decision No. 48187
 \circ Reduction)

EFFECTIVE FEBRUARY 15, 1953

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 99

Item No.	SECTION 2 - CLASS RATES (Concluded) In cents per 100 pounds
*560-B Cancels 560-A	(1)Item canceled. Item No. 555 series will apply.
*570-B Cancels 570-A	(1)Item canceled. Item No. 555 series will apply.
*580-B Cancels 580-A	(1)Item canceled. Item No. 555 series will apply.
*590-B Cancels 590-A	(1)Item canceled. Item No. 555 series will apply.
*600-B Cancels 600-A	(1)Item canceled. Item No. 555 series will apply.
*610-B Cancels 610-A	(1)Item canceled. Item No. 555 series will apply.
*620-B Cancels 620-A	(1)Item canceled. Item No. 555 series will apply.
*630-B Cancels 630-A	(1)Item canceled. Item No. 555 series will apply.
*640-B Cancels 640-A	(1)Item canceled. Item No. 555 series will apply.
*650-A Cancels 650.	(1)Item canceled. Item No. 255 series will apply.
*660-B Cancels 660-A	Item canceled. Item No. 555 series will apply.
*670-B Cancels 670-A	Item canceled. Item No. 555 series will apply.
*680-B Cancels 680-A	Item canceled. Item No. 555 series will apply.
*690-B Cancels 690-A	Item canceled. Item No. 555 series will apply.
*700-B Cancels 700-A	Item canceled. Item No. 555 series will apply.
*710-B Cancels 710-A	Item canceled. Item No. 555 series will apply.
*720-A Cancels 720	Item canceled. Item No. 255 series will apply.
<p>(1) For provisions in effect prior to the effective date hereof, see First Revised Page 28. * Change, Decision No.</p> <p style="text-align: center;">EFFECTIVE FEBRUARY 15, 1953</p> <p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p style="text-align: center;">Correction No. 100</p>	

SECTION NO. 3 - COMMODITY RATES In cents per 100 pounds, except as noted		
Item No.	COMMODITY	RATE
*730-B Cancels 730-A	◊ Canceled. Class rates will apply.	
*740-B Cancels 740-A	◊ Canceled. Class rates will apply.	
*750-B Cancels 750-A	◊ Canceled. Class rates will apply.	
*770-B Cancels 770-A	FEED, ANIMAL, viz.: Meat or Fish, or a mixture of Meat or Fish and Cereals or Vegetables, in cans, Dog Biscuits, in bags or packages Applies only within Zone 1....Shipping and inhaul ----- Minimum ◊ 125 tons per week, subject to Item No. 180 series.	◊ 9
* Change) ◊ Increase) Decision No. 48187 ◊ Reduction)		
EFFECTIVE FEBRUARY 15, 1953		
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 101		

SECTION 3--COMMODITY RATES (Continued)		
In cents per 100 pounds, except as noted		
Item No.	COMMODITY	RATE
	FREIGHT (See Exception)----inhaul (Subject to Note). Exception.--will not apply on: FURNITURE and FURNITURE PARTS as described under headings "FURNITURE" and "FURNITURE PARTS" in current classification. RADIO RECEIVING SETS or RADIO RECEIVING SETS AND TALKING MACHINES COMBINED, TRUNKS (empty).	In cents per Shipment
	SHIPMENT WEIGHING	
	100 pounds and under-----	69
	Over 100 pounds to and including 200 pounds-----	114
	" 200 " " " " 300 "-----	122
	" 300 " " " " 500 "-----	149
	" 500 " " " " 750 "-----	192
	" 750 " " " " 1000 "-----	263
		In cents Per 100 lbs.
	Over 1000 pounds-----	27

*780-B
 Cancels
 780-A

NOTE.--Rates in this item shall apply only under the following conditions:

- The person or firm for whom the transportation is performed shall agree to ship by a single carrier during the effective period of said agreement, all "inhaul" freight upon which he or it controls the routing, and in no event less than 125 tons during one year.
- A written agreement in the following form shall be executed not less than one day prior to the effective date of said agreement and shall be filed with the Public Utilities Commission of the State of California forthwith:

MINIMUM TONNAGE GUARANTEE

Date-----

In consideration of-----
 (name of carrier)

according to the traffic referred to herein, the rates on freight shown in Item No. 780 series of City Carriers' Tariff No. 2-A, Highway Carriers' Tariff No. 1-A -----
 (name of shipper)

agrees to ship by -----
 (name of carrier)

all inhaul freight on which he (or it) controls the routing, moving within the territory lawfully served by Carrier and covered by Item No. 780 series of City Carriers' Tariff No. 2-A, Highway Carriers' Tariff No. 1-A.

This agreement shall become effective-----
 (date)

and shall continue in effect until 125 tons of such inhaul freight shall have been tendered by Shipper to Carrier for transportation, and Shipper shall tender said 125 tons within a period of one year from said date.

 Shipper

 (Carrier)

By-----

3. In the event the person or firm for whom the transportation is performed shall fail to tender to the carrier any freight required under the terms of such agreement, charges shall be assessed at the rates named in this item on such portion of the traffic as may have been transported plus a charge for the deficit tonnage based upon the lowest rate named in this item, but in no event shall the total charges thus computed exceed those that would have accrued under rates otherwise established for the same transportation provided the shipper furnishes the carrier with certified copies of invoices or other satisfactory evidence of the nature and description of the freight shipped.

* Change)
◇ Increase) Decision No. 48187
◊ Reduction)

EFFECTIVE FEBRUARY 15, 1953

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

Correction No. 102

SECTION 3 - COMMODITY RATES (Continued)				
In cents per 100 pounds, except as noted				
Item No.	COMMODITY	RATE	MINIMUM WEIGHT In Pounds per Shipment	
*790-B Cancels 790-A	GRAIN PRODUCTS, as described under heading "GRAIN PRODUCTS" in Current Classification Except as noted, rates include inside delivery and piling of flour not exceeding ten sacks high.			
	FROM	TO		
		Alameda - All points. ZONE 1 - Oakland-that portion southerly from a line beginning at the intersection of Yerba Buena Avenue and San Francisco Bay, easterly along Yerba Buena Avenue and its projected line to 40th Street; thence easterly along 40th Street to Piedmont Avenue; and northwesterly from a line beginning at the intersection of 29th Avenue and the Oakland City limits, easterly along 29th Avenue to 23rd Avenue; thence northerly along 23rd Avenue to Foothill Boulevard.	(1)(3) 020	—
	Warehouses in ZONE 1-Oakland		(3)011	6,000
		All points in ZONES 1, 2 and 3 (except Alameda, Albany and that portion of ZONE 1 - Oakland described above).	(2)(3) 024	—
			(3)012½	6,000
	Railroad Depots or Water Carriers' Docks, Piers or Wharves	All points in all ZONES	*** ***	
(1) Minimum charge 078 cents per shipment. (2) Minimum charge 0118 cents per shipment. (3) For shipping and marking add 08 cents per 100 pounds, minimum charge 078 cents.				
* Change) ◊ Increase) Decision No. 48187 0 Reduction) *** Rates canceled)				
EFFECTIVE FEBRUARY 15, 1953				
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 103				

SECTION 3 - COMMODITY RATES (Continued)
In Cents Per Ton

Item No.	COMMODITY	RATE
*800-B Cancel 800-A	CANNED GOODS, Pickles, Preserves, in earthenware, glass or metal cans, boxed, or in pails or tubs, crated or in bulk in barrels or kegs, as described under that heading in Item No. 280 series. FRUIT, DRIED, in boxes or sacks.	
	Applies only within ZONE 1 Shipments on Platforms, loaded by Shipper and unloaded by Consignee Minimum 6,000 tons per year, subject to Item No. 180 series ...	65
	Applies Between ZONES Defined in Items Nos. 810 and 820 series. Minimum 7,500 tons per year, subject to Item No. 180 series. Minimum weight 5 tons per shipment.	
	BETWEEN ZONES	
AND ZONES	A B C D E F G H O	6 RATES
	B 105	
	C 110 110 100	
	D 120 110	
	E 125 120 125 130 100	
	H 125 120 125 135 110 120 130 105	
	O 100 105 115 120 120 130 110 120	
	RR 100 110 100	100

810

DEFINED LIMITS OF ZONES BETWEEN WHICH RATES SHOWN IN ITEM NO. 800 SERIES APPLY. (Items Nos. 810 and 820 series)

ZONE "A"
Beginning at the intersection of the Oakland Outer Harbor and the line of 34th Street projected, easterly along said projected line of 34th Street to 22nd Street thence easterly along 22nd Street to Peralta Street; southerly along Peralta Street to Southern Pacific Company right-of-way at 3rd Street; thence westerly along the Southern Pacific Company right-of-way (Belle Street) to the Oakland Outer Harbor.

ZONE "B"
Beginning at the intersection of 14th Street, and Peralta Street, easterly along 14th Street and its projected line to Lake Merritt; thence southerly along Lake Merritt and its outlet to the projected line of 1st Street; westerly along said projected line of 1st Street and 1st Street to the projected line of Peralta Street; thence northerly to point of beginning.

(Continued on Page 35)

* Change) Decision No. 48187
o Reduction)

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Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 104

SECTION NO. 3-COMMODITY RATES (Continued)		
In cents per 100 pounds, except as noted		
Item No.	COMMODITY	RATE
	FURNITURE OR FURNITURE PARTS, as described under those headings in the Current Classification. Inhaul, Shipping and City Deliveries	In cents per shipment
	50 pounds and under	◊ 37
	Over 50 pounds to and including 200 pounds	◊ 175 -
	" 200 " " " " 300 "	◊ 221
	" 300 " " " " 500 "	◊ 307
	" 500 " " " " 800 "	◊ 394
*830-E	" 800 " " " " 1200 "	◊ 482
Cancel	" 1200 " " " " 1250 "	◊ 569
830-D	" 1250 " " " " 1500 "	◊ 612
	" 1500 " " " " 1550 "	◊ 699
	" 1550 " " " " 1750 "	◊ 745
	" 1750 " " " " 1800 "	◊ 831
	" 1800 " " " " 2000 "	◊ 874
		In cents per 100 lbs.
	(1) Over 2000 pounds	◊ 45
	(1) Will not apply on Furniture for which ratings are provided in Item No. 355 series.	
*840-B	GROCERIES AND GROCERS' SUPPLIES, as described under that heading in Item No. 280 series. Minimum charge ◊ 45 cents per shipment	
Cancel	Inhaul and Shipping	◊ (2) 11
840-A	City Deliveries	11
	(2) Minimum 125 tons per month, subject to Item No. 180 series.	
*850-B		
Cancel	◊ CANCELED. CLASS RATES WILL APPLY.	
850-A		
*860-B	IRON OR STEEL, viz.: Structural Iron or Steel, fabricated or unfabricated, as described under heading "Structural Iron or Steel" in Item No. 380 series.	
Cancel	Rates apply only when shipper loads and consignee unloads.	
860-A	Minimum 10 tons per shipment or per job, subject to Item No. 180 series	◊ 9
	Minimum 500 tons per shipment or per job, subject to Item No. 180 series	◊ (3) 8
	(3) Rate includes distribution at point of delivery.	

*870-B Cancels 870-A	◇ CANCELED. CLASS RATES WILL APPLY
* Change ◇ Increase ◇ Reduction *** Rate canceled	} Decision No. 48187
EFFECTIVE FEBRUARY 15, 1953	
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 105</p>	

SECTION 3 - COMMODITY RATES (Continued)
In cents per 100 pounds, except as noted

Item No.	COMMODITY	RATE	
*880-B Cancels 880-A	◇ Canceled. Class rates will apply.		
*890-B Cancels 890-A	CASTINGS, Iron or Steel. (See Note) City Deliveries: Minimum 1500 tons per year, subject to Item No. 180 series. NOTE.--Rates will also apply on Foundry Patterns, gross weight of which does not exceed 10% of gross weight of total shipment.		
	BETWEEN	AND	
	All Zones in Alameda, Albany, Berkeley, Emeryville, Oakland	All Zones in Alameda, Albany, Berkeley, Emeryville, Oakland	
	SHIPMENTS WEIGHING		
	Over 2,000 pounds and under----- Over 2,000 pounds but not over 4,000 pounds----- " 4,000 " " " 6,000 " ----- " 6,000 " -----	(1) 029 025 022 010	
(1) Minimum charge 088 cents per shipment.			
*900-B Cancels 900-A	OILS, VEGETABLE, and OIL PRODUCTS, viz.: Butter Substitutes, Salad Oil, Mayonnaise, Vegetable Meal, Shortening, Vegetable Oil. Salad Dressing, Minimum charge 088 cents per shipment. Inhaul, Shipping and City Delivery.		
	Within Berkeley--ZONE 1----- Minimum 3500 tons per year, subject to Item No. 180 series.	***	
	FROM	TO	
	Berkeley - ALL ZONES	Alameda - ALL ZONES Emeryville Oakland-west of 9th Avenue	013
	Berkeley - ALL ZONES	Piedmont Oakland-east of 9th Avenue	018
CONTAINERS, empty, returning (Used in transporting commodities under rates provided in this item)-----		***	

*910-B
Cancels
910-A

◇ Canceled. Class rates will apply.

* Change)	
◇ Increase)	Decision No. 48187
⊖ Reduction)	
*** Rate canceled)		

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Correction No. 106

SECTION 3 - COMMODITY RATES (Continued) In cents per 100 pounds, except as noted		
Item No.	COMMODITY	RATE
*920-B Cancels 920-A	◊ Canceled. Class rates will apply.	
*930-B Cancels 930-A	◊ Canceled. Class rates will apply.	
940-A Cancels 94C	<p>PARCEL CITY DELIVERY (RETAIL) - APPLICATION OF RATES</p> <p>(a) Rates named in items making specific reference hereto apply for Parcel City Delivery (Retail) transportation of property from retail stores to consignees, other than industries, jobbers, retailers or wholesalers and to returned shipments of such property.</p> <p>(b) Except as otherwise provided herein, rates are subject to the rules and regulations contained elsewhere in tariff, and as amended.</p> <p>(c) Rates are not subject to the provisions of Items Nos. 70, 90, 120, and 140 series and paragraph (d) of Item No. 130 series.</p> <p>(d) Rates include the collection and return of money on C.O.D. shipments when amount is shown by shipper on address tag and also listed by shipper on carrier's C.O.D. waybill form.</p> <p>(e) Unit rates apply, except as otherwise provided, on parcels or packages weighing each 40 pounds or less and not exceeding 100 united inches (length and girth combined) exterior measurement. Parcels or packages weighing each more than 40 pounds or the dimensions of which exceed 100 united inches will be charged an additional unit rate for each 25 pounds or fraction thereof in excess of 40 pounds or for each 30 inches, or fraction thereof, in excess of 100 united inches, whichever results in the higher charge.</p>	
<p>* Change) ◊ Increase) Decision No. 48187</p>		
EFFECTIVE FEBRUARY 15, 1953		
Issued by the Public Utilities Commission of the State of California, San Francisco, California.		
Correction No. 107		

SECTION 3 - COMMODITY RATES (Continued)		
In cents per Unit		
Item No.	COMMODITY	RATE
	PARCEL CITY DELIVERY (RETAIL) as defined in Item No. 940 series.	
	SCHEDULE A SERVICE--(Applicable only when shipper requests and carrier furnishes no more than two daily deliveries) (Subject to Note 1).	
	Monthly Volume	
	Over 10 units or less-----	52
	Over 10 but not over 20 units-----	45
	" 20 " " " 40 "-----	36
	" 40 " " " 400 "-----	27
	" 400 " " " 1,200 "-----	25
	" 1,200 " " " 4,000 "-----	23
	" 4,000 " " " 8,000 "-----	20
950-B	" 8,000 " " " 10,000 "-----	19
Cancels	" 10,000 " " " 12,000 "-----	18
950-A	" 12,000 " " " 14,000 "-----	17
	" 14,000 units-----	16
	SCHEDULE B SERVICE--(Applicable only when shipper requests and carrier furnishes three or more daily deliveries) (Subject to Note 1).	
	Monthly Volume	
	Over 49 units or less-----	68
	Over 49 but not over 100 units-----	39
	" 100 " " " 600 "-----	33
	" 600 units-----	28
	Note 1.--Rates will not apply for immediate special deliveries. Item No. 960 series applies.	
960-B	PARCEL CITY DELIVERY (RETAIL) as defined in Item No. 940 series.	
Cancels	IMMEDIATE SPECIAL DELIVERY--(Applicable only when shipper requests and carrier, on call, furnishes an immediate delivery direct from consignor to consignee)-----	78
960-A		
*970-B	◇ Canceled. Class rates will apply.	
Cancels		
970-A		
* Change) Decision No. 48187 ◇ Increase)		
EFFECTIVE FEBRUARY 15, 1953		
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Correction No. 108		

SECTION 3 - COMMODITY RATES (Continued)
 In cents per 100 pounds, except as noted

Item No.	COMMODITY	RATE
*980-C Cancels 980-B	◇ Canceled. Class rates will apply.	
990-B Cancels 990-A	<p>PARCEL CITY DELIVERY (Wholesale Only)</p> <p>Within and between all zones, and applies on packages containing property, weighing not to exceed (1)40 pounds per package, and only on deliveries from jobbers, wholesalers, industries and retail stores to other jobbers, wholesalers, industries and retail stores.</p> <p>1 to and including 50 packages per month Over 50 " " " 100 " " " " 100 " " " 400 " " " " 400 packages per month-----</p> <p>(1) On all packages exceeding 40 pounds each in weight, each additional 25 pounds or fraction thereof shall be considered an additional package and charge will be at the rates applicable for a 40 pound package.</p>	<p>In Cents Per Package</p> <p>52 45 36 27</p>
*1000-B Cancels 1000-A	◇ Canceled. Class rates will apply.	
*1010-B Cancels 1010-A	◇ Canceled. Class rates will apply.	

* Change) Decision No. 48187
 ◇ Increase)

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 San Francisco, California.
 Correction No. 109

First Revised Page.....41
Cancels.....
Original Page.....41

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

Item No.	SECTION 3 - COMMODITY RATES (Continued)
*1020-A Cancels 1020	Canceled.
* Change, Decision No. 48187.	
EFFECTIVE FEBRUARY 15, 1953	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 110	

SECTION NO. 3 - COMMODITY RATES (Concluded)
In cents per 100 pounds, except as noted

Item No.	COMMODITY	RATE
*1030-B Cancels 1030-A	◇ Canceled. Class rates will apply.	
*1040-B Cancels 1040-A	◇ Canceled. Class rates will apply.	
*1050-B Cancels 1050-A	◇ Canceled. Class rates will apply.	

* Change)
◇ Increase) Decision No. 48187

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Correction No. 111

Third Revised Page.....45
Cancels
Second Revised Page.....45

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

Item No.	SECTION 4 - SPECIAL COMMODITY RATES (Concluded)
*1080-C Cancels 1080-B	◇ Canceled. Class rates will apply.
* Change) Decision No. 48187 ◇ Increase)	
EFFECTIVE FEBRUARY 15, 1953	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 112	

Item No.	SECTION 5 - HOURLY AND MONTHLY TRUCK RATES																			
	<p>HOURLY VEHICLE UNIT RATES, including Driver and All other Operating Expenses:</p> <p>Vehicles, N.O.S. (Subject to Notes 1 and 2)</p> <p>Capacity</p> <table data-bbox="503 729 1323 846"> <tr> <td>10,500 pounds or less</td> <td>06510</td> </tr> <tr> <td>Over 10,500 " and not over 20,000 pounds</td> <td>0605</td> </tr> <tr> <td>" 20,000 "</td> <td>0730</td> </tr> </table> <p>NOTE 1--Rates named herein apply during regular working hours. See Item No. 120 Series for additional charges for service at other than regular working hours. Subject to paragraph (b) of Item No.90 Series when labor in addition to Driver is required.</p> <p>NOTE 2--Rates subject to this note apply only on shipments not reasonably susceptible to handling on a weight basis at rates set forth in other sections of this Tariff. Such shipments include those where no actual or accurate weight can be secured where there is neither a definite point of origin and/or destination nor specific time for loading or unloading and/or releasing the vehicle. Rates subject to this note must not be applied alternately with rates named in other sections of this Tariff.</p> <p>Derrick trucks. A derrick truck with an automotive powered derrick and having a boom with a lateral swinging radius of not more than 180 degrees.</p> <p>Low bed steam shovel trailer with one towing unit. A low bed steam shovel trailer is a trailer with bed not more than 36 inches from the road level and capable of transporting a load of 20 tons or more.</p> <table data-bbox="367 1939 1477 2083"> <tr> <td>Capacity</td> <td></td> <td></td> </tr> <tr> <td>20 tons or less</td> <td></td> <td>01224</td> </tr> <tr> <td>Over 20 tons to and incl. 30 tons</td> <td></td> <td>01398</td> </tr> <tr> <td>Over 30 tons</td> <td></td> <td>01485</td> </tr> </table> <p>Extra trucks used in towing low bed steam shovel trailers, per additional truck.</p> <p>Minimum charge 1 hour.</p> <p>Computation of Time for hourly rates shown above: Time shall be computed from time vehicle leaves carriers' stand (place of business) until it arrives back at said stand.</p>	10,500 pounds or less	06510	Over 10,500 " and not over 20,000 pounds	0605	" 20,000 "	0730	Capacity			20 tons or less		01224	Over 20 tons to and incl. 30 tons		01398	Over 30 tons		01485	<p>Rate in Cents Per Hour</p> <p>0787</p> <p>***</p>
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*1090-B Cancels 1090-A																				

* Change
◇ Increase
⊖ Reduction
*** Rate canceled)

Decision No. 48187

EFFECTIVE FEBRUARY 15, 1953

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 114

Item No.	SECTION 5 - HOURLY AND MONTHLY TRUCK RATES			
*1100-B Cancels 1100-A	MONTHLY VEHICLE UNIT RATES, including driver and All Other Operating Expenses. (Subject to Note 1.)	Column <u>1</u>	Column <u>2</u>	Column <u>3</u>
	10,500 pounds or less	◊670	◊830	◊15
	Over 10,500 pounds and not over 20,000 pounds	◊780	◊960	◊20
	Over 20,000 pounds	◊895	◊1085	◊25
	Column 1 - Rates per month in dollars per unit of carrier's equipment for service exclusive of service on Saturdays, Sundays and Holidays. When equipment is operated in excess of 1,050 miles per month, add rates shown in Column 3.			
	Column 2 - Rates per month in dollars per unit of carrier's equipment for service including service on Saturdays, Sundays and Holidays. When equipment is operated in excess of 1,250 miles per month, add rates shown in Column 3.			
	Column 3 - Rates in cents per mile to be added to the Columns 1 and 2 rates when unit of carrier's equipment is operated in excess of the maximum mileage allowed thereunder.			
	NOTE 1--Rates named herein apply during regular working hours. See Item No. 120 Series for additional charges for service at other than regular working hours. Subject to paragraph (b) of Item No. 90 Series when labor in addition to Driver is required.			
	* Change) ◊ Increase) Decision No. 48187 ◊ Reduction)			
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