

ORIGINALDecision No. 49167

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation into)
 the rates, rules, regulations, charges,)
 allowances and practices of all common)
 carriers, highway carriers, and city)
 carriers relating to the transportation)
 of property in the City and County of)
 San Francisco and the Counties of Alameda,)
 Contra Costa, Santa Clara, San Mateo,)
 Marin, Monterey, Napa, Santa Cruz, San)
 Benito, Solano and Sonoma.)

Case No. 5441
(Petition No. 5)

Marvin Handler and Daniel W. Baker, for
 petitioner.
Reginald L. Vaughan and Hyland Hinman, for
 various respondent carriers, protestants.
N. R. Moon, P. W. Davis, Roger Ramsey,
E. M. Berol, A. W. Savage, Ed Simmonds,
E. S. Waldie, L. M. Fites, R. D. Boynton,
J. M. Kaspar, E. L. Carley, Clifton E.
Brooks and Merton G. Smith, for various
 carriers and carrier organizations,
 interested parties.
Allen K. Penttila, Q. W. Bernhard, W. R.
Donovan, J. L. Roney, C. J. Riedy,
J. R. McNicoll, E. A. Read and Jack P.
Sanders, for various shippers and
 shipper organizations.
Frank B. Austin, J. A. McCunniff, J. L.
Pearson and Grant L. Malquist, for the
 Commission's staff.

O P I N I O N

By petition filed August 4, 1953, as amended, the Draymen's Association of Alameda County seeks increases ranging from 4.4 per cent to 9.0 per cent in the minimum rates and charges established for the transportation of property by city carriers and highway carriers within the East Bay drayage area.¹ It is proposed also to raise the

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The East Bay drayage area is comprised of the cities of Alameda, Albany, Berkeley, Emeryville, Oakland and Piedmont.

pool car rates to the level of those applicable within the San Francisco drayage area and to apply an increase of 5 per cent to such rates.

A public hearing of the petition was held at San Francisco on August 21 and 31 and September 1, 1953, before Examiner Jacopi.

The present minimum rates, rules and regulations for the transportation of property within the East Bay drayage area are set forth in City Carriers' Tariff No. 2-A - Highway Carriers' Tariff No. 1-A.² By Decision No. 48187 of January 19, 1953, in Cases Nos. 4108 and 4109, the entire rate structure was revised and increased in accordance with extensive studies of operating conditions and the costs of performing the various services.

Petitioner alleges that since the close of the record forming the basis for the aforesaid rate adjustment the carriers have experienced substantial advances in operating expenses which have operated to render the existing minimum rates insufficient to return the costs of performing the services. Petitioner's executive secretary introduced evidence showing that the changes in the expenses consisted of (a) an increase of 1.5 cents per gallon in the price of gasoline effective during March 1953, (b) an increase of 1.5 cents per gallon in the State tax rate on gasoline effective July 1, 1953, (c) an increase of \$1.00 per day in the wages of drivers, helpers, platform men, mechanics and garage employees effective on dates ranging from June 10 to August 4, 1953, (d) an increase in the carriers' contributions to an employee health and welfare fund from the present rate of \$8.65 per employee per month to \$9.50 and (e) an increase of about one-third in vehicle

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No change is proposed in parcel delivery rates named in Items Nos. 940, 950, 960, 990 and 995 series, in rail switching rates named in Item No. 1070 series, nor in the charges provided in rules set forth in Items Nos. 200 and 210 series, of the aforesaid tariff.

registration and weight fees effective July 1, 1953. According to the witness, an immediate upward adjustment of the East Bay drayage rates is needed to enable the carriers to meet the operating expenses.

Evidence relative to the impact of the higher expense levels upon the cost of performing East Bay drayage service was offered by a certified public accountant retained by petitioner and also by a transportation engineer of the Commission's staff. The engineer's studies included an exhibit reflecting a complete revision of a detailed cost study which he introduced at hearings in October 1952 and upon which the present minimum rates are based. With these revisions, the costs of performing the various operations involved in East Bay drayage service range from about 4 per cent to 9 per cent higher than the costs developed when the previous adjustment of the drayage rates was made.

The chairman of petitioner's rate committee testified that the advances in operating expenses hereinabove discussed affected all of the carriers operating in the drayage area. Under present conditions, he said, the carriers are unable to absorb the added costs without impairment of the service to the public. A witness for one of the respondent carriers introduced substantially similar testimony.

The granting of the proposed increase in rates for the handling of pool cars was opposed by witnesses for two respondent carriers. According to their testimony, the sought adjustment would result in a widening of the existing differential between the minimum rates for handling pool cars and the lower interstate rates of a competitor. Retention of the pool car traffic now handled by their companies, the witnesses said, would be very difficult under such

conditions. They agreed that their companies had experienced the cost increases involved herein and that they needed additional revenue.

A representative of the Oakland Chamber of Commerce objected to any increase being granted in the truckload rates. He asserted that the proposed adjustment would result in a further widening of differences existing between the truckload rates within the East Bay drayage area and those applicable from or to points just outside the area. He urged that the Commission undertake to integrate the rates. It was pointed out, however, that the minimum rates named in Highway Carriers' Tariff No. 2 from or to points outside the drayage area also had been increased to about the same extent sought herein to offset advances in the same expense items and that little or no change in the aforesaid differences would result under the adjustments proposed herein.

It is clear from the record in this proceeding that the cost of performing the various services involved in East Bay drayage operations has increased since the minimum rates and charges last were adjusted. Petitioner's proposal in general is to raise the present minimum rates and charges to reflect the specific cost increases incurred. As exceptions, however, it seeks parity of pool car rates with the higher rates applicable in San Francisco as well as the adjustment for the cost increases and it proposes to make no change in parcel delivery rates which were established on a separate record nor in charges provided in two tariff rules for which the advances in costs are not determinable without further detailed study. The various specific increases in the other costs may be measured with reasonable accuracy and except for the pool car rates should be given effect in the minimum rates at the earliest practicable date in order to assure maintenance of adequate service to the public.

No change should be authorized in the pool car rates now applicable in the East Bay drayage area. This record does not provide the detailed comparative operating data and the various rate-making considerations involved in dealing with this problem. It is persuasive that petitioner should undertake to present complete evidence relative to these matters at the hearings to be scheduled on the separate petition it heretofore filed seeking a thorough review and modification of the existing pool car arrangements in the San Francisco Bay area.

Likewise, the question of integration of the rate structures is one which should be presented at the further hearings to be scheduled in Case No. 5441, at which the minimum rate levels to be observed within the 12-county area centered on San Francisco Bay will be considered. In the meantime, no action on the matter will be taken herein.

Common carriers filing tariffs with the Commission seek authority to establish the rate adjustments in their tariffs on less than statutory notice. They seek authority also to establish corresponding increases on commodities for which minimum rates for transportation within the East Bay drayage area have not been established but on which they have maintained rates on the minimum rate levels. The proposals appear to be reasonable and will be authorized.

Upon consideration of all of the facts and circumstances of record, the Commission is of the opinion and hereby finds that the proposed increases in the minimum rates have been justified to the extent indicated above and as provided in the order herein and that in all other respects petitioner's proposals have not been justified.

O R D E R

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

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

IT IS HEREBY FURTHER ORDERED that tariff publications required or authorized to be made by common carriers as a result of the amendment herein of the aforesaid tariff may be made effective on or after the effective date hereof on not less than five days' notice to the Commission and to the public, but that this does not relieve common carriers from conforming with this order with respect to rates and charges by November 1, 1953; that said common carriers be and they are hereby authorized concurrently to establish corresponding increases in rates and charges on commodities for which minimum rates and charges within the East Bay drayage area have not been prescribed.

IT IS HEREBY FURTHER ORDERED that, except to the extent provided in the preceding ordering paragraphs, Petition for Modification No. 5, as amended, filed by the Draymen's Association of Alameda County, be and it is hereby denied.

This order shall become effective October 19, 1953.

Dated at San Francisco, California, this 29th day of September, 1953.

A. B. [Signature]
President
Justus J. [Signature]
[Signature]
[Signature]
Commissioners

APPENDIX "A" TO DECISION NO. 49167

Revised Pages to City Carriers' Tariff No. 2-A - Highway
Carriers' Tariff No. 1-A Authorized by Said Decision

Fourth Revised Page 16	Cancels Third Revised Page 16
Third Revised Page 16-A	Cancels Second Revised Page 16-A
Fourth Revised Page 17	Cancels Third Revised Page 17
Fourth Revised Page 18	Cancels Third Revised Page 18
Fifth Revised Page 23	Cancels Fourth Revised Page 23
Third Revised Page 28	Cancels Second Revised Page 28
Fourth Revised Page 31	Cancels Third Revised Page 31
Third Revised Page 32	Cancels Second Revised Page 32
Third Revised Page 33	Cancels Second Revised Page 33
Third Revised Page 34	Cancels Second Revised Page 34
Sixth Revised Page 36	Cancels Fifth Revised Page 36
Third Revised Page 37	Cancels Second Revised Page 37
Third Revised Page 47	Cancels Second Revised Page 47
Fourth Revised Page 48	Cancels Third Revised Page 48

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-C Cancels 90-B	<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 ◊ \$3.42 per man per hour, minimum charge ◊ \$3.42, 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 ◊ \$3.32 per man per hour, minimum charge ◊ \$3.32, 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. 49167

EFFECTIVE OCTOBER 19, 1953

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

Correction No. 124

Item No.	SECTION NO. 1--RULES AND REGULATIONS (Continued)
	<p data-bbox="534 429 1243 468" style="text-align: center;">COLLECT ON DELIVERY (C.O.D.) SHIPMENTS</p> <p data-bbox="383 533 1486 677">(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.</p> <p data-bbox="383 729 1486 1614">(b) The bond required by paragraph (a) hereof, shall be filed by the carrier as principal and by some solvent surety company, authorized to do business in the State of California, as surety, payable to the State of California, and/or any person or persons to whom any amount may be due on any C.O.D. shipment transported by said carrier and not remitted to the person or persons to whom it is due within ten 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 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 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 days' notice to the Commission.</p> <p data-bbox="383 1640 1486 1835">(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 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 data-bbox="383 1861 1394 1939">(d) The charge for collection and return of money on C.O.D. shipments will be as follows:</p>

*130-E
Cancels
130-D

When the amount collected is	Charge for collecting and remitting will be
Not over \$2.50-----	\$ 0.30
Over \$2.50 not over \$5.00-----	.35
Over 5.00 not over 10.00-----	.48
Over 10.00 not over 20.00-----	.51
Over 20.00 not over 25.00-----	.54
Over 25.00 not over 40.00-----	.63
Over 40.00 not over 50.00-----	.67
Over 50.00 not over 60.00-----	.85
Over 60.00 not over 80.00-----	.88
Over 80.00 not over 100.00-----	.91
Over 100.00 not over 102.50-----	1.16
Over 102.50 not over 105.00-----	1.18
Over 105.00 not over 110.00-----	1.24
Over 110.00 not over 120.00-----	1.27
Over 120.00 not over 140.00-----	1.29
Over 140.00 not over 150.00-----	1.36
Over 150.00 not over 160.00-----	1.43
Over 160.00 not over 180.00-----	1.46
Over 180.00 not over 200.00-----	1.52
Over 200.00 not over 250.00-----	1.69
Over 250.00 not over 300.00-----	1.94
Over 300.00 not over 350.00-----	2.18
Over 350.00 not over 400.00-----	2.45
Over 400.00 not over 450.00-----	2.70
Over 450.00 not over 500.00-----	2.96
Over 500.00 not over 550.00-----	3.21
Over 550.00 not over 600.00-----	3.46
Over 600.00 not over 650.00-----	3.71
Over 650.00 not over 700.00-----	3.96
Over 700.00 not over 750.00-----	4.23
Over 750.00 not over 800.00-----	4.48
Over 800.00 not over 850.00-----	4.73
Over 850.00 not over 900.00-----	4.98
Over 900.00 not over 950.00-----	5.24
Over 950.00 not over 1,000.00-----	5.49
Over 1,000.00 at rate of \$5.49 per \$1,000.00	

* Change)
 ◇ Increase) Decision No. 49167

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Correction No. 125

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
*140-D Cancels 140-C	<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, $\diamond 3\frac{1}{2}$ cents per 100 pounds.</p> <p>For the sixth and each succeeding day, $\diamond 6\frac{1}{2}$cents per 100 pounds.</p> <p>Minimum storage charge per shipment on freight held beyond 48 hours, 5 days or less $\diamond 53$ cents; 6 days or more $\diamond \\$1.07$.</p> <p>In computing time, any fractional part of 24 hours will be counted as one day.</p> <p>In computing charges, any fractional part of 100 pounds will be computed as 100 pounds.</p> <p>Shipments unloaded from vehicle and reloaded on vehicle will be subject to a charge of $\diamond \\$1.40$ per ton in addition to all other charges.</p> <p>Subsequent delivery from point of storage will be charged as a new shipment.</p>
*150-C Cancels 150-B	<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 $\diamond \\$5.41$ per hour for all time over one-half hour, minimum charge $\diamond \\$2.70$.</p>
160	<p style="text-align: center;">DISPOSITION OF FRACTIONS</p> <p>In computing a rate based on a multiple of another rate, such as one and one-half times first class rate (1$\frac{1}{2}$tl) the following will govern in the disposition of fractions:</p> <p>Fractions of less than $\frac{1}{4}$ or .25 of a cent omit.</p> <p>Fractions of $\frac{1}{4}$ or .25 of a cent or greater but less than $\frac{3}{4}$ or .75 of a cent will be stated as $\frac{1}{2}$ or .50 of a cent.</p> <p>Fractions of $\frac{3}{4}$ or .75 of a cent or greater, increase to next whole figure.</p>
*170-C Cancels 170-B	<p style="text-align: center;">EXPORT FREIGHT CLEARANCES</p> <p>When the service of clearing export freight is performed by the carrier, a charge of $\diamond \\$2.79$ 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 } Decision No. 49167

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Correction No. 126

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
<p>195-A Cancels 195</p>	<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>
<p>200-B Cancels 200-A</p>	<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>
<p>210-B Cancels 210-A</p>	<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-A
Cancels
215

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

Weight of Shipment (In Pounds)		Minimum Charge (In Cents)
<u>Over</u>	<u>Not Over</u>	
0	14	71
14	29	89
29	49	107
49	-	125

◇ Increase, Decision No. 49167

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Correction No. 127

SECTION NO. 1—RULES AND REGULATIONS (Continued)		
EXCEPTIONS TO CURRENT CLASSIFICATION (Continued)		
Item No.	ARTICLE	CLASS
350-A Cancels 350	Electrical Appliances, viz.: Cable, electric, lead covered, on reels (Applies only when loading is performed by consignor and unloading is performed by consignee), less carload	4
355-A Cancels 355	Furniture, new, viz.: School Desks School Seats School Tables Theater Chairs Minimum weight 20,000 pounds In cartons, K.D. Set Up, in multiple groups of two or more	1 120% of 1
360-C Cancels 360B	Glass, as described under heading "Glass") (Add 6 1/2 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-B Cancels 370-A	GROCERIES AND GROCERS' SUPPLIES, in packages, less carload, 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 Cocoanut, 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 }
 ◇ Increase } Decision No. 49167

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 San Francisco, California.

Correction No. 126

Item No.	SECTION NO. 2-CLASS RATES (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	113	102	90	80	62	56	49	44	51	46	41	36
	B	124	112	99	87	68	62	55	48	56	51	45	39
	(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	45	40	36	31	33	30	27	23	26	24	20	18
	B	49	44	39	34	36	33	29	25	28	25	22	19
	(1) Rate Basis	Minimum Weight 20,000 Pounds except as provided 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	21	19	17	15	13				14			
	B	24	21	19	16	14				15			
<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>													

555-A
 Cancels
 555

◇ Increase, Decision No. 49167

EFFECTIVE OCTOBER 19, 1953

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

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

Item No.	COMMODITY	RATE
◊ 770-C Cancels 770-B	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.	9½

◊ Increase, Decision No. 49167

EFFECTIVE OCTOBER 19, 1953

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San Francisco, California.
Correction No. 130

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). SHIPMENT WEIGHING 100 pounds and under----- Over 100 pounds to and including 200 pounds----- " 200 " " " " 300 "----- " 300 " " " " 500 "----- " 500 " " " " 750 "----- " 750 " " " " 1000 "----- Over 1000 pounds-----	In cents per Shipment In cents Per 100 lbs. 73 121 129 158 204 279 29
*780-C Cancels 780-B	NOTE.--Rates in this item shall apply only under the following conditions: 1. 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. 2. 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----- 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. 49167

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

Correction No. 131

SECTION 3 - COMMODITY RATES (Continued)			
In cents per 100 pounds, except as noted			
Item No.	COMMODITY	RATE	MINIMUM WEIGHT In Pounds per Shipment
	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) 22	—
0790-C Cancels 790-B	Warehouses in ZONE 1-Oakland	(3) 12	6,000
	All points in ZONES 1, 2 and 3 (except Alameda, Albany and that portion of ZONE 1 - Oakland described above).	(2)(3) 26	—
		(3) 13½	6,000
(1) Minimum charge 83 cents per shipment. (2) Minimum charge 125 cents per shipment. (3) For shipping and marking add 8½ cents per 100 pounds, minimum charge 83 cents.			
♦ Increase, Decision No. 49167			
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Issued by the Public Utilities Commission of the State of California, San Francisco, California.			
Correction No. 132			

SECTION 3 - COMMODITY RATES (Continued)										
In Cents Per Ton										
Item No.	COMMODITY									RATE
*800-C Cancels 800-B	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 ...									
	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	
O RATES										
B	112									
C	117	117	107							
D		128	117							
E	134	128	134	139	107					
H	134	128	134	144	117	128	139	112		
O	107	112	123	128	128	139	150	128		
RR		107	117		107			107		107
810	<p>DEFINED LIMITS OF ZONES BETWEEN WHICH RATES SHOWN IN ITEM NO. 800 SERIES APPLY. (Items Nos. 810 and 820 series)</p> <p>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.</p> <p>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.</p> <p style="text-align: center;">(Continued on Page 35)</p>									
<p>* Change } ◇ Increase } Decision No. 49167</p>										
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Correction No. 133										

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	92
	Over 50 pounds to and including 200 pounds	133
	" 200 " " " " 300 "	234
	" 300 " " " " 500 "	325
	" 500 " " " " 800 "	418
830-F	" 800 " " " " 1200 "	511
Cancel	" 1200 " " " " 1250 "	603
830-E	" 1250 " " " " 1500 "	649
	" 1500 " " " " 1550 "	741
	" 1550 " " " " 1750 "	790
	" 1750 " " " " 1800 "	881
	" 1800 " " " " 2000 "	926
		In cents per 100 lbs.
	(1) Over 2000 pounds	48
	(1) Will not apply on Furniture for which ratings are provided in Item No. 355 series.	
840-C	GROCERIES AND GROCERS' SUPPLIES, as described under that heading in Item No. 280 series. Minimum charge 43 cents per shipment Inhaul and Shipping	(2) 11½
Cancel		
840-B	(2) Minimum 125 tons per month, subject to Item No. 180 series.	
860-C	IRON OR STEEL, viz.: Structural Iron or Steel, fabricated or unfabricated, as described under heading "Structural Iron or Steel" in Item No. 380 series. Rates apply only when shipper loads and consignee unloads. Minimum 10 tons per shipment or per job, subject to Item No. 180 series	9½
Cancel		
860-B	Minimum 500 tons per shipment or per job, subject to Item No. 180 series	(3) 8½
	(3) rate includes distribution at point of delivery.	

◇ Increase, Decision No. 49167

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San Francisco, California.
Correction No. 134

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

Item No.	COMMODITY	RATE	
0890-C Cancel 890-B	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		
	2,000 pounds and under----- Over 2,000 pounds but not over 4,000 pounds----- " 4,000 " " " 6,000 " ----- " 6,000 " -----	(1) 31 27 23 10½	
(1) Minimum charge 93 cents per shipment.			
0900-C Cancel 900-B	OILS, VEGETABLE, and OIL PRODUCTS, viz.: Butter Substitutes, Salad Oil, Mayonnaise, Vegetable Meal, Shortening, Vegetable Oil. Salad Dressing, Minimum charge .93 cents per shipment. Inhaul, Shipping and City Delivery.		
	FROM	TO	
	Berkeley - ALL ZONES	Alameda - ALL ZONES Emeryville Oakland-west of 9th Avenue	14
Berkeley - ALL ZONES	Piedmont Oakland-east of 9th Avenue	19	

◇ Increase, Decision No. ~~49167~~

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Correction No. 135

Item No.	SECTION 5 - HOURLY AND MONTHLY TRUCK RATES	
		Rate in Cents Per Hour
*1090-C Cancels 1090-B	HOURLY VEHICLE UNIT RATES, including Driver and All other Operating Expenses:	
	Vehicles, N.O.S. (Subject to Notes 1 and 2)	
	Capacity	
	10,500 pounds or less	547
	Over 10,500 " and not over 20,000 pounds	652
	" 20,000 "	777
	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.	
	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.	
	Derrick trucks. A derrick truck with an auto-motive powered derrick and having a boom with a lateral swinging radius of not more than 180 degrees.	834
	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.	
Capacity		
20 tons or less	1297	
Over 20 tons to and incl. 30 tons	1482	
Over 30 tons	1574	
Minimum charge 1 hour.		
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.		

* Change
◇ Increase

) Decision No. 49167

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Correction No. 136

Cancels

Item No.	SECTION 5 - HOURLY AND MONTHLY TRUCK RATES			
<p>*1100-C Cancels 1100-B</p>	<p>MONTHLY VEHICLE UNIT RATES, including driver and All Other Operating Expenses. (Subject to Note 1.)</p>	<p>Column ◇1</p>	<p>Column ◇2</p>	<p>Column ◇3</p>
	<p>10,500 pounds or less</p>	<p>719</p>	<p>890</p>	<p>16</p>
	<p>Over 10,500 pounds and not over 20,000 pounds</p>	<p>839</p>	<p>1031</p>	<p>21</p>
	<p>Over 20,000 pounds</p>	<p>951</p>	<p>1154</p>	<p>27</p>
<p>* Change ◇ Increase</p>	<p>) Decision No. 49167</p>			
<p>EFFECTIVE OCTOBER 19, 1953</p>				
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