

ORIGINAL

Decision No. 49886

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Establishment of)	
rates, rules, classifications and)	
regulations for the transportation of)	Case No. 4084
property within the City and County)	
of San Francisco.)	

(For List of Appearances See Appendix "A")

SUPPLEMENTAL OPINION

The minimum rates, rules and regulations applicable to the transportation of property within San Francisco by city carriers are set forth in City Carriers' Tariff No. 1-A. They were first established in 1936 by Decision No. 28632 (39 CRC 636).

The rates, rules and regulations were originally promulgated in City Carriers' Tariff No. 1. By Decision No. 41363 of March 23, 1948, (47 Cal. P.U.C. 838), the provisions were rearranged and consolidated and were set forth in Tariff No. 1-A. During the eighteen-year period that the drayage tariffs have been in effect relatively few changes have been made in the form or structure of the rates. In almost every instance the adjustments were horizontal or percentage increases in the rate scales. Believing that the horizontal or percentagewise increases rather than adjustments in rates for particular traffic were to a large extent the cause for the variance in the operating results as between carriers, the Commission adopted the recommendations of interested parties for a thorough review and investigation of the rates, rules, classifications, regulations, charges, allowances and

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practices of city carriers engaged in the transportation of the property here in issue.¹

Evidence with respect to this investigation was submitted at a series of public hearings held in San Francisco before Examiner Lake.² The matter is now ready for decision.

Evidence was offered by carriers, by representatives of carrier associations, by members of the Commission's staff and by shippers and shipper association representatives. In our discussion of the evidence, our treatment of the matters involved will fall respectively in the following categories: Operating results, costs, and rates, rules and regulations.

Operating Results

A witness from the Commission's Division of Finance and Accounts submitted a tabulation showing the operating results of 25 draymen for the years 1951 and 1952, and for a 12-month period ending June 30, 1952. The study shows the over-all operating ratio of the group of carriers for the three periods studied to be as follows:

Average Operating Ratios

<u>Period</u>	<u>Carrier Operations</u>	<u>Noncarrier Operations</u>	<u>Total</u>
Year 1951	100.24%	94.28%	97.52%
Year 1952	99.44	94.81	97.43
12 Months Ended 6/30/52	100.43	95.23	98.12

According to the witness, the figures used in developing the information shown were book figures before provision for income taxes and before adjustment for provision for salaries for owner-operators.

Costs

Studies of the costs of transporting general commodities moving under class rates, under commodity rates and under hourly and

¹ See Decision No. 47000 dated April 14, 1952, in Case No. 4084.

² The hearings were held on October 22 and November 9, 1953, and January 12 and 13, 1954.

monthly vehicle unit rates were presented by an engineer of the Commission's staff. The investigation from which the study was developed was said to include cost and performance data covering the operations of 34 carriers whose activities were asserted to be representative of the drayage industry.

A detailed study covering a complete analysis of 6 carriers was conducted to develop data relating to the cost of the movement of property under class rates. The studies included departure and arrival times of the equipment at the carriers' terminals, the weight and number of pieces for each shipment handled, the miles traveled and the number of stops for each unit of equipment. In addition, observers accompanied the drivers on representative trips and recorded detailed information concerning loading time, en route time, stopped time and unloading time. Additionally, drayage performance information was gathered from other carriers by use of forms which were completed by the driver or dispatcher. Also included in the study was the development of fuel, tire, maintenance, labor and other operating costs, as well as indirect costs. According to the witness, he did not in all instances rely upon the records of the carriers for the development of data upon which the costs were based but, where it was believed prudent to do so, adjustments were made to reflect conditions in keeping with practicable operations.³

From the data thus developed the Commission engineer determined full costs for the various services performed in conjunction with the movement of property within San Francisco.

The engineer's costs were developed after a thorough and comprehensive study of the drayage industry. They portray current economic conditions, performance experience of the carriers and the

³ For instance, where book records indicated excessive charges for management services, such charges were adjusted to a reasonable basis and in those instances where no provision was made for management services, as is often the case of owner-operator carriers, a reasonable amount was allowed.

practices of the shippers. They appear to be reasonable for the purpose of establishing minimum rates in this proceeding and will be adopted.

Rates Generally

A transportation rate expert of the Commission's staff submitted an exhibit consisting of a traffic flow and rate study. The exhibit included suggested scales of minimum rates, revised classification ratings and proposed rules and regulations. According to the record, the study was based upon the staff engineer's costs, upon a factual study of the revenue needs of the carriers and upon a study showing the pattern and flow of traffic within the San Francisco drayage area. In addition, consideration was accorded the operating practices of the carriers and the methods employed by the shippers.

Class Rates

The tariff provides class rates for shipments weighing less than 500 pounds (any quantity) and for minimum weights of 500, 2,000, 4,000 and 10,000 pounds. The rates vary depending upon the zone or zones within or between which the transportation is performed. They are subject to the less-than-carload ratings provided in the Western Classification and to exception ratings contained in the tariff.

The witness pointed out that when the rates were first established they were constructed on the basis of 100, 80, 60 and 50 percent of first class for first, second, third and fourth class traffic respectively. He stated that the relationship between classes based upon these percentages results in depressed rates for lower rated traffic and excessive rates for higher rated traffic. Rates based upon a relationship between the classes of 100, 90, 80 and 70 percent more equally spread the costs of performing the service over the various classes of freight. The witness further testified that, under the present drayage rates, charges on shipments weighing 20,000 pounds or more are often higher for transportation

within the drayage area than for transportation between that area and points beyond. This condition, he said, was occasioned by lower rates based upon higher minimum weights maintained in Highway Carriers' Tariff No. 2 than are provided in the drayage tariff. The witness stated that by providing an additional scale of class rates subject to a minimum weight of 20,000 pounds and by the inclusion of 5th class and Class A carload rates the objectionable features of the present rate structure would be removed.

As stated above, the class rates are subject to the less-than-carload ratings provided in the Western Classification and to exception ratings contained in the tariff. The tariff ratings with few exceptions were established in the original drayage proceeding. The rate expert's studies show that of the 480 exception ratings 30 percent of them duplicate ratings in the Western Classification, 14 percent are lower and 31 percent are higher than the Western Classification ratings. The remaining ratings take the place of two or more ratings and are not readily comparable. The witness testified that with changed merchandising practices and the introduction of new products many of the exception ratings are now seldom applicable. In addition he stated that because of the so-called "liberalized packing rule" (Item 270 of the tariff) lower ratings are often found applicable for commodities transported loose than when transported in packages. Many of the ratings, he said, were improper because they referred to brand names and others did not clearly indicate the articles they were intended to cover. He asserted that in the several years the tariff has been in effect the Western Classification has kept abreast of changed shipping practices by providing ratings on new commodities, by providing for changed

packing requirements and by eliminating antiquated or unnecessary ratings and commodity descriptions. The witness recommended that the exception ratings provided in the tariff be canceled and that the less-than-carload and 5th class and Class A carload ratings in the classification be permitted to apply to such traffic. The witness testified that, although several commodities moving in substantial quantities would be affected by this proposal, the effect of such changes had been given in the development of the proposed class rates.

Three scales of class rates were submitted by the witness. Proposal "A" was a scale of rates based upon the same percentage relationships between the four classes (i.e. 100, 80, 60 and 50) as was used in the development of the present rates. In addition, the scale of rates was designed for use with present classification and exception ratings. Proposal "B", he stated, was bottomed upon 100, 90, 80 and 70 percent relationships between the classes and was also developed for use with the present ratings and exceptions contained in the tariff. Proposal "C", he testified, was based upon percentages of 100, 90, 80 and 70 between the classes and upon the use of Western Classification ratings only. In addition, this scale provides carload rates for 5th class and Class A traffic. The latter rates were based upon 60 and 65 percent, respectively, of the proposed first class rates subject to a minimum weight of 20,000 pounds. The present class rates and those suggested in Proposals "A", "B" and "C" for transportation within a single zone are set forth in the table which follows.

STATEMENT SHOWING PRESENT AND PROPOSED CLASS RATES
FOR TRANSPORTATION WITHIN A SINGLE ZONE
In Cents per 100 Pounds

	<u>Any Quantity</u>				<u>Minimum Weight 500 Pounds</u>				<u>Minimum Weight 2,000 Pounds</u>				<u>Minimum Weight 4,000 Pounds</u>			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Present	67	57	44	39	47	39	29	24	39	31	24	21	34	25	21	17
Proposal "A"	107	86	64	54	75	60	45	38	46	37	28	23	37	30	22	19
Proposal "B"	97	87	78	68	65	59	52	46	40	36	32	28	31	28	25	22
Proposal "C"	98	88	78	69	66	59	53	46	41	37	33	29	31	28	25	22

	<u>Minimum Weight 10,000 Pounds</u>				<u>Minimum Weight 20,000 Pounds</u>				<u>Carload</u>	
	1	2	3	4	1	2	3	4	5	A
Present	29	22	18	16	x	x	x	x	x	x
Proposal "A"	33	26	20	17	26	21	16	13	x	x
Proposal "B"	27	24	22	19	21	19	17	15	x	x
Proposal "C"	26	23	21	18	24	22	19	17	14½	16

x No rates.

o Includes 21 percent surcharge rounded off to nearest cent.

The rate expert testified that each of the three proposals would produce substantially the same over-all operating results. Each of the scales would return the costs of providing the service and would produce an operating ratio of approximately 92.5 percent before provision for income taxes. He recommended, however, the adoption of Proposal "C". This scale of rates and attending classification ratings, he testified, would most effectively distribute the costs of providing the service between the different classes of traffic. In addition, it would give greater recognition to costs which vary with the quantity of freight tendered and the weight of the shipment than now prevails under the present rates or than would result under either Proposals "A" or "B". The effect of Proposal "C" upon the revenues of the carriers would be an increase of approximately 6 percent over the revenues produced under the present minimum rates.

The recommendation of the rate expert was supported by shippers and by four large respondent carriers. It was opposed by the Draymen's Association to the extent that this scale would provide carload rates for 5th and Class A traffic. The Association contended that the proposed rates for carload traffic would seriously impair the financial ability of their members who transport substantial quantities of this class of traffic. Revenue statements submitted by the Association in a late-filed exhibit show that only two carriers out of a total of 8 carriers, reporting results for all classes of traffic, would have reductions in their revenues while an increase in revenues would result for the other carriers. The reductions for these carriers would be 9.6 percent for one and 0.2 percent for the other. Six of the carriers would have increased revenues ranging from 0.2 percent to 9.5 percent. In addition to the eight carriers referred to, the Association included the revenues of one other carrier. For this carrier a reduction of 33.2 percent was shown. The results, however, are indicated as including only carload traffic and, therefore, are not representative of the over-all results which would obtain. The over-all effect upon the results of the eight carriers was indicated as a 6 percent revenue increase, the same over-all increase estimated by the staff rate expert.

Two shipper representatives submitted evidence with respect to the classification ratings which would apply under Proposal "C" to the commodities they ship. One of the witnesses claimed that under the proposal classification ratings on butter and cheese would be increased from third to second class which in turn would increase the cost of delivery to the point that the traffic could be handled for less by proprietary trucks. The other witness urged that the same rating be accorded dry coffee extract (condensed coffee) as would be accorded roasted coffee. He stated that the shipping characteristics of these articles were substantially the same and

that the Commission had by Decision No. 47824 in Case No. 4808 found that the same ratings were proper for both commodities for over-the-road transportation.⁴

It is clear from the record that the present class rate structure does not reflect present operating conditions nor the existing cost of performing the services either by the respective weight groups or by the different classes of traffic.

The record indicates that the structure recommended by the rate expert and referred to herein as Proposal "C" is in keeping with present operating conditions of the San Francisco draymen, that the proposed rates reflect the cost of performing the service and that they would provide the carriers, as a group, with a margin of profit which would not be excessive. However, the proposed cancellation of the exception ratings involving increases or reductions is so substantial and far-reaching as to require further consideration. Therefore, only those proposed changes in the exceptions to the classification which eliminate duplicate ratings in the Western Classification, which have been found to be obsolete or which require clarification or uniform descriptions, will be approved. In other respects, the rate expert's recommended class rate structure including the application of carload ratings appears to be reasonable and will be adopted. The request for the same rating on coffee extract as is provided for roasted coffee appears to be reasonable and will be authorized.

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Roasted coffee is subject to a third class exception rating provided in City Carriers' Tariff No. 1-A. Under Proposal "C" it would be subject to fourth class. Coffee extract is now subject to a first class rating.

Minimum Charges

The present class rates are subject to minimum charges per shipment as follows:

<u>Weight of Shipment</u>	<u>*Minimum Charge in Cents</u>
25 pounds or less	80
Over 25 pounds but not over 50 pounds	103
Over 50 pounds but not over 75 pounds	121
Over 75 pounds but not over 100 pounds	143
Over 100 pounds	185

* Includes 21 percent surcharge.

The rate expert proposed minimum per shipment charges which would be both higher and lower and which would be for different weight brackets than those presently in effect. His proposal is as follows:

<u>Weight of Shipment</u>	<u>Minimum Charge in Cents</u>
14 pounds or less	74
Over 14 pounds but not over 29 pounds	90
Over 29 pounds but not over 49 pounds	111
Over 49 pounds	127

The recommended minimum charges, according to the witness, were based substantially upon those applicable for transbay traffic. Adoption of this proposal was opposed by the Draymen's Association and by the Delivery and Special Messenger Services Association. The former contended that the proposed charges based upon the transbay rate structure had no bearing upon the cost of performing the same service within San Francisco. It was further contended that if there were to be uniformity in the minimum charges for drayage and over-the-road traffic it is a matter that should be considered in the pending investigation of the minimum rate structure concerning the entire San Francisco Bay Area.⁵

5.

Case No. 5441 - 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.

The witness for the other protestant testified that members of his association specialized in the delivery of small shipments. He stated that the proposed rule would cause a substantial reduction in the revenues of the carriers and would disrupt the practices which have prevailed for many years. In addition, he said the proposed change in weight groups would cause confusion among the shippers. He urged that no change be made in these charges at this time. The proposed changes in the minimum per shipment charges are not supported by sufficient evidence and will not be adopted.

Commodity Rates

The commodity rates now provided in the drayage tariff as in the case of class rates have not been reviewed for the most part since they were established close to two decades ago. Studies of these rates were made by the Commission engineer as to the cost of providing service for which the rates are applicable, by the Commission rate expert with respect to their reasonableness and by the Draymen's Association concerning the need for their continuance. Revised rates were proposed by the rate expert for the movement of flour, grains and cereal food preparations, commodities transported for grocery houses, newsprint, rice and rice mill products, sugar and lumber and forest products.

The rate witness testified that the proposed rates would result in both increases and reductions, that they were predicated upon the costs of record developed by the Commission engineer, that they would reflect current economic and operating conditions and that they would provide a reasonable profit to the carriers. One of the suggested rates would apply to the transportation of green coffee subject to a minimum weight of 1,000 tons per calendar month. The proposed rate was 10½ cents per 100 pounds as compared with the present

rate of 9.68 cents⁶ per 100 pounds. The establishment of this rate was opposed by representatives of three coffee shippers. They contended that the costs upon which the proposed rate was founded did not reflect current shipping practices and further that the movement between all points had not been considered. They testified that since the costs had been developed changed shipping practices had occurred which had materially reduced the costs of the carriers. Counsel for the Commission staff stated that the staff had been unable to secure costs of one of the largest carriers transporting this commodity and that, therefore, the cost evidence upon which the proposed rate was predicated may not have been sufficient. Under these circumstances the proposed rate will not be approved. The present rate will be retained pending a further and more comprehensive study of the movement involved. Revised commodity rates were suggested for the transportation of flour in "city delivery" service. According to the record, substantially all of the flour movement under these rates is handled by one carrier. This carrier requested that the proposed rates insofar as they would be applicable to shipments weighing 2,150 pounds or less be postponed for a period of 90 days to enable it to file for relief from the minimum rates under Section 4015 of the Public Utilities Code. This request appears to be reasonable. It will be approved. As to the other commodity rate proposals no objections were offered. They appear to be reasonable and will be adopted.

The secretary-manager of the Draymen's Association recommended cancellation of rates on commodities transported for grocery houses, on new office furniture and on soap and related articles and lard substitutes. He stated that an investigation made by his association disclosed that there had been no movement under these rates for many years and that there was no likelihood of any movement developing in the future. The continuance of these rates in the tariff appears to be no longer warranted. They will be canceled.

6.

Includes 21 percent surcharge.

Vehicle Unit Rates

Vehicle unit rates are provided on both an hourly and monthly basis. Under the present provisions the application of these rates depends upon the carrying capacity of the equipment used. In addition, they apply only when prior to the transportation of the property the shipper enters into a written agreement with the carrier. No single agreement may be issued to cover shipments transported over a period in excess of 31 days. Evidence relating to the costs for hourly and monthly rates was submitted by the Commission engineer. Suggested rates and revised rules to govern such rates were submitted by the rate expert. According to the rate witness the term "capacity in pounds" not being further defined in the tariff is indefinite and impracticable of reasonable application. He stated that no accurate method is afforded for determining the weight upon which the charges should be based. He urged that a definite weight capacity be established by requiring the carriers to file with the Commission an equipment list showing the capacity of each piece of equipment used to transport property under the vehicle rates, that the assigned capacity be stenciled on the equipment and that freight bills show the assigned capacity and equipment number of the vehicles used. Similar rules have been prescribed in other tariffs where hourly or monthly rates are established. These provisions appear to be reasonable and will be adopted. The witness further testified that his investigation developed that the transportation requirement of shippers desiring the use of vehicle unit rates did not change from month to month. To require the parties to execute new contracts for each month places an undue burden upon both the shipper and the carrier. He suggested that such contracts be permitted to extend for one year. The proposal appears to be reasonable and will be approved.

The staff rate expert submitted two scales of proposed monthly and hourly rates. One of the scales was offered at the hearing, the other, upon the request of interested parties, was furnished by the

witness in a late-filed exhibit. The rates in both scales were based upon the costs of performing the services. They differ, however, with respect to weight brackets for which the rates would apply.

One of the scales provided rates for only three weight brackets, while the other contained rates for four weight groups. Neither would provide weight groups for small equipment. The traffic handled under vehicle unit rates is competitive with plant facility operations. The Association and individual carriers pointed out that there was a need for specific rates for small equipment to avoid loss of business to proprietary hauling. Scales of rates somewhat lower than those proposed by the staff rate witness and providing specific rates for small equipment will, therefore, be approved.

Added

Rules and Regulations

The proposed changes in the rules and regulations which require a detailed explanation relate only to the proposal of the rate witness concerning the exemption from the minimum rates for commodities weighing 100 pounds when delivered from retail stores. The witness proposed that this exemption be limited to shipments which have been sold at retail by a retail merchant. The proposal was opposed by a carrier specializing in the transportation of this type of traffic. It contended that a number of types of deliveries from retail stores would be subjected to minimum rates which are now exempt. According to the record, the proposed change was primarily for the purpose of clarification. It is apparent, however, that it would have a far greater effect upon retail store deliveries than was intended. For these reasons it will not be adopted.

Various other changes were proposed by the rate witness in connection with rules and regulations. These changes were offered for the purpose of clarifying the present provisions and to achieve uniformity with other Commission minimum rate tariffs. No detailed discussion of them 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 surcharges now in effect. In converting the surcharge into rates, the resulting figures will be rounded off.

The minimum rates, rules and regulations established by the order to follow will be just, reasonable and nondiscriminatory for the transportation of property within the San Francisco 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.

ORDER

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

IT IS HEREBY ORDERED that City Carriers' Tariff No. 1-A (Appendix A of Decision No. 41363 as amended) be and it is hereby further amended by incorporating therein to become effective June 1, 1954, the following supplement, original and revised pages attached hereto and by this reference made a part hereof, which supplement and pages are numbered as follows:

Supplement No. 9 cancels Supplement No. 8
First Revised Title Page cancels Original Title Page
Fourth Revised Page 2 cancels Third Revised Page 2
Fourth Revised Page 3 cancels Third Revised Page 3
Seventh Revised Page 4 cancels Sixth Revised Page 4
Second Revised Page 5 cancels First Revised Page 5
Third Revised Page 6 cancels Second Revised Page 6
Fifth Revised Page 7 cancels Fourth Revised Page 7
Second Revised Page 8 cancels First Revised Page 8
Third Revised Page 12 cancels Second Revised Page 12
Third Revised Page 13 cancels Second Revised Page 13
Eighth Revised Page 15 cancels Seventh Revised Page 15
Sixth Revised Page 16 cancels Fifth Revised Page 16
Fifth Revised Page 17 cancels Fourth Revised Page 17
Seventh Revised Page 18 cancels Sixth Revised Page 18
Fifth Revised Page 19 cancels Fourth Revised Page 19
Sixth Revised Page 20 cancels Fifth Revised Page 20
Eighth Revised Page 21 cancels Seventh Revised Page 21
Tenth Revised Page 23 cancels Ninth Revised Page 23
Fifth Revised Page 24 cancels Fourth Revised Page 24
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Second Revised Page 29 cancels First Revised Page 29
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Fifth Revised Page 52 cancels Fourth Revised Page 52
Seventh Revised Page 53 cancels Sixth Revised Page 53
First Revised Page 55 cancels Original Page 55

The effective date of this order shall be twenty days
after the date hereof.

Dated at San Francisco, California, this 6th day of
April, 1954.

A. J. [Signature]
President
Justin J. [Signature]
[Signature]
[Signature]
Commissioners

Commissioner.....Kenneth Potter....., being
necessarily absent, did not participate
in the disposition of this proceeding.

Appendix "A" to Decision No. 49886Appearances

Edward M. Berol and Russell Bevans, for Draymen's Association of San Francisco, interested party.
 Willard S. Johnson, for Alfred J. Olmo Drayage Co. and Hills Transportation Co., respondents.
 Walter A. Rohde, for S.F. Chamber of Commerce, interested party.
 Maurice A. Owens, for Draymen's Association of Alameda County, interested party.
 James L. Roney, for S & W Fine Foods, Inc., interested party.
 Robert D. Boynton, for Truck Owners Association of California, interested party.
 E. R. Chapman, for Golden State Co., Ltd., interested party.
 L. E. Binsacca, for M. J. B. Co. and Western Can Co., interested parties.
 J. G. Vollmar and Ben Roth, for Crown Zellerbach Corporation, interested party.
 Vern H. Talcott, Harold A. Lincoln and Milton A. Walker, for Fibreboard Products, Inc., and subsidiary companies, interested parties.
 Leon P. Matthews, for Bauer-Schweitzer Malting Co., and C. E. Grosjean Rice Milling Co., interested parties.
 Harry J. Scherer, for Chas. J. Worth Drayage, interested party.
 E. L. Carley, for Carley & Hamilton, Inc., interested party.
 John M. Hannigan, for Englander Drayage Co., interested party.
 Glenn T. Gleason, for Zellerbach Paper Co., interested party.
 W. V. Byrne, for Flour Mills & Flour Distributors, interested party.
 G. J. Pinkerton, for Hills Bros. Coffee Co., Inc., interested party.
 James P. Hyhan, for Delivery & Messenger Service Assn., interested party.
 C. J. Woodard, for J. A. Folger & Co., interested party.
 Edward J. Maurer, for General Delivery Service, interested party.
 Vaughan, Paul & Lyons, by John G. Lyons, for The Dodd Warehouses, Gibraltar Warehouses, Haslett Warehouse Company, San Francisco Warehouse Company, interested parties.
 Roger L. Ramsey, for United Parcel Service, interested party.
 Calvin J. Jacober, for Sherwin-Williams Company, interested party.
 J. Hubber, for Farnsworth & Ruggles, interested party.
 Jack Clodfelter, for A. Schilling & Co., interested party.
 Karl L. Mallard, for California & Hawaiian Sugar Refining Corporation, Ltd., interested party.
 A. F. Schumacher and P. N. Kujachich, for Owens-Illinois Glass Co., interested party.
 Edward P. White, for C. A. Worth & Co., interested party.
 John H. Kemp, Jr., for Thompson Bros., Inc., interested party.
 Matthew Clarke, for The Borden Co., interested party.
 J. A. McCunniff, Grant Malquist and John Donovan, for the Commission Staff.

END OF APPENDIX "A"

SUPPLEMENT NO. 9
(Cancels Supplement No. 8)

(Supplement No. 9 Contains All Changes)

TO

CITY CARRIERS' TARIFF NO. 1-A

NAMING

MINIMUM RATES, RULES AND REGULATIONS

FOR THE

TRANSPORTATION OF PROPERTY OVER

THE PUBLIC HIGHWAYS

OF THE

CITY AND COUNTY OF SAN FRANCISCO

BY

CITY CARRIERS

Surcharges shown in Supplement No. 8 canceled
by Decision No. 49856

EFFECTIVE JUNE 1, 1954

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

First Revised Title Page
cancels
Original Title Page

CITY CARRIERS' TARIFF NO. 1-A

naming

MINIMUM RATES, RULES AND REGULATIONS

for the

TRANSPORTATION OF PROPERTY OVER THE PUBLIC HIGHWAYS

of the

CITY AND COUNTY OF SAN FRANCISCO

by

CITY CARRIERS

This tariff contains the rates, rules, regulations and classifications established in Decision No. 41363 in Case No. 4084. Changes contained in subsequent orders will be made by reissuing the pages on which the changes occur or by issuing supplements showing the corrected items.

*Governed by the Current Classification, as described in Item No. 10 series, to the extent shown herein.

* Change, Decision No. 49886

EFFECTIVE JUNE 1, 1954
(Original Tariff Effective April 20, 1948)

Correction No. 167

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

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* Change)
 xxx Item Canceled) Decision No. **49886**

EFFECTIVE JUNE 1, 1954

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

Correction No. 168

*(1) INDEX OF COMMODITIES

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

Commodity	Item Number	Commodity	Item Number
Apples	610,700	Boxes, fibreboard (paper)	280
Artichokes	660	Butter	280
Asparagus	660		
Avocados	620	Cabbago	660
		Cabinets, N.O.S.	300
Babbitt Metal, Bar, Pig or Slab	280	Cabinets, File	300
Bagging	280	Candy and Confectionery	280
Bags	280	Cans	290
Bananas	620	Cantaloupes	610
Barrels	280,290	Carbon paper	320
Batteries	280	Carrots	660
Beans	660	Casabas, Melons	640
Beans, vanilla	300	Celery	660
Beets	660	Cereal Food Preparations	390
Borrios	610	Cereals, Prepared	290
Boots or Shoes	330	Chain, Iron or Steel	300
Boxes	690		

* Change; Decision No. 49886

(1) Commodities shown on Third Revised Page 3 and not shown here
have been canceled from the tariff:

EFFECTIVE JUNE 1, 1954

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

Correction No. 169

* (1) INDEX OF COMMODITIES (Continued)

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

Commodity	Item Number	Commodity	Item Number
Chinaaware, N.O.I.B.N.	290	Dessert Preparations	300
Chips, Soap	330	Dishes, paper	320
Cocconuts	620	Earthenware, N.O.I.B.N.	290
#Coffee Extract, dry	300	Food	*395
Coffee, Green	400,410	File Cabinets	300
Coffee, Roasted	300	Fillers, wood	320
Conduit	320	Fish	300
Containers, Empty	290,690	Flour	*390,392
Corn	660	Foodstuffs	300
Corn Grits	*395	Freezers	300
Cranberries	610	Freight	425
Crates	690	Fruit, Fresh, N.O.S.	630
Crockery	290	Furniture, N.O.S.	300
Cucumbers	660	Games	330
Cutlery	300		
Desks, Steel	300		

* Change)
 # Addition) Decision No. **49886**

(1) Commodities shown on Sixth Revised Page 4 and not shown here have been canceled from the tariff.

EFFECTIVE JUNE 1, 1954

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 170

*(1) INDEX OF COMMODITIES (Continued)

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

Commodity	Item Number	Commodity	Item Number
Garlic	660	Ink	300
Glassware	300		
Grapefruit	600	Jams and Jellies	300
Grapes	610,700	Juice, Fruit or Vegetable	300
Grocery Houses, Wholesale	430		
Gum, Arabic	300	Labels, paper	320
Hammocks	300	Lacquers	320
Hardware	300	Lemons	600
Hardware Houses, Wholesale	450	Lettuce	670
Honey	300	Liquors	310
Holloware	300	Lockers	300
Honey Ball Melons	640	Lumber	590
Honey Dew Melons	640		

* Change, Decision No. 49886

(1) Commodities shown on First Revised Page 5 and not shown here have been canceled from the tariff.

EFFECTIVE JUNE 1, 1954

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

Correction No. 171

Third Revised Page 6

 Cancels

Second Revised Page..... 6

CITY CARRIERS' TARIFF NO. 1-A

* (1) INDEX OF COMMODITIES (Continued)

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

Commodity	Item Number	Commodity	Item Number
Machinery	310	Paper	320
Magazines	310	Paper, Newsprint	320,470
Malt	*395	Paper, Articles	320
Malt Liquors	310	Patterns, paper	320
Margarine	310	Peaches	610
Meats, Canned	300	Pears	610,700
Melons, N.O.S.	650	Peas	670
Nails	300	Poppers, Green	670
Newsprint Paper	320,470	Periodicals(see Magazines)	310
Oil, Lubricating	310	Persian Melons	640
Olives	300	Pickles	300
Onions, Dry	660	Pineapples	620
Oranges	600	Pipe	320
Paints	320	Plates, paper	320
		Plums	610
		Potatoes, N.O.S.	660
		Potatoes, Sweet	670
		Prunes	610

* Change, Decision No. 49886

(1) Commodities shown on Second Revised Page 6 and not shown here have been canceled from the tariff.

EFFECTIVE JUNE 1, 1954

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 172

*(1) INDEX OF COMMODITIES (Continued)

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

Commodity	Item Number	Commodity	Item Number
Refrigerators	320	Squash	670
Rhubarb	670	Straw	690
Rice	500	Sugar	530
Rice Mill Products	500	Syrups	300
Rope	320		
Safes or Safe Parts	320	Table Sauces	300
Sash Weights	300	Tablets, paper	320
Scrap paper	320	Tangerines	600
Shaving Cream	330	Thinners, paint	320
Shellacs	320	Tile	330
Shoes or Boots	330	Tires, Pneumatic	330
Shower Baths or Shower Cabinets	330	Toilet paper	320
Soap, Soap Powder & Soapchips	330	Toilet Preparations	330
Solvents, paint	320	Tomatoes	670
Spices	330, 410	Towels, paper	320
Spikes	300	Toys and Games	330

* Change, Decision No. 49886

(1) Commodities shown on Fourth Revised Page 7 and not shown here have been canceled from the tariff.

EFFECTIVE JUNE 1, 1954

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 173

Second Revised Page ... 8

Cancel

First Revised Page ... 8

CITY CARRIERS' TARIFF NO. 1-A

*(1) INDEX OF COMMODITIES (Concluded)

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

Commodity	Item Number	Commodity	Item Number
Tubs	690	Vinogar	300
Turnips	660		
Twine	340	Waste paper	320
		Watermelons	640
Vacuum Cleaners	340	Wine	310
Vanilla Beans	300	Wool	340
Varnish	320	Wrapping paper	320
Vegetables, Fresh	660, 680	Yams	670

* Change, Decision No. **49886**

(1) Commodities shown on First Revised Page 8 and not shown here
have been canceled from the tariff.

EFFECTIVE JUNE 1, 1954

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

Correction No. 174

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION
*10-C Cancels 10-B	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Items Nos. 10 and 20 series)</p> <p>***</p> <p>CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles operated by the carrier.</p> <p>CITY DELIVERY or CITY DELIVERIES means the transportation of property to retail stores or direct consumers of the property transported when the shipment originates within the City and County of San Francisco at other than a carrier's depot, dock, wharf, pier or landing.</p> <p>*(1) CURRENT CLASSIFICATION means Western Classification No. 75, Cal.P.U.C.-W.C. No. 8 of Geo. H. Dumas, Agent, and supplements thereto or reissues thereof when the provisions of said supplements or reissues have been approved by the Commission.</p> <p>HOLIDAYS means New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Admission Day, Thanksgiving Day and Christmas Day.</p> <p>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.</p> <p>INHAUL means transportation of property received from another carrier at a depot, dock, wharf, pier, landing or other point at which facilities are maintained for the loading of property into or upon, or the unloading of property from rail cars or vessels, or received from another carrier at truck loading facilities of plants or industries located at such rail or vessel loading or unloading point, when originating beyond the limits of the City and County of San Francisco; and also means transportation of property from public warehouses to wholesalers.</p> <p>* OUTHAUL means transportation of property in City Delivery and Shipping as defined in Items Nos. 10 and 20 series.</p> <p>POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent.</p> <p>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.</p> <p>RATE includes charge, and also the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>SAME TRANSPORTATION means transportation of the same kind and quantity of property and subject to the same limitations, conditions and privileges, although not necessarily in an identical type of equipment.</p> <p>SHIPMENT means a quantity of freight 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>

(1) Formerly shown as Western Classification in Item No. 20-B.

* Change)
 *** Definition of Carrier eliminated) Decision No. 49886

EFFECTIVE JUNE 1, 1954

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 175

<p>Item No.</p>	<p>SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)</p>
<p>*20-C Cancels 20-B</p>	<p>DEFINITION OF TECHNICAL TERMS (Concluded) (Items Nos. 10 and 20 series)</p> <p>SHIPPING means transportation of property to another carrier when destined beyond the limits of the City and County of San Francisco.</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 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> <p>***</p>
<p>30-i Cancels 30</p>	<p>APPLICATION OF TARIFF—CARRIERS</p> <p>Rates provided in this tariff are minimum rates, established pursuant to the City Carriers' Act. They apply for the transportation of property by carriers as defined in said City 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>
<p>*** Definition of Western Classification canceled, see Current Classification in Item No. 10 series.</p> <p>* Change, Decision No. 49886</p>	
<p>EFFECTIVE JUNE 1, 1954</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 176</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>*50-H Cancels 50-G</p>	<p style="text-align: center;">APPLICATION OF TARIFF - COMMODITIES</p> <p>Rates in this tariff apply for the transportation of all commodities except the following:</p> <p>Accessories and supplies, motion picture; film, motion picture, #Baggage, 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, Commodities weighing 100 pounds or less per piece of package when delivered from retail stores, or when returned to the original retail store shipper via the carrier which handled the out-bound movement, Commodities which consist of or contain materials essential to National Defense and which have been donated to and are transported for the United States Government, governmental agencies, or nonprofit organizations acting for or in behalf of said government in the collection, assembly or transportation of said commodities in connection with the recovery of said essential materials from the commodities transported, Fat, sweet cream, concentrated, frozen, *Fruits and vegetables, fresh or green (not cold pack or frozen), except as provided for in Section 7 of this tariff,</p> <p>#Livestock, *Newspapers; newspaper supplements, sections or inserts; (not scrap or waste), Pickup and delivery of common carrier shipments transported from or to points outside the San Francisco city limits under through pickup and delivery rates, *Printed Matter, viz.: Advertising Matter, Books, Directories, Magazines, Pamphlets, Periodicals, Rating Books, Registers or Services; when tendered to one carrier at one time in a single lot consisting of identical articles for distribution to not less than eight separate addresses and where the weight of each delivery does not exceed 25 pounds, 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, Property transported in dump trucks, Telephone Directories, new, distributed to subscribers; old, picked up from subscribers, 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, Unloading and distribution of freight forwarders' cars originating at points outside the State,</p>

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;

*Liquids, compressed gases, commodities in semiplastic form and commodities in suspension in liquids in bulk, in tank trucks, tank trailers, tank semi-trailers or a combination of such highway vehicles,

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, Voting booths, ballot boxes, election tents and election supplies, when transported from or to polling places.

* Change)
Addition) Decision No. 49886

EFFECTIVE JUNE 1, 1954

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 177

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
* 60-A Cancels 60	<p style="text-align: center;">APPLICATION OF RATES</p> <p>*Rates provided in this tariff are for the transportation of shipments, as defined in Item No. 10 series from point of origin to point of destination, and include tailgate loading into and tailgate unloading from the carrier's equipment with services of the driver only.</p>
* 70-A Cancels 70	<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.</p> <p>(b) Where the ratings are in conflict with those provided in this tariff, the provisions of this tariff will apply.</p>
* 80-F Cancels 80-E	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>1. (Not applicable on shipments subject to Section 7 rates.) For other than tailgate loading or tailgate unloading; for help in addition to driver for loading or unloading furnished by the carrier at request of consignor or consignee; for distribution, segregation, tagging, reconditioning, stacking, sorting or any other accessorial or incidental service which is not authorized to be performed under the rates named in this tariff and for which a charge is not otherwise provided, an additional charge shall be made as follows:</p> <p>(a) The time consumed by the driver in performing such services shall be charged for at the rate of \$3.60 per hour, minimum charge 90 cents.</p> <p>(b) The time consumed by the helper or helpers in performing such services shall be charged for at the rate of \$3.60 per helper per hour, minimum charge one hour for each helper used.</p> <p>2. (Applies only on shipments subject to Section 7 rates.) An additional charge equal to 50 percent of the transportation charge shall be made for pickup or delivery requiring other than tailgate loading or tailgate unloading as defined in Item No. 20 series.</p>
	<p>* Change) Decision No. 49886 o Reduction)</p>
<p>EFFECTIVE JUNE 1, 1954</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 178</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*90-E Cancels 90-D	<p style="text-align: center;">ADVANCE CHARGES</p> <p>(a) Charges directly incidental to transportation of property by the carrier may be advanced to transportation companies or warehouses for account of consignors or consignees.</p> <p>(b) A charge of *29 cents per carrier freight bill will be assessed whenever a city carrier advances charges of another carrier and performs no transportation service in connection with shipment or shipments covered by said freight bill.</p>
100	<p style="text-align: center;">CHARGES FOR SERVICE AT OTHER THAN REGULAR WORKING HOURS</p> <p>Rates named in Sections 3, 4, 5 and 6 apply to transportation, accessorial and other services specified herein during the hours 8:15 a.m. to 5:15 p.m., Monday through Friday, not including holidays as defined in Item No. 10 series.</p> <p>Rates named in Section 7 apply for service performed during regular working hours from 4:00 a.m. to 5:00 p.m., except Saturdays, Sundays and holidays.</p> <p>For services performed at request of consignor or consignee at other than during the times specified above, and on Saturdays, Sundays or holidays, charges shall be assessed upon the rates named in this tariff, plus an additional charge equal to the cost to the carrier of the overtime involved.</p>
*Change, Decision No. 49886	
EFFECTIVE JUNE 1, 1954	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California</p> <p>Correction No. 179</p>	

Item
 No.

SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL
 APPLICATION (Continued)

COLLECT ON DELIVERY (C.O.D.) SHIPMENTS

(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.

(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.

* 110-G
 Cancels
 110-F

(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.

(d) Except as otherwise provided, the charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments shall be as follows:

When the amount collected is	Charge for collecting and remitting will be
Not over \$2.50-----	\$.32
Over 2.50 not over 5.00-----	.37
Over 5.00 not over 10.00-----	.51
Over 10.00 not over 20.00-----	.54
Over 20.00 not over 25.00-----	.57
Over 25.00 not over 40.00-----	.67
Over 40.00 not over 50.00-----	.71
Over 50.00 not over 60.00-----	.90
Over 60.00 not over 80.00-----	.93
Over 80.00 not over 100.00-----	.96
Over 100.00 not over 102.50-----	1.23
Over 102.50 not over 105.00-----	1.25

Over	105.00	not over	110.00	-----	1.31
Over	110.00	not over	120.00	-----	1.35
Over	120.00	not over	140.00	-----	1.37
Over	140.00	not over	150.00	-----	1.44
Over	150.00	not over	160.00	-----	1.52
Over	160.00	not over	180.00	-----	1.55
Over	180.00	not over	200.00	-----	1.61
Over	200.00	not over	250.00	-----	1.79
Over	250.00	not over	300.00	-----	2.06
Over	300.00	not over	350.00	-----	2.31
Over	350.00	not over	400.00	-----	2.60
Over	400.00	not over	450.00	-----	2.86
Over	450.00	not over	500.00	-----	3.14
Over	500.00	not over	550.00	-----	3.40
Over	550.00	not over	600.00	-----	3.67
Over	600.00	not over	650.00	-----	3.93
Over	650.00	not over	700.00	-----	4.20
Over	700.00	not over	750.00	-----	4.48
Over	750.00	not over	800.00	-----	4.75
Over	800.00	not over	850.00	-----	5.01
Over	850.00	not over	900.00	-----	5.28
Over	900.00	not over	950.00	-----	5.55
Over	950.00	not over	1,000.00	-----	5.82
Over	1,000.00	at rate of	\$5.82 per	\$1,000.00	

* Change) Decision No. 43886
 o Reduction)

EFFECTIVE JUNE 1, 1954

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

Correction No. 180

Item No.	SECTION NO. 1-- RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>120-A Cancels 120</p>	<p style="text-align: center;">(1) COLLECTION OF CHARGES</p> <p>(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges accruing during a calendar month to those who undertake to pay them, such persons hereinafter being called debtors, and collection thereof made not later than the tenth day (excluding Saturdays, Sundays and legal holidays) of the calendar month following the delivery of the freight.</p> <p>(c) Where a carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the debtor, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12:00 o'clock midnight following the presentation of the subsequently presented freight bill.</p> <p>(d) Freight bills for all transportation and accessorial charges shall be presented to the debtors not later than 12:00 o'clock midnight of the fifth day (excluding Saturdays, Sundays and legal holidays) of the calendar month following the delivery of the freight.</p> <p>(e) Debtors may elect to have their freight bills presented by means of the United States mail, and when the mail service is so used, the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills.</p> <p>(f) The mailing by the debtor of valid checks, drafts, or money orders which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p> <p>(1) Will not apply to the transportation of property for the United States, state, county or municipal governments.</p>
<p>*130-E Cancels 130-D</p>	<p style="text-align: center;">COLLECTION OF LOSS AND/OR DAMAGE CLAIMS</p> <p>When incidental to transportation by the carrier, a charge of *\$1.85 per claim shall be made by the carrier for the service of handling and collection of loss or damage claims against another carrier when the amount involved therein exceeds \$100.00. When the amount involved is \$100.00 or less, one percent of the amount involved shall be charged, subject to a minimum charge of *47 cents.</p>
<p>* Change, Decision No. 49886</p>	
<p style="text-align: center;">EFFECTIVE JUNE 1, 1951</p>	
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 181</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*140-F Cancels 140-E	<p style="text-align: center;">DELAYS IN DELIVERY</p> <p>If the carrier, through no fault of its own, is unable to effect delivery of any shipment within 48 hours (excluding Saturdays, Sundays and holidays) after the first 7:00 a.m. following receipt of the shipment, the shipment will be placed in storage and notice will be sent or given to consignor or consignee. 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 a public warehouse at public storage rates.</p> <p>For each of the first five days, $\diamond 4\frac{1}{2}$ cents per 100 pounds. For the sixth and each succeeding day, $\ast 6\frac{1}{2}$ cents per 100 pounds.</p> <p>Minimum storage charge per shipment on freight held beyond 48 hours, 5 days or less - $\diamond 61$ cents; 6 days or more - $\diamond 99$ cents.</p> <p>In computing time, any fractional part of 24 hours will be counted as one day.</p> <p>In computing charges, any fractional part of 100 pounds will be computed as 100 pounds.</p> <p>Subsequent delivery from point of storage will be charged as a new shipment.</p>
150	<p style="text-align: center;">DISPOSITION OF FRACTIONS</p> <p>In computing a rate based on a multiple of another rate, such as one and one-half times first class rate ($1\frac{1}{2}$), the following will govern in the disposition of fractions: Fractions of less than $\frac{1}{4}$ or .25 of a cent omit. 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 $\frac{1}{4}$ or .50 of a cent. Fractions of $\frac{3}{4}$ or .75 of a cent or greater, increase to next whole figure.</p>
*160-E Cancels 160-D	<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 $\ast \\$2.02$ per clearance, minimum $\ast \\$3.05$ will be made.</p>
170	<p style="text-align: center;">GROSS WEIGHT</p> <p>Charges shall be assessed on the gross weight of the shipment. No allowance shall be made for the weight of the containers.</p>
<p>* Change) \diamond Increase) Decision No. 49886 \circ Reduction)</p>	
EFFECTIVE JUNE 1, 1954	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 182</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)												
180	<p style="text-align: center;">GUARANTEE OF MINIMUM TONNAGE</p> <p>Rates based upon monthly or annual tonnage requirements shall apply:</p> <p>(1) When not less than the required minimum tonnage has been transported, or</p> <p>(2) When less than the required minimum tonnage has been transported under the shipper's guarantee to ship not less than said minimum tonnage. The deficiency between the actual weight of the commodities transported and the minimum tonnage requirement shall be charged for at the lowest rate in the item or items naming the applicable rates subject to monthly or annual tonnage requirements.</p>												
*190-F Cancels 190-E	<p style="text-align: center;">MARKING OF PACKAGES</p> <p>For the service of marking packages when incidental to transportation by the carrier, the following charges shall be made:</p> <p>3 line stencil or less - *1½ cents per package, minimum charge *52 cents.</p> <p>When more than one stencil is used, the minimum charge shall apply to each stencil used.</p>												
*200-G Cancels 200-F	<p style="text-align: center;">MINIMUM CHARGE</p> <p>Except as otherwise provided, on shipments moving under class rates the minimum charge per shipment shall be as follows:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Weight of Shipment</th> <th style="text-align: right;">*Minimum Charge in Cents</th> </tr> </thead> <tbody> <tr> <td>25 pounds or less</td> <td style="text-align: right;">80</td> </tr> <tr> <td>Over 25 pounds but not over 50 pounds</td> <td style="text-align: right;">103</td> </tr> <tr> <td> " 50 " " " " 75 " </td> <td style="text-align: right;">121</td> </tr> <tr> <td> " 75 " " " " 100 " </td> <td style="text-align: right;">143</td> </tr> <tr> <td> " 100 " </td> <td style="text-align: right;">185</td> </tr> </tbody> </table>	Weight of Shipment	*Minimum Charge in Cents	25 pounds or less	80	Over 25 pounds but not over 50 pounds	103	" 50 " " " " 75 " 	121	" 75 " " " " 100 " 	143	" 100 " 	185
Weight of Shipment	*Minimum Charge in Cents												
25 pounds or less	80												
Over 25 pounds but not over 50 pounds	103												
" 50 " " " " 75 " 	121												
" 75 " " " " 100 " 	143												
" 100 " 	185												
*205-A Cancels 205	<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> <p>(a) Date of issuance. (b) Name of shipper. (c) Name of consignee. (d) Point of origin. (e) Point of destination.</p>												

- (f) Description of the shipment.
(For transportation under Unit Rates in Section No. 5, identify equipment used and show carrying capacity thereof.)
- (g) Weight of the shipment (or other factor or measurement upon which charges are based).
- (h) Rate and charge assessed.
- (i) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge.

The form of shipping document in Item No. 710 series will be suitable and proper.

A copy of each shipping document shall be retained and preserved by the issuing carrier, subject to the Commission's inspection, for a period of not less than three years from the date of its issuance.

* Change, Decision No. 49886

EFFECTIVE JUNE 1, 1954

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

Correction No. 183

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

(e) Advancing, prorating and collecting inbound freight charges of other carriers, 1 percent of amount advanced, minimum charge 39 cents per component part.

(f) Advancing of outbound freight charges to other carriers, 28 cents per component part.

(g) Breaking down, leveling off, installing dunnage in pool cars stopped for partial unloading, \$3.30 per man per hour, minimum one hour per man, plus cost of dunnage.

(h) Storage will be charged as provided in Item No. 140 series when carrier through no fault of its own is unable to effect delivery of a component part.

Minimum charge for handling pool shipment \$6.86.

NOTE:-Rates do not include transportation.

* Change, Decision No. 49386

EFFECTIVE JUNE 1, 1954

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

Correction No. 184

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*230-A Cancels 230	PROGRESSION OF CLASSES - CANCELED
240	<p>RATES BASED ON VARYING MINIMUM WEIGHTS</p> <p>When the charges accruing on a shipment based upon actual weight exceed the charges computed upon a rate based upon a greater minimum weight, the latter shall apply. For the purpose of applying this rule to a mixed shipment, deficiency between actual weight of the shipment and the greater minimum weight shall be computed at the rate applicable to the lowest rated commodity in the shipment.</p>
250	<p>SHIPMENTS TO BE RATED SEPARATELY</p> <p>Each shipment shall be rated separately. Shipments shall not be consolidated or combined by the carrier. When shipments are delivered to or received from other carriers, each bill of lading, freight bill, dock receipt or dock permit shall be considered as a separate shipment and rated accordingly.</p>
*260-E Cancels 260-D	<p>◇ DELAYS TO EQUIPMENT</p> <p>Delays to equipment exceeding $\frac{1}{2}$ hour at points of origin or destination for which the carrier is not responsible will be charged for at the rate of \$4.55 per hour, minimum charge \$1.14.</p>
<p>*Change) Decision No. 49886 ◇Increase)</p>	
<p>EFFECTIVE JUNE 1, 1954</p>	
<p>Issued by the Public Utilities Commission of the State of California; San Francisco, California.</p>	
<p>Correction No. 185</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*270-A Cancels 270	EXCEPTIONS TO CURRENT CLASSIFICATION
	<p data-bbox="717 533 1110 572" style="text-align: center;">PACKING REQUIREMENTS</p> <p data-bbox="358 598 1451 807">Except as provided in Note 1, articles will not be subject to the packing requirements 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 data-bbox="358 833 1468 963">If two or more ratings which are subject to different packing requirements are provided for an article in the form in which it is shipped, the lowest of such ratings will apply.</p> <p data-bbox="358 989 1468 1419">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), dry, liquid, paste, solid, powdered, granulated. 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 data-bbox="358 1445 1434 1575">Note 1 - The provisions of this item will not apply when specific packing requirements are provided in connection with Exceptions to the Current Classification or in connection with commodity rates.</p>
	* Change, Decision No. 49886
EFFECTIVE JUNE 1, 1954	
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 186	

Cancels

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
	*(1) EXCEPTIONS TO CURRENT CLASSIFICATION (Continued)	
	Commodity	Less-than-Carload Rating
	Babbitt Metal, bars, pigs, slabs, or scrap	4
	Bags, Bagging, Burlap, in compressed bales	4
	Barrels, wooden, viz:	
	Beer	3
	Wine	1½
	Other than Beer or Wine	D1
*280-E Cancels	Batteries, electric, storage, assembled, noibn, in packages	2
280-D	loose	1
	Boxes, fibreboard (paper),	
	S.U.	D1
	K.D.	2
	Butter, dairy, in Cartons	3
	Candy or Confectionery, as described under the heading "Candy or Confectionery" in the Classification	3

* Change, Decision No. 49886

(1) Other exception ratings formerly contained herein canceled, classification ratings apply.

EFFECTIVE JUNE 1, 1954

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

Correction No. 187

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
	* (1) EXCEPTIONS TO CURRENT CLASSIFICATION (Continued)	
	COMMODITY	Less than Carload Rating
*290-A Cancels 290	Cereals, prepared, Flaked, puffed or shredded N.O.S.	1 4
	Chinaware, Earthenware or Pottery viz: Chinaware, N.O.I.B.N. Crockery, N.O.S. Earthenware, N.O.I.B.N., in boxes or crates	1 2 2
	Containers, Sheet Iron or Steel, S.U., with or without their equipment of bails, covers, bungs or nozzles, viz: Barrels, beer Barrels, N.O.S. Cans or pails: Milk or oil, in crates N.O.S.	3 D1 1½ 1

* Change, Decision No. **49886**
 (1) Other exception ratings formerly contained herein canceled, classification ratings apply.

EFFECTIVE JUNE 1, 1954

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 188

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
	*(1) EXCEPTIONS TO CURRENT CLASSIFICATION (Continued)	
	COMMODITY	Less-than-Carload Rating
	Foodstuffs, viz:	
	Beans, vanilla	1
	#Coffee, extract of (condensed coffee), dry	03
	Coffee, roasted	3
	Dessert Preparations, dry, N.O.I.B.N.	2
	Juico, fruit or vegetable, canned (not frozen)	4
	Syrups	4
	Foodstuffs, viz:	
	Fish, canned,	
	Honey,	
	Jams,	
	Jellies,	
	Meats, canned,	
	Olives,	
	Pickles,	
	Table Sauces,	
	Vinogar,	
	In packages each weighing less than	
	30 pounds	3
	In packages each weighing 30 pounds or over	4
	Furniture, as described under that heading in the	
	Classification, viz:	
	Desks, steel	1½
	Cabinets, N.O.S.	1½
	Cabinets, File, insulated or not insulated, fire	
	resistant or not fire resistant	1½
	Furniture, N.O.S.	D1
	Hammocks	1
	Lockers, steel,	
	S.U.	1½
	K.D., in boxes or crates	3
	K.D., loose	1
	Freezers, as described in Item No. 13930 of the	
	Classification	1
	Glassware, cut, N.O.I.B.N.	1½
	Glassware, other than cut, NOIBN	1
	Gum, Arabic	3
	Hardware, as described under that heading in the	
	Classification, viz:	
	Chain, iron or steel,	
	Loose	2
	In packages	3
	Cutlory, other than gold or silver plated	2
	Hardware, N.O.S.	3
	Hollowware, enameled or other than enameled	2
	Nails	4
	Sash Weights	4
	Spikes	4
	Ink, printing, in barrels or drums	3

*300-A
 Cancels
 300

* Change)
Addition) Decision No. 49886
o Reduction)

(1) Other exception ratings formerly contained herein canceled,
classification ratings apply.

EFFECTIVE JUNE 1, 1954

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

Correction No. 189

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
	* (1) EXCEPTIONS TO CURRENT CLASSIFICATION (Continued)	
	Commodity	Less-than-Carload Rating
	Liquors, Beverage, viz.:	
	Liquors, alcoholic, Domestic, N.O.I.B.N. (Inhaul, shipping, and transportation from liquor bottling plants to wholesalers or public warehouses, only)	3
	Liquors, alcoholic, Imported, N.O.I.B.N. (Inhaul or shipping, only)	2
	Liquors, Malt, viz.:	
	Ale, Beer, Porter and Stout	
	In packages each weighing less than 30 pounds	3
	In packages each weighing 30 pounds or over	4
	Wine or Vermouth, having a declared value not exceeding \$2.00 per gallon, in glass in boxes	3
*310-B Cancels 310-A	Machinery, on skids or in boxes	1 1/2
	Magazines or Periodicals	3
	Margarine	3
	Oil, lubricating, petroleum	3
<p>*Change, Decision No. 49886 (1) Other exception ratings formerly contained herein canceled, classification ratings apply.</p>		
<p>EFFECTIVE JUNE 1, 1954</p>		
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 190</p>		

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
	*(1) EXCEPTIONS TO CURRENT CLASSIFICATION (Continued)	
	COMMODITY	Less-than-Carload Rating
	Paints, Lacquers, Shellacs, Varnishes, Wood Fillers, Paint Solvents and Paint Thinners	4
	Paper, as described under that heading in the Classification, viz:	
	Carbon	1
	Newsprint, in rolls	4
	Paper, N.O.S., in bundles, boxes, rolls or on skids	3
	Scrap or waste	4
	Toilet, or Toilet Seat Covers	2
	Towels or Toweling	2
	Wrapping, in rolls 24 inches or greater in diameter	4
	Paper Articles, viz:	
	Dishes or plates	2
	Labels	3
	Patterns	2
	Tablets, printed or not printed	3
* 320-B Cancels 320-A	Pipe, conduit, wrought iron or steel	3
	Refrigerators, in boxes or crates loose	1 D1
	Rope	3
	Safes or Safe Parts	2

* Change, Decision No. **49886**

(1) Other exception ratings formerly contained herein canceled, classification ratings apply.

EFFECTIVE JUNE 1, 1954

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

Correction No. 191

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
	* (1) EXCEPTIONS TO CURRENT CLASSIFICATION (Continued)	
	Commodity	Less-than-Carload Rating
	Shaving Cream	2
	Shoes or Boots	1½
	Shower Baths or Shower Cabinets	1½
	Soap, Soap Chips and Soap Powder	3
	Spices,	
	in bags, pails or in inner containers	2
	in barrels or boxes	3
	Tile,	
	Hollow building	4
	N.O.S.,	
	In barrels, boxes or crates	3
	Loose	1
	Tires, pneumatic	1½
	Toilet Preparations, N.O.I.B.N.	2
	Toys or Games, (as described under that heading in the Classification), other than iron or steel	1½
	Toys or Games, (as described under that heading in the Classification), iron or steel	1
*330-B Cancels 330-A	* Change, Decision No. <u>49885</u>	
	(1) Other exception ratings formerly contained herein canceled, classification ratings apply.	
EFFECTIVE JUNE 1, 1954		
Issued by the Public Utilities Commission of the State of California, San Francisco, California.		
Correction No. 192		

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Concluded)	
	*(1) EXCEPTIONS TO CURRENT CLASSIFICATION (Concluded)	
	Commodity	Less-than-Carload Rating
*340-A Cancels 340	Twine	3
	Vacuum Cleaners	1
	Wool,	
	in the grease, not scoured, or combed scoured or combed	4 2

* Change, Decision No. 49886

(1) Other exception ratings formerly contained herein canceled, classification ratings apply.

EFFECTIVE JUNE 1, 1954

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

Correction No. 193

Item No.	SECTION NO. 3 - CLASS RATES In Cents per 100 Pounds								
	Rate Basis (1)	Any Quantity				Minimum Weight 500 Pounds			
		1	2	3	4	1	2	3	4
	A	98	88	78	69	66	59	53	46
	B	101	91	81	71	69	62	55	48
	C	106	95	85	74	74	67	59	52
	Rate Basis (1)	Minimum Weight 2,000 Pounds				Minimum Weight 4,000 Pounds			
		1	2	3	4	1	2	3	4
	A	41	37	33	29	31	28	25	22
	B	43	39	34	30	35	32	28	25
	C	47	42	38	33	39	35	31	27
	Rate Basis (1)	Minimum Weight 10,000 Pounds, Except as Provided in Note 1				Minimum Weight 20,000 Pounds, Except as Provided in Notes 2 and 3			
		1	2	3	4	1	2	3	4
	A	26	23	21	18	24	22	19	17
	B	29	26	23	20	26	23	21	18
	C	33	30	26	23	29	26	23	20
	Rate Basis (1)	Minimum weight as Provided in the Current Classification, Except as Provided in Note 3							
		5				A			
	A	14½				16			
	B	15½				17			
	C	17½				19			
<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 as 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 Item No. 350 series.</p>									

360-E
Cancels
360-D

◆ Increase, Decision No. 49886

EFFECTIVE JUNE 1, 1954

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

Correction No. 194

SECTION NO. 4 - COMMODITY RATES
In cents per 100 lbs. except as noted

Item No.	COMMODITY	RATES	Minimum Weight																																																												
*390-F Cancels 390-E	<p>CEREAL FOOD PREPARATIONS (cracked, ground, granulated, hulled or rolled cereals, partially prepared for human consumption, but requiring cooking),</p> <p>FLOUR, ***(2) in Packages</p> <p>Inhaul, Shipping or City Deliveries at truck-side, platform or sidewalk:</p> <table border="0"> <tr> <td></td> <td>350 pounds or less -----</td> <td></td> </tr> <tr> <td>Over</td> <td>350 " but not over 500 pounds ---</td> <td></td> </tr> <tr> <td>"</td> <td>500 " " " " 750 " -----</td> <td></td> </tr> <tr> <td>"</td> <td>750 " " " " 1000 " -----</td> <td></td> </tr> <tr> <td>"</td> <td>1000 " " " " 1250 " -----</td> <td></td> </tr> <tr> <td>"</td> <td>1250 " " " " 1500 " -----</td> <td></td> </tr> <tr> <td>"</td> <td>1500 " " " " 1750 " -----</td> <td></td> </tr> <tr> <td>"</td> <td>1750 " " " " 2000 " -----</td> <td></td> </tr> <tr> <td>"</td> <td>2000 " " " " 2500 " -----</td> <td></td> </tr> <tr> <td>"</td> <td>2500 " " " " 3000 " -----</td> <td></td> </tr> <tr> <td>"</td> <td>3000 " " " " 3500 " -----</td> <td></td> </tr> <tr> <td>"</td> <td>3500 " " " " 4000 " -----</td> <td></td> </tr> <tr> <td>"</td> <td>4000 " " " " 4500 " -----</td> <td></td> </tr> <tr> <td>"</td> <td>4500 " " " " 5000 " -----</td> <td></td> </tr> <tr> <td>"</td> <td>5000 " " " " 6000 " -----</td> <td></td> </tr> <tr> <td>"</td> <td>6000 " " " " 7000 " -----</td> <td></td> </tr> <tr> <td>"</td> <td>7000 " " " " 8000 " -----</td> <td></td> </tr> <tr> <td>"</td> <td>8000 " " " " 9000 " -----</td> <td></td> </tr> <tr> <td>"</td> <td>9000 " " " " 10000 " -----</td> <td></td> </tr> <tr> <td>"</td> <td>10000 " -----</td> <td></td> </tr> </table> <p>(1) In cents per 100 pounds</p>		350 pounds or less -----		Over	350 " but not over 500 pounds ---		"	500 " " " " 750 " -----		"	750 " " " " 1000 " -----		"	1000 " " " " 1250 " -----		"	1250 " " " " 1500 " -----		"	1500 " " " " 1750 " -----		"	1750 " " " " 2000 " -----		"	2000 " " " " 2500 " -----		"	2500 " " " " 3000 " -----		"	3000 " " " " 3500 " -----		"	3500 " " " " 4000 " -----		"	4000 " " " " 4500 " -----		"	4500 " " " " 5000 " -----		"	5000 " " " " 6000 " -----		"	6000 " " " " 7000 " -----		"	7000 " " " " 8000 " -----		"	8000 " " " " 9000 " -----		"	9000 " " " " 10000 " -----		"	10000 " -----		<p>◇In Cents Per Shipment</p> <p>200 260 315 350 380 415 450 485 555 630 700 785 870 950 1120 1285 1375 1465 1550 (1)15½</p>	
	350 pounds or less -----																																																														
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#392(3)	<p>FLOUR, in Sacks</p> <p>City Deliveries (Not subject to Item No. 60 Series)</p> <table border="0"> <tr> <td></td> <td>500 pounds or less -----</td> <td></td> </tr> <tr> <td>Over</td> <td>500 " but not over 1000 pounds ---</td> <td></td> </tr> <tr> <td>"</td> <td>1000 " " " " 1500 " -----</td> <td></td> </tr> <tr> <td>"</td> <td>1500 " " " " 2150 " -----</td> <td></td> </tr> </table> <p>(4) Column A rates expire August 31, 1954. (5) Column B rates effective September 1, 1954.</p> <table border="0"> <tr> <td>Over</td> <td>2150 pounds but not over 5000 pounds---</td> <td></td> </tr> <tr> <td>"</td> <td>5000 " " " " 10000 " ---</td> <td></td> </tr> <tr> <td>"</td> <td>10000 " -----</td> <td></td> </tr> </table>		500 pounds or less -----		Over	500 " but not over 1000 pounds ---		"	1000 " " " " 1500 " -----		"	1500 " " " " 2150 " -----		Over	2150 pounds but not over 5000 pounds---		"	5000 " " " " 10000 " ---		"	10000 " -----		<p>In Cents Per Shipment</p> <table border="0"> <tr> <td>Col. A(4)</td> <td>Col. B(5)</td> </tr> <tr> <td>116</td> <td>250</td> </tr> <tr> <td>213</td> <td>335</td> </tr> <tr> <td>307</td> <td>410</td> </tr> <tr> <td>393</td> <td>515</td> </tr> </table> <p>In Cents Per 100 Pounds</p> <p>◇24 618 615½</p>	Col. A(4)	Col. B(5)	116	250	213	335	307	410	393	515																														
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307	410																																																														
393	515																																																														
#395	<p>CORN GRITS, FEED, MILT, Inhaul only</p>	<p>611</p>	<p>20,000 Pounds</p>																																																												

- (2) Rates for the transportation of Corn Grits, Feed and Malt transferred to Item No. 395 series.
(3) City Deliveries transferred from Item No. 390 series.

* Change)
◇ Increase) Decision No. 49886
⊖ Reduction)
Addition)

EFFECTIVE JUNE 1, 1954
(Except as Noted)

Issued by the Public Utilities Commission of the State of California,
San Francisco, California:
Correction No. 195

SECTION NO. 4 - COMMODITY RATES (Continued)
 In cents per 100 lbs. except as noted.

Item No.	COMMODITY	RATES	Minimum Weight
*400-E Cancels 400-D	COFFEE, GREEN. Inhaul only (1) Monthly tonnage is to be averaged over twelve (12) calendar months commencing with month in which property is first transported.	0 9½	(1) 1000 tons per Calendar Month
*410-G Cancels 410-F	COFFEE, GREEN, in sacks) SPICES, viz.:) Allspice, in sacks) Cloves, in sacks) Cumin seed, in sacks) Ginger, in sacks) -- Inhaul only Mustard, ground, in sacks or) barrels) Nutmeg, in sacks) Pepper, in sacks) Turmeric, in sacks)	0 11	5000 tons per Calendar Year, and 10,000 pounds per shipment

* Change)
 ◊ Increase) Decision No. 49836
 ◊ Reduction)

EFFECTIVE JUNE 1, 1954

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

Correction No. 196

SECTION NO. 4 - COMMODITY RATES (Continued)																																							
In cents per 100 lbs. except as noted																																							
Item No.	COMMODITY	RATES	Minimum Weight																																				
*425-F Cancels 425-E and 425-D	<p>FREIGHT, REGARDLESS OF CLASSIFICATION, When not subject to rates and charges provided elsewhere in this section, within and between all zones and only on deliveries from manufacturers, manufacturers' agents, wholesalers, jobbers, commercial distributors and warehouses.</p> <p>Weight Per Package 70 Pounds or less -----</p> <p>The rates named in this item shall alternate with the minimum per shipment charges set forth in Item 200 series of this tariff and shall not be subject to Item 60 series of this tariff.</p> <p>NOTE:-An additional charge of 20 cents for each \$100 or fraction thereof shall be assessed for each C.O.D. collected.</p>	<p>In Cents Per Package 16 Plus 2 cents for each pound or fraction thereof (See Note)</p>																																					
*430-E Cancels 430-D	<p>GROCERY HOUSES, WHOLESALE, Commodities transported for—</p> <p>COLUMN A rates in cents per 100 pounds. COLUMN B rates in cents per shipment. City Deliveries:</p> <p>400 lbs. or less ----- Over 400 " but not over 1800 lbs. ----- " 1800 " " " " 2000 " ----- " 2000 " " " " 5000 " ----- " 5000 " " " " 6000 " ----- " 6000 " -----</p> <p>Shipping:</p> <p>100 lbs. or less ----- Over 100 " but not over 400 lbs. ----- " 400 " " " " 1000 " ----- " 1000 " " " " 1500 " ----- " 1500 " " " " 2000 " ----- " 2000 " -----</p> <p>N.O.S. (including inhaul):</p> <p>500 lbs. or less ----- Over 500 " but not over 1200 lbs. ----- " 1200 " " " " 2000 " ----- " 2000 " -----</p>	<table border="1"> <thead> <tr> <th colspan="2">Col. Col.</th> </tr> <tr> <th>A</th> <th>B</th> </tr> </thead> <tbody> <tr> <td>—</td> <td>0110</td> </tr> <tr> <td>028</td> <td>—</td> </tr> <tr> <td>—</td> <td>0380</td> </tr> <tr> <td>019</td> <td>—</td> </tr> <tr> <td>—</td> <td>0930</td> </tr> <tr> <td>015½</td> <td>—</td> </tr> <tr> <td>—</td> <td>0110</td> </tr> <tr> <td>—</td> <td>0185</td> </tr> <tr> <td>—</td> <td>0230</td> </tr> <tr> <td>—</td> <td>0245</td> </tr> <tr> <td>—</td> <td>0270</td> </tr> <tr> <td>013½</td> <td>—</td> </tr> <tr> <td>—</td> <td>0215</td> </tr> <tr> <td>—</td> <td>0350</td> </tr> <tr> <td>—</td> <td>0480</td> </tr> <tr> <td>024</td> <td>—</td> </tr> </tbody> </table>	Col. Col.		A	B	—	0110	028	—	—	0380	019	—	—	0930	015½	—	—	0110	—	0185	—	0230	—	0245	—	0270	013½	—	—	0215	—	0350	—	0480	024	—	<p>1000 tons per Calendar Month</p>
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*440-E Cancels 440-D	<p>◇ CANCELED. Class Rates Apply.</p>																																						
*450-G Cancels 450-F	<p>HARDWARE HOUSES, WHOLESALE, Commodities transported for ----- Minimum charge *64 cents per shipment</p>	*17	<p>6000 tons per Cal- endar Year</p>																																				

* Change)
◇ Increase) Decision No. 49886
◊ Reduction)

EFFECTIVE JUNE 1, 1954

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 197

Cancels

SECTION NO. 4 - COMMODITY RATES (Continued) In cents per 100 lbs. except as noted			
Item No.	COMMODITY	RATE	Minimum Weight
*460-E Cancels 460-D	◇ CANCELED Class rates apply.		
*470-E Cancels 470-D	PAPER, viz.: Newsprint, in rolls. Inhaul----- (1) Monthly tonnage is to be averaged over twelve (12) calendar months commencing with month in which property is first transported.	6 8½	500 tons per Calendar Month (1)
* Change) ◇ Increase) Decision No. 49886 6 Reduction)			
EFFECTIVE JUNE 1, 1954			
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 198			

SECTION NO. 4 - COMMODITY RATES (Continued)
 In cents per 100 lbs. except as noted

Item No.	COMMODITY	RATES	Minimum Weight
*500-F Cancels 500-E	RICE AND RICE MILL PRODUCTS In Sacks -----	6 9	20,000 Pounds
*510-F Cancels 510-E	◇ CANCELED Class rates apply.		

* Change)
 ◇ Increase) Decision No. 49886
 6 Reduction)

EFFECTIVE JUNE 1, 1954

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

Correction No. 199

SECTION NO. 4 - COMMODITY RATES (Concluded) In cents per 100 lbs. except as noted			
Item No.	COMMODITY	RATES	Minimum Weight
*530-E Cancel 530-D	SUGAR, in Packages, Zone 1 (See Item No. 40 series)---- (1) Minimum charge ◊ \$1.20 per shipment	(1) ◊ 8½	500 tons per Calendar Month
<p>* Change) ◊ Increase) Decision No. 49886 ◊ Reduction)</p>			
EFFECTIVE JUNE 1, 1954			
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 200</p>			

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS
-------------	---

APPLICATION OF RATES

(a) Rates in this Section apply only when, prior to the transportation of the property, the shipper enters into a written agreement with the carrier as provided in paragraph (c) hereof, and only when the property is transported by one carrier for one shipper. When such agreement is executed, rates otherwise provided in this tariff will not apply.

(b) Rates in this Section will not be governed by the general rules and regulations in this tariff other than the following:

*Definitions in Item No. 10 series of Holidays, Point of Destination, Point of Origin, Rate and Same Transportation; Item No. 100, Charges for Service at Other Than Regular Working Hours; Item No. 110, C.O.D. Shipments; Item No. 120, Collection of Charges; Item No. 130, Collection of Loss and/or Damage Claims; Item No. 190, Marking of Packages.

*(c) Prior to the transportation of the property, the shipper must enter into a written agreement with the carrier to ship at rates no lower than those provided in this Section, stating specifically the class of service desired. No single agreement shall cover shipments transported over a period in excess of one year. The agreement shall be in substantially the following form, and the original or a copy thereof shall be retained and preserved by the carrier, subject to the Commission's inspection, for a period of not less than three years from the date of its issuance.

*550-F
 Cancels
 550-E

Date - - - - -
<p>In accordance with the provisions of Section 5 of City Carriers' Tariff No. 1-A, I hereby elect to have ----- transported by (Identify Transaction) ----- from ----- (Name of Carrier) (Point of Origin) to ----- at the rate of ----- (Point of Destination) (See Note) under the rates and provisions of Item No. ----- (See Note) series of said tariff.</p> <p>Shipper ----- By ----- (Name in Full) (Name in Full)</p> <p>Confirmed:</p> <p>Carrier ----- By ----- (Name in Full)</p> <p>NOTE.- In the event shipper and carrier agree to a basis higher than that provided in this Section, but in the same unit or units of measurement in which the minimum basis is stated, the agreed basis may be stated in place of the item number.</p>

*(d) Rates in this Section include the services of the driver only. When, at the request of shipper, carrier furnishes help in addition to the driver, an additional charge shall be made at the rate of \$3.60 per man per hour, minimum charge one hour for each helper used. The time for computing charges shall not be less than the actual time the helpers are engaged in performing the service.

*(e) Rates apply for the exclusive use of the equipment furnished.

* Change)
o Reduction) Decision No. 43886
Addition)

EFFECTIVE JUNE 1, 1954

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

Correction No. 201

Seventh Revised Page ... 46

Cancels

Sixth Revised Page ... 46

CITY CARRIERS' TARIFF NO. 1-A

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)			
	<p>HOURLY VEHICLE UNIT RATES (Subject to Notes 1, 2 and 3)</p> <p>(Subject to Item No. 575 Series)</p> <p>Minimum Charge One Hour.</p> <p>Capacity of Carrier's Equipment in Pounds</p>		<p>RATES In Cents Per Hour</p>	
*560-G Cancels 560-F	<p>4,500 or less -----</p> <p>Over 4,500 but not over 6,500 -----</p> <p>" 6,500 " " " 15,500 -----</p> <p>" 15,500 " " " 20,500 -----</p> <p>" 20,500 -----</p> <p>Gantry Trucks, regardless of capacity-----</p>		<p>¢ 500</p> <p>¢ 525</p> <p>¢ 550</p> <p>¢ 600</p> <p>¢ 675</p> <p>¢ 720</p>	
	<p>NOTE 1. Time for hourly rates shall be computed from the time the vehicle leaves carrier's place of business until it arrives back at said place of business.</p> <p>NOTE 2. The gantry truck is a motor vehicle so designed and constructed that it straddles the load to be transported and by means of appropriate mechanism picks up the load and supports it during transportation.</p> <p>NOTE 3. The rates based on the capacity of the carrier's equipment are not applicable to gantry trucks.</p>			
	<p>MONTHLY VEHICLE UNIT RATES (Subject to Item No. 575 series)</p>			
	Capacity of Carrier's Equipment in Pounds	Column 1	Column 2	Column 3
*570-E Cancels 570-D	<p>4,500 or less -----</p> <p>Over 4,500 but not over 6,500 -----</p> <p>" 6,500 " " " 15,500 -----</p> <p>" 15,500 " " " 20,500 -----</p> <p>" 20,500 -----</p>	<p>¢ 625</p> <p>¢ 675</p> <p>¢ 725</p> <p>¢ 800</p> <p>¢ 875</p>	<p>¢ 350</p> <p>¢ 900</p> <p>¢ 925</p> <p>¢ 1000</p> <p>¢ 1075</p>	<p>¢ 12</p> <p>¢ 14</p> <p>¢ 16</p> <p>¢ 18</p> <p>¢ 23</p>
	<p>*Column 1 - Rates per month in dollars per unit of carrier's equipment for service exclusive of service on Saturdays, Sundays and holidays. When equipment of capacity of 20,500 pounds or less is operated in excess of 1050 miles per month add rates shown in Column 3. When equipment of capacity exceeding 20,500 pounds is operated in excess of 672 miles per month add rates shown in Column 3.</p> <p>*Column 2 - Rates per month in dollars per unit of carrier's equipment for service including service on Saturdays, Sundays and holidays, subject to additional charges provided for in Item No. 100 series. When equipment of capacity 20,500 or less is operated in excess of 1,250 miles per month add rates in Column 3. When equipment of capacity exceeding 20,500 pounds is operated in excess of 300 miles per month add rates shown in Column 3.</p> <p>Column 3 - Rates in cents per mile to be added to the Columns 1 and 2 rates when the unit of carrier's equipment is operated in excess of the maximum mileage allowed thereunder.</p>			
	<p>*Change) ◊Increase) Decision No. 49886 ◊Reduction)</p>			
<p>EFFECTIVE JUNE 1, 1954</p>				
<p>Issued by the Public Utilities Commission of the State of California, Correction No.202 San Francisco, California.</p>				

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Concluded)
#575	<p style="text-align: center;">EQUIPMENT LIST</p> <p>A. A list of carrier's equipment, as defined in Item No. 10 series, used in the transportation under rates in Items Nos. 560 and 570 series, shall be compiled by each carrier. Each unit of carrier's equipment shall be identified by number or other means and the list shall show the normal carrying capacity thereof.</p> <p>B. The normal carrying capacity of each vehicle unit shall be determined by the carrier based upon that amount of property in pounds, which physically can be loaded therein and safely transported under normal conditions.</p> <p>C. The equipment list shall be filed in duplicate with the Commission and an exact copy thereof shall be kept open for public inspection by the carrier. When, subsequent to the filing of the list, equipment is placed in or withdrawn from service, or its carrying capacity is changed by alteration of the equipment, the carrier shall amend its equipment list to show the change and the date it is made. An amendment to the equipment list shall be filed with the Commission not later than ten days subsequent to the date of change.</p> <p>D. Each vehicle shall have stenciled or otherwise permanently displayed on it the carrying capacity thereof.</p> <p>E. Each shipping document issued in connection with transportation under Items Nos. 560 and 570 series shall, in addition to other requirements, identify the equipment used and show the carrying capacity of each vehicle employed.</p>
# Addition, Decision No.	49886
EFFECTIVE JUNE 1, 1954	
Issued by the Public Utilities Commission of the State of California. San Francisco, California.	
Correction No. 203	

Item No.	SECTION NO. 6 - SPECIAL RATES		
*580-B Cancels 580-A	<p>If the rates provided in tariffs referred to in Note 1 below result in a lower charge than the rates set forth elsewhere in this tariff for the same transportation of the same shipment of property, such lower charge will apply.</p>		
	<p>Property transported by City Carriers-----Inhaul and Shipping</p>		
	BETWEEN	AND	MINIMUM CHARGE
	Docks, Piers or Wharves	Public Warehouses directly served by Railroad Spur Track Facilities	The sum of car loading and car unloading charges at Dock, Pier or Wharf and at Public Warehouse plus Railroad switching rates and car rental rates. (See Note 1.)
	Industries and Warehouses other than Public Warehouses directly served by Railroad Spur Track Facilities	Car loading or car unloading charge at Dock, Pier or Wharf plus Railroad switching rates and car rental rates. (See Note 1.)	
<p>Note 1.—</p> <p>(a) Car loading or car unloading at the dock, pier or wharf shall be at the rates published in San Francisco Bay Carloaders Tariff Bureau Car Servicing Tariff No. 1-C, F.M.B.T. No. 2, of C. R. Nickerson, Agent, amendments thereto and reissues thereof.</p> <p>*(b) Railroad switching rates and railroad car rental rates shall be as published in State of California Operating State Belt Railroad, Terminal Tariff No. 6, I.C.C. No. 8, and the tariffs of rail carriers lawfully on file with the Commission, amendments thereto and reissues thereof.</p> <p>*(c) Loading or unloading at Public Warehouses shall be as published in California Warehouse Tariff Bureau Tariff 1-E, Cal.P.U.C. No. 83 (L.A. Bailey Series), and 3-E, Cal.P.U.C. No. 98 (L.A. Bailey Series), of Jack L. Dawson, Agent, amendments thereto and reissues thereof.</p> <p>*(d) Whenever car loading or car unloading charges in the tariffs named in paragraphs (a), (b) or (c) above, are based on hourly rates, such rates shall apply for the actual time involved in loading or unloading the motor carrier's equipment, subject to the provisions of rules applicable in connection with such hourly rates.</p>			
* Change) # Addition)	Decision No. 49886		
EFFECTIVE JUNE 1, 1954			
Issued by the Public Utilities Commission of the State of California, San Francisco, California.			
Correction No. 204			

SECTION NO. 6 - SPECIAL RATES (Concluded)

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

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

Shipments transported under rates in this item will not be subject to provisions of Item No. 100 series - Charges for Services at other than Regular Working Hours.

LUMBER AND FOREST PRODUCTS, viz.: The products of the forest consisting of lumber, wallboard or timbers, rough or dressed, green or seasoned, cut to dimension or shaped, laminated or not laminated, not further advanced in manufacture than by shaping, splitting, laminating, sawing, re-sawing or passing through planing machinery.	MILES (See Note 1) But not		RATE In Cents Per 1000 Feet EM (See Note 2)
	Over	Over	
Subject to a minimum charge based on the applicable rate for 3,000 feet EM.	0	$\frac{1}{2}$	(1) 66
	$\frac{1}{2}$	1	682
	1	2	6118
	2	4	6145
	4	6	6213
	6	8	6278
	8	10	6345

(1) For transportation from bulkheads, docks, piers or wharves for distances of not over 1,000 feet the rate shall be 65 cents per 1,000 feet EM.

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

NOTE 2.—For handling lumber between railroad cars, trucks, carrier blocks or stacks, on the one hand, and railroad cars, trucks, carrier blocks or stacks, on the other hand, a charge of \$2.10 per 1,000 feet EM shall be assessed in addition to transportation charges. This handling charge does not include sorting, tallying, grading or other accessorial services.

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

Carstrips, in bundles:	Board Measure Applicable Per Bundle
7/16" x 1 1/2" or 1 1/2" x 8'-----	25' EM
1/2" x 1 1/2" or 1 1/2" x 8'-----	32' EM
Lath, in bundles, 1 1/2" or 1-5/8" x 4'-----	25' EM
Logs, Piling, Poles, Spars-----	Use square of mean diameter to compute EM.
Lumber:	
Less than 1" thick-----	Compute as 1" thick.
Surfaced, dressed or finished lumber 1" or more thick-----	Use size before surfacing, dressing or finishing.
Mouldings less than 1" x 1"-----	Compute as 1" x 1".
Shakes, in bundles:	Per Bundle
Redwood-----	12 1/2' EM
Cedar-----	40' EM
Shingles, in bundles-----	25' EM
Wallboard:	Per 1000' SM
Thickness 1/2" or less-----	500' EM
Thickness over 1/2" but not over 1"-----	667' EM
Thickness over 1" but not over 1 1/2"-----	1000' EM

" denotes inches. EM--board measure.
' denotes feet. SM--surface measure.

* Change)
◇ Increase) Decision No. 49886
○ Reduction)

EFFECTIVE JUNE 1, 1954

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 205

SECTION NO. 7

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

Rates in this Section do not alternate
with rates in other sections of
this tariff.

Rates named in this Section are not
subject to Items Nos. 90, 140,
220 and 270 series herein.

MINIMUM CHARGE

The minimum charge for shipments transported at
rates named in this Section shall be
*103 cents.

* Change, Decision No. **49886**

EFFECTIVE JUNE 1, 1954

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 206

SECTION NO. 7 - COMMODITY RATES - FRUITS AND VEGETABLES
 *(Not Cold Pack nor Frozen)
 In cents per package, except as noted

Column 1 Rates apply:--Between points in the same Zone.
 Column 2 Rates apply:--(Between points in Zone 1.....and points in Zone 2.
 (Between points in Zone 2.....and points in Zone 3.
 Column 3 Rates apply:--(Between points in Zone 1.....and points in Zone 3.
 (Between points in Zones 1,2,3 and points in Zone 4.

Item No.	COMMODITY	* RATES		
		Col.1	Col.2	Col.3
*600-E Cancels 600-D	FRUIT, CITRUS, FRESH, viz.:			
	Grapefruit...In lug or standard boxes (12" x 12" x 26") with or without lids.....	10½	14	21
	Oranges.....In lug or standard boxes (10½ x 13½" x 26") with or without lids...	12	15	24
	Tangerines...(In boxes N.O.S..... (In standard Orange boxes (12" x 12" x 26")	8 12	10½ 15	16 23
*610-E Cancels 610-D	FRUIT, DECIDUOUS, FRESH, viz.:			
	(In boxes weighing less than 40 lbs.	8	10½	16
	Apples.....(In boxes weighing 40 lbs. and over (In boxes weighing 40 lbs. and over, (Min. Wt. 20,000 lbs.....	10½ 10	14 12	21 20
	Berries.....In crates weighing less than 30 lbs.	6	8	12
	Cranberries...(In boxes weighing less than 40 lbs. (In boxes weighing 40 lbs. and over	6 10½	8 14	12 21
	(In crates weighing less than 20 lbs.	7½	10	15
	Grapes.....(In crates weighing 20 lbs. but not over 30 lbs..... (In boxes weighing over 30 lbs.....	8 10½	10½ 14	16 21
	(In crates weighing less than 30 lbs.	7½	10	15
	Peaches.) (In boxes weighing 30 lbs. but not Plums... (over 40 lbs..... Prunes.. (In boxes weighing over 40 lbs.	8 10½	10½ 14	16 21
	(In boxes weighing less than 40 lbs.	10½	14	21
	Pears.....(In boxes weighing 40 lbs. and over	12	15	24
	*620-E Cancels 620-D	FRUIT, TROPICAL, FRESH, viz.:		
(In boxes weighing less than 20 lbs.		6	8	12
Avocados....(In boxes weighing 20 lbs. and over		8	10½	16
Bananas(Honolulu) in bunches.....		12	15	24
In 9-hand bunches.....		15	20	30
In 8-hand bunches.....		12	15	23
In pieces.....		8	10½	16
Bananas,N.O.S., In tubs.....		12	15	24
In half tubs.....		10½	14	21
In boxes weighing 30 lbs.		8	10½	16
In crates.....		21	24	41
		In cents Per 100 lbs.		
Cocoanuts....Loose or in packages.....	15	20	30	
	In cents Per Package			
Pineapples...In crates weighing 50 lbs. and over	15	20	30	

* Change, Decision No. 49886

EFFECTIVE JUNE 1, 1954

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 207

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

*(Not cold pack nor frozen)

In cents per package, except as noted

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

Column 2 Rates apply:--(Between points in Zone 1and points in Zone 2.
 (Between points in Zone 2and points in Zone 3.

Column 3 Rates apply:--(Between points in Zone 1.....and points in Zone 3.
 (Between points in Zones 1,2,3.....and points in Zone 4

Item No.	COMMODITY	* RATES		
		Col.1	Col.2	Col.3
*630-E Cancels 630-D	FRUIT, FRESH, N.O.S.:			
	In boxes or crates weighing less than 30 lbs.....	7½	10	15
	In boxes or crates weighing 30 lbs. but not over 40 lbs.....	8	10½	16
	In boxes or crates weighing over 40 lbs.....	10½	14	21
*640-E Cancels 640-D	MELONS, viz.:			
	(In 32-lb. flat crates.....)	8	10½	16
	Canta- (In 57-lb. Pony crates.....)	10½	14	21
	loupes... (In 68-lb. Standard crates.....)	12	15	23
	(In 78-lb. Jumbo crates.....)	12	15	24
	Casabas:			
	(In 34-lb. small crates.....)	8	10½	16
	Honey Dew) (In 44-lb. medium crates.....)	10½	14	21
	Honey Ball) (In 54-lb. special crates.....)	12	15	24
	Persian..) (In 56-lb. large crates.....)	12	15	24
(Loose--In cents per 100 lbs.....)	30	38	61	
Watermelons..Loose--In cents per 100 lbs.....	30	38	61	
*650-E Cancels 650-D	MELONS, N.O.S.:			
	In boxes or crates weighing less than 30 lbs.....	8	10½	16
	In boxes or crates weighing 30 lbs. but not over 40 lbs.....	10½	14	21
	In boxes or crates weighing over 40 lbs.....	12	15	24
*660-E Cancels 660-D	VEGETABLES, FRESH, viz.:			
	(In boxes weighing less than 30 lbs...)	8	10½	16
	Artichokes... (In boxes weighing 30 lbs. and over...)	10½	14	21
	Asparagus.....In crates.....	10½	14	21
	(In bushel hampers.....)	12	15	23
	Beans..... (In crates weighing less than 50 lbs..)	10½	14	21
	(In crates weighing 50 lbs. and over..)	15	20	29
	(In sacks weighing 80 lbs. or less....)	15	20	29
	Beets) (In crates or sacks weighing 30 lbs...)			
	Cabbage) or less.....	7½	10	15
	Carrots) (In crates or sacks weighing over 30 but not over 50 lbs.....)	8	10½	16
	(In crates or sacks weighing over 50 but not over 100 lbs.....)	12	15	24
	Celery.....In crates.....	12	15	24
	(In Los Angeles boxes.....)	8	10½	16
	Corn..... (In Baskets.....)	12	15	23
	(In sacks weighing 30 lbs. or less....)	15	20	29
	Cucumbers.... (In boxes weighing less than 30 lbs...)	8	10½	16
	(In boxes weighing 30 lbs. and over...)	10½	14	21
	(In crates or sacks weighing 30 lbs... or less.....)	7½	10	15
	Onions, dry) (In crates or sacks weighing over 30 but not over 50 lbs.....)	8	10½	16
	Potatoes..) (In crates or sacks weighing over 50 but not over 100 lbs.....)	12	15	24
	Turnips....)			

*Change, Decision No. 49886

EFFECTIVE JUNE 1, 1954

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 208

SECTION No. 7 - COMMODITY RATES - FRUITS AND VEGETABLES (Concluded)				
*(Not Cold Pack Nor Frozen)				
In cents per package, except as noted				
Column 1 Rates apply:--Between points in the same Zone.				
Column 2 Rates apply: (Between points in Zone 1-----and points in Zone 2.				
Column 3 Rates apply: (Between points in Zone 2-----and points in Zone 3.				
Column 3 Rates apply: (Between points in Zone 1-----and points in Zone 3.				
Column 3 Rates apply: (Between points in Zones 1,2,3---and points in Zone 4.				
Item No.	COMMODITY	*RATES		
		Col. 1	Col. 2	Col. 3
*670-F Cancels 670-E	Lettuce----- (In crates, dry packed-----)	12	15	24
	(In crates, ice packed-----)	15	20	28
	(In bushel hampers-----)	12	15	24
	Peas----- (In crates weighing less than 50 lbs.--)	10½	14	21
	(In crates weighing 50 lbs and over--)	15	20	29
	(In sacks weighing 80 lbs. or less--)	15	20	29
	Peppers, green in crates-----	12	15	24
	Potatoes, (In boxes weighing 30 lbs. but			
	sweet----- (not over 40 lbs.-----)	10½	14	21
	(In boxes weighing over 40 lbs.-----)	12	15	24
	Rhubarb----- (In boxes weighing less than 30 lbs.--)	7½	10	15
	(In boxes weighing 30 lbs. and over--)	10½	14	21
	(In boxes or crates weighing			
	Squash----- (less than 30 lbs.-----)	8	10½	16
(Loose - In cents per 100 lbs.-----)	30	38	61	
(In boxes or crates weighing				
Tomatoes----- (40 lbs. or less-----)	7½	10	15	
(In boxes or crates weighing over				
(40 lbs.-----)	12	15	24	
Yams----- In bushel baskets or hampers-----	12	15	24	
*680-F Cancels 680-E	VEGETABLES, FRESH or GREEN, N.O.S., in boxes, crates or sacks:			
In packages weighing less than 30 lbs.-----	8	10½	16	
In packages weighing 30 lbs. but not over 40 lbs.--	10½	14	21	
In packages weighing over 40 lbs.-----	12	15	24	
*690-F Cancels 690-E	CONTAINERS, EMPTY, viz.:			
(Los Angeles Lug, in bundles, per box-----)	2½	3½	4	
(Los Angeles Lug, loose, per box-----)	3½	4	6	
(50-lb. Lug, in bundles, per box-----)	4	5	8	
(50-lb. Lug, loose, per box-----)	5	6	10½	
Boxes----- (Apple, in bdl. per box-----)	2½	3½	4	
(Apple, loose, per box-----)	4	5	8	
(Lemon, in bdl. per box-----)	3½	4	6	
(Lemon, loose, per box-----)	5	6	10½	
(Orange, in bdl. per box-----)	3½	4	6	
(Orange, loose, per box-----)	5	6	10½	
(Pear, in bdl. per box-----)	2½	3½	4	
(Pear, loose, per box-----)	4	5	8	
(4 Basket, in bdl. per bdl.-----)	5	6	10½	
(4 Basket, loose, per crate-----)	2½	3½	4	
Crates----- (Los Angeles, in bdl. per crate-----)	4	5	8	
(Los Angeles, loose, per crate-----)	6	8	12	
(Banana, per crate-----)	6	8	12	
Tubs----- Banana, per Tub-----	2½	3½	4	
	In Cents Per Hour			
Straw-- Banana (in truck loads):				
1st hour or fraction thereof-----	583	583	583	
2nd and each succeeding hour-----	391	391	391	

*700-F Cancels 700-E	FRUIT, DECIDUOUS, FRESH, viz.: Apples---) Grapes---) --Ice Houses;Refrigeration Plants-- Pears----)	FROM	TO Steamship Docks or Piers---	In Cents Per 100 Lbs.
				15
* Change, Decision No. 49886				
EFFECTIVE JUNE 1, 1954				
Issued by the Public Utilities Commission of the State of California, San Francisco, California.				
Correction No. 209				

SECTION NO. 8 - FORM OF SHIPPING DOCUMENT

* Item No. 710-A Cancels Item No. 710

SHIPPING ORDER AND FREIGHT BILL

Name of Carrier _____ Bill No. _____
 (Name of Carrier must be the same as shown on Permit) Permit No. _____
 City _____ Date _____, 19____
 Shipper _____ Consignee _____
 Street Address _____ Street Address _____

Packages	Kind	Description of Commodities	***Weight	Rate	Charges

Equipment Number _____ Assigned Carrying Capacity _____

Shipper _____ C.O.D. _____

By _____ C.O.D. Fee _____
 (Show name in full)

Received by Carrier in good condition except as noted: _____ **Advances _____

By _____ **Other Charges _____
 Driver (Show name in full)

Received by Consignee in good condition except as noted: _____ Prepaid _____

By _____ Total to Collect _____
 (Show name in full)

**Show each charge separately and what it represents.
 ***If other unit of charges, show per hour, box, crate, bundle, bag, head, etc.

*Change, Decision No. **49886** END OF TARIFF

EFFECTIVE JUNE 1, 1954

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

Correction No. 210