

ORIGINALDecision No. 52118

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

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

Case No. 5441
 Petition for Modification
 No. 15

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

H. F. Hiller, Arthur W. Savage, Edward P. White, John C. Sutherland, Harry J. Scherer, Clarence Dematoi, Natalie Gail, Edwin C. Bennett, Joseph Robertson, Ed Huber, E. L. Carley, and Meroland Severson, for various carrier respondents.

Joseph C. Kaspar, Robert D. Boynton, Leo V. Cox, Maurice A. Owens, W. M. Cheatham, R. Weil, Jack Clodfelter, Rex M. Nielson, W. R. Donovan, Edwin C. Bennett, Milton A. Walker, Harold A. Lincoln, Paul Wellnitz, Allen K. Penttila, Laurence E. Binsacca, Cedric G. Woodward, Wm. V. Bayne and James M. Cooper, for various organizations and shippers, interested parties.

G. L. Malquist and John W. Mallory, for the Commission's staff.

O P I N I O N

By petition filed June 8, 1955, as amended, the Draymen's Association of San Francisco seeks a ten per cent interim increase in the minimum rates, rules and regulations heretofore established for the transportation of property by city carriers within the City of San Francisco.

Public hearing was held before Examiner J. E. Thompson at San Francisco on August 8 and 15, 1955. The matter was submitted August 19, 1955 upon receipt of a late-filed exhibit.

The minimum rates, charges, rules and regulations for the transportation of property within the City of San Francisco are contained in City Carriers' Tariff No. 1-A. The last general adjustment of the rates in that tariff was effective June 1, 1954, pursuant to the provisions of Decision No. 49886 dated April 6, 1954.

Petitioner alleges that there has been a substantial increase in the cost of performing transportation due to a contract entered into by petitioner on August 8, 1955, with the Brotherhood of Teamsters which established new wage rates and classifications of drivers and helpers retroactive to June 29, 1955. Petitioner states that the revenues derived by carriers from transporting property at the minimum rates presently in effect are not sufficient to cover the cost of performing the service. It further alleges that members of petitioner are not in a financial position to await a revision of the minimum rate structure that might ensue from full scale cost studies that would require considerable time to develop and present to the Commission. Pending such investigation and determination by the Commission, petitioner asks that the rates and charges be increased to offset the additional cost incurred from recent wage increases.

Wage Agreements

Evidence was presented by petitioner showing that driver and helper wages have increased effective June 29, 1955, by varying amounts depending upon classification by between 9 and 15 per cent. Increased additional benefits in the form of paid holidays and vacations were granted to drivers and helpers under the new contract.

Wage rates of mechanics have increased 5 per cent since June 1, 1955, in addition to increased fringe benefits. Tire service men's wages were increased 4 per cent on June 1, 1955. Petitioner's secretary-manager testified that clerical and office

employees have received or will receive pay increases equivalent to the percentages of the increase in wages granted to drivers and helpers.

Carrier Operating Results

Petitioner offered in evidence a study of operating results of 26 carriers engaged in transporting property within San Francisco. The study shows that for the fiscal year ended June 30, 1955, five of the carriers operated at a loss and that the combined operating ratio for the 26 carriers was 95.73 per cent. Petitioner projected the operating results to reflect current labor costs. This study shows that 15 of the 26 carriers would be operating at a loss and that the combined operating ratio would be 100.47 per cent. Only 3 carriers would have operating ratios less than 96 per cent. One of these carriers is engaged primarily in transporting paper for one shipper, another carrier derives only 35 per cent of his revenue from traffic subject to City Carriers' Tariff No. 1-A and the third carrier with a projected operating ratio of 95.08 derived 60 per cent of his revenue from traffic subject to City Carriers' Tariff No. 1-A and this revenue amounted to $1\frac{1}{2}$ per cent of the total City Carriers' Tariff No. 1-A traffic moved by the 26 carriers. The study shows that those carriers whose operations are predominantly subject to the minimum rates under consideration herein are more adversely affected by the labor increases.

Costs

A supplement to studies of the costs of transporting property which were introduced in evidence before the Commission in October, 1953, and in June, 1954, was presented by an engineer of the Commission's staff. The supplementary study consists of revisions reflecting current labor costs and shows that the increased wages have the effect of raising the total cost of operation by varying percentages centering generally around 8 per cent.

The cost study introduced in October, 1953, was found by the Commission in its Decision No. 49886 to have been developed after a thorough and comprehensive study of the drayage industry and to portray then current economic conditions, performance experience of the carriers and practices of the shippers. The evidence of record in this proceeding does not show any material difference in conditions, performance and practices. The petitioner's revenue study corroborates the cost estimates. The supplementary data to the October, 1953, cost study appears reasonable for the purpose of establishing minimum rates in this proceeding and will be adopted.

The cost study introduced in June, 1954, concerned only the cost of transporting green coffee and spices in "inhaul" service. The proceeding in which this study was offered in evidence culminated in Decision No. 50532 dated September 14, 1954. The rates established by that decision were revised on May 24, 1955, by the Commission in Decision No. 51492. The supplementary cost study shows that wage increases have increased the total cost of transporting green coffee in "inhaul" service on a minimum tonnage of 1,000 tons per calendar month by 10 per cent. The study shows an increase of 14 per cent in the cost of transporting green coffee and spices where the minimum weight is 10,000 pounds per shipment with a guarantee of 5,000 tons per calendar year.

The traffic manager of M.J.B. Co. testified that performance data used by the engineer was taken principally from observations of shipments consigned to M.J.B. Co., Folger Coffee Co., and Schilling Division of McCormick & Co., Inc. He stated since the staff study Schilling Division has moved its plant from San Francisco, that M.J.B. Co. has improved facilities at its plant to provide for mechanical unloading of palletized shipments

and that it is his understanding that Folger Coffee Co. had either already changed its plant facilities or is going to change them so as to provide for mechanized unloading of palletized shipments.

Rates Generally

A rate expert of the Commission's staff submitted an exhibit showing adjustments in rates that would result from applying the percentages of increase in cost estimated by the engineer directly to the present rate structure. He testified that the exhibit did not constitute a staff proposal but was merely a series of mathematical computations showing the effect application of percentage increases would have upon the level of rates. The adjustments shown in the exhibit do not reflect economic considerations other than percentage of cost increase.

Class Rates

The present class rate structure was established at the time of the last general rate adjustment. The rates were constructed on the basis of 100, 90, 80, 70, 65 and 60 per cent of first class for first, second, third, fourth, Class "A", and fifth-class traffic, respectively. The evidence shows that class rates should be adjusted upward to offset increases in wage expense if such rates are to be maintained at a reasonable level. An analysis of the application of estimated percentage increase in cost to present class rates reveals that such adjustments, if adopted, would result in a distortion of the rate structure. By incorporating the added cost into the rate structure and then adjusting the rates to conform

with the present percentage relationships between classes a better result obtains. A tabulation showing the effect of the use of both methods appears in the margin.¹

Minimum Charges

The engineer's study shows that the cost of transporting shipments weighing less than 100 pounds has increased by 4.6 per cent. The present minimum charges will be increased accordingly.

Commodity Rates

The record shows that commodity rates should be adjusted upward to offset increases in wage expense if such rates are to be maintained at a reasonable level. A number of the commodity rates are relatively small numerical values. Application of the percentages of increase in costs to the present rates results in many instances in rates which would produce higher than a minimum reasonable return. This occurs because of disposition of fractions on relatively small numerical values the effect of which is increased by applying a percentage to a rounded off figure. Except as hereinafter provided, commodity rates will be adjusted by incorporating the added costs directly into the rates.

Adjustments will also be made in the rates per shipment set forth in the items in the tariff respecting flour and

1 Rate Basis "A"	20,000 Pounds				Carload	
	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>A</u>	<u>5</u>
Class						
Percentage Relationship to First Class	100	90	80	70	65	60
Present Rate	24	22	19	17	16	14½
Rate, Percentage Increase Method	26	24	20	18	17	16
Rate, Added Cost Method	26*	23	20	18	16½	15½

*Determined to be at 25.5 cents.

For Classes 1 through 4 numerical values are rounded off to the nearest full cent; for Class "A" and 5th class rounded off to nearest ½ cent.

commodities transported for grocery houses so that the rate per shipment will conform to the rates in cents per 100 pounds.

A representative of the Flour Dealers Association of San Francisco requested that the figure 2,000 be substituted for 2,150 in the minimum weight brackets for rates per shipment of flour contained in Item 392 series. He testified that flour is shipped in sacks of 100 pounds each in city deliveries and that shipments are usually and ordinarily made in quantities of multiples of 10 sacks. The present minimum weight of 2,150 pounds, according to the witness, causes misunderstandings between the dealers and the customers. The suggestion was not opposed. It appears reasonable and will be adopted.

The traffic manager of M.J.B. Co. has indicated that there has been a change in practices of carriers and methods of shippers in the transportation of green coffee for which rates are provided in Items 400 and 410 series. The record does not show, however, the effect such change has had upon operating cost. Nevertheless, the evidence shows that carriers have incurred substantial increases in cost of operation which the record indicates would not be completely offset by improvement in performance. From the record as a whole we conclude that the rates for green coffee should be adjusted upward by an amount somewhat less than indicated by the staff's exhibits.

The present parcel rates were established at the level of the published rates of United Parcel Service for their intercity service. The record is silent respecting this carrier's operations, therefore the present rates will not be disturbed. The evidence does not justify an increase in the commodity rates on new office furniture. Decision No. 50094 indicates that there is only one

carrier transporting new office furniture under such rates. The record herein does not disclose data respecting that carrier's operations.

Vehicle Unit Rates

The engineer's cost study shows that the total operating costs have increased between 4 and 9 per cent. Petitioner in a late-filed exhibit set forth proposed rates which are based upon an operating ratio of between 93 to 94 per cent in relation to the engineer's estimated costs. The proposal appears reasonable and will be adopted.

Rules and Regulations

A number of rules in the tariff contain charges which are directly related to labor expense. These rules include charges for accessorial services and delays which are directly connected with the transportation service. Such charges will be adjusted to reflect the increase in wages. Other rules prescribe charges for services such as preparing export clearances and collecting and remitting C.O.D. monies on which a substantial portion of the service is more clerical in nature. On the basis of this record, it is not possible to determine the minimum reasonable level of charges for providing such services; therefore, they will not be disturbed.

Pool Car Rates

The Commission has stated in its Decisions Nos. 47910, 48187 and 49167 that adjustments of the rates and charges for handling pool car shipments is not a matter of local concern but should be pursued on a San Francisco Bay Area basis. The evidence in this proceeding affirms our previous conclusions in this respect. The evidence herein does not permit a revision of such rates on an area wide basis; therefore, they will not be disturbed.

Conclusion

Following the completion of presentation of evidence by the parties, counsel for petitioner stated that in light of the record he desired to amend the prayer to the petition on file to ask that the Commission establish definitive rates on the basis of the evidence adduced rather than prescribe an interim horizontal increase in rates. Case No. 5441 is a continuing investigation by the Commission into the rates, rules and regulations relating to the transportation of property in the City and County of San Francisco as well as other counties in the Bay Area. The Commission has before it in this proceeding sufficient evidence upon which it can establish just, reasonable and nondiscriminatory minimum rates; there is no need to prescribe them on an interim basis.

Upon careful consideration of the facts and circumstances of record, the Commission is of the opinion and finds that the minimum rates, rules and regulations established by the order which follows will be just, reasonable and nondiscriminatory for the transportation of property within the City of San Francisco and that modifications in the minimum rates have been justified to the extent provided in the order that follows.

O R D E R

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

IT IS HEREBY ORDERED that 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 November 20, 1955, the revised pages attached hereto and listed in Appendix "A" also attached hereto, which pages and appendix by this reference are made a part hereof.

IT IS HEREBY FURTHER ORDERED that in all other respects the aforesaid Decision No. 41363, as amended, shall remain in full force and effect and that except as otherwise provided herein, Petition for Modification No. 15 filed by the Draymen's Association of San Francisco be and it is hereby denied.

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

Dated at San Francisco, California, this 25th day of October, 1955.

John E. Vastell
President
William J. Walsh
H. Hardy
Commissioners

Justus F. Craemer
Commissioner Ray E. Untereiner, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX "A" TO DECISION NO. 52118

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

Seventh Revised Page 16 cancels Sixth Revised Page 16
Ninth Revised Page 21 cancels Eighth Revised Page 21
Sixth Revised Page 24 cancels Fifth Revised Page 24
Sixth Revised Page 36 cancels Fifth Revised Page 36
Ninth Revised Page 38 cancels Eighth Revised Page 38
Twelfth Revised Page 39 cancels Eleventh Revised Page 39
Eleventh Revised Page 40 cancels Tenth Revised Page 40
Seventh Revised Page 41 cancels Sixth Revised Page 41
Eighth Revised Page 42 cancels Seventh Revised Page 42
Seventh Revised Page 45 cancels Sixth Revised Page 45
Eighth Revised Page 46 cancels Seventh Revised Page 46
Fourth Revised Page 49 cancels Third Revised Page 49
Sixth Revised Page 50 cancels Fifth Revised Page 50
Sixth Revised Page 51 cancels Fifth Revised Page 51
Sixth Revised Page 52 cancels Fifth Revised Page 52
Eighth Revised Page 53 cancels Seventh Revised Page 53

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-C Cancels 80-F	<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 \diamond\$3.90 per hour, minimum charge \diamond\$1.00.</p> <p>(b) The time consumed by the helper or helpers in performing such services shall be charged for at the rate of \diamond\$3.90 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. 52118 \diamond Increase)</p>
	EFFECTIVE NOVEMBER 20, 1955
	<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 226</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-G Cancels 190-F	<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 - $\\$1\frac{1}{2}$ cents per package, minimum charge $\\$60$ cents.</p> <p>When more than one stencil is used, the minimum charge shall apply to each stencil used.</p>												
*200-H Cancels 200-G	<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 border="0" 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;">84</td> </tr> <tr> <td>Over 25 pounds but not over 50 pounds</td> <td style="text-align: right;">108</td> </tr> <tr> <td> " 50 " " " " 75 " </td> <td style="text-align: right;">127</td> </tr> <tr> <td> " 75 " " " " 100 " </td> <td style="text-align: right;">150</td> </tr> <tr> <td> " 100 " </td> <td style="text-align: right;">195</td> </tr> </tbody> </table>	Weight of Shipment	Minimum Charge in Cents	25 pounds or less	84	Over 25 pounds but not over 50 pounds	108	" 50 " " " " 75 " 	127	" 75 " " " " 100 " 	150	" 100 " 	195
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" 75 " " " " 100 " 	150												
" 100 " 	195												
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 }
◇Increase } Decision No. 52118

EFFECTIVE NOVEMBER 20, 1955

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

Correction No: 227

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
240	<p style="text-align: center;">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 style="text-align: center;">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-F Cancels 260-E	<p style="text-align: center;">◇ DELAYS TO EQUIPMENT</p> <p>Delays to equipment exceeding ½ hour at points of origin or destination for which the carrier is not responsible will be charged for at the rate of \$4.90 per hour, minimum charge \$1.25.</p>
<p>*Change) Decision No. 52118 ◇Increase)</p>	
EFFECTIVE NOVEMBER 20, 1955	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 226</p>	

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	104	94	83	73	71	64	57	50
	B	108	97	86	76	74	66	59	52
	C	113	102	90	79	78	71	63	55
	Rate Basis (1)	Minimum Weight 2,000 Pounds				Minimum Weight 4,000 Pounds			
		1	2	3	4	1	2	3	4
	A	45	40	36	32	34	30	27	24
	B	47	42	37	33	38	34	30	26
	C	51	46	41	36	42	37	33	29
	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	28	26	23	20	26	23	20	18
	B	31	28	25	22	28	25	22	20
	C	35	32	28	25	31	28	25	22
	Rate Basis (1)	Minimum Weight as Provided in the Current Classification, Except as Provided in Note 3							
		5				A			
	A	15½				16½			
	B	17				18			
	C	18½				20			
	<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>								
	◇ Increase, Decision No.				52118				
	EFFECTIVE NOVEMBER 20, 1955								
	Issued by the Public Utilities Commission of the State of California, San Francisco, California.								
	Correction No. 229								

360-F
Cancels
360-E

SECTION NO. 4 - COMMODITY RATES				
In cents per 100 lbs. except as noted				
Item No.	COMMODITY	RATES	Minimum Weight	
*390-G Cancel 390-F	CEREAL FOOD PREPARATIONS (cracked, ground, granulated, hulled or rolled cereals, partially prepared for human consumption, but requiring cooking),			
	FLOUR, in Packages			
		Inhaul, Shipping or City Deliveries at truck-side, platform or sidewalk:	In Cents Per Shipment	
		350 pounds or less -----	220	
	Over 350 " but not over 500 pounds ----	280		
	" 500 " " " 750 " ----	340		
	" 750 " " " 1000 " ----	375		
	" 1000 " " " 1250 " ----	410		
	" 1250 " " " 1500 " ----	450		
	" 1500 " " " 1750 " ----	480		
	" 1750 " " " 2000 " ----	510		
	" 2000 " " " 2500 " ----	600		
	" 2500 " " " 3000 " ----	680		
	" 3000 " " " 3500 " ----	760		
	" 3500 " " " 4000 " ----	855		
	" 4000 " " " 4500 " ----	950		
	" 4500 " " " 5000 " ----	1035		
	" 5000 " " " 6000 " ----	1220		
	" 6000 " " " 7000 " ----	1400		
	" 7000 " " " 8000 " ----	1500		
" 8000 " " " 9000 " ----	1600			
" 9000 " " " 10000 " ----	1700			
	(1) In cents per 100 pounds	(1) 17		
*392-A Cancel 392	FLOUR, in Sacks			
	City Deliveries (Not subject to Item No. 60 Series)	In Cents Per Shipment		
	500 pounds or less -----	275		
	Over 500 " but not over 1000 pounds ----	365		
	" 1000 " " " 1500 " ----	450		
" 1500 " " " *2000 " ----	520			
		In Cents Per 100 Pounds		
	Over *2000 pounds but not over 5000 pounds--	26		
	" 5000 " " " 10000 " ----	19½		
	" 10000 " -----	17.		
*395-A Cancel 395	CORN GRITS, FEED, MALT, Inhaul only	12	20,000 Pounds	

* Change)
◇ Increase) Decision No. 52118

EFFECTIVE NOVEMBER 20, 1955

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San Francisco, California.
Correction No. 230

Twelfth Revised Page ... 39
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CITY CARRIERS' TARIFF NO. 1-A

SECTION NO. 4 - COMMODITY RATES (Continued) In cents per 100 lbs. except as noted			
Item No.	COMMODITY	RATES	Minimum Weight
◇ 400-G Cancels 400-F	COFFEE, GREEN (1) Monthly tonnage is to be averaged over twelve (12) calendar months commencing with month in which property is first transported.	Inhaul only 9	(1) 1000 tons per Calendar Month
* 10-J Cancels 10-I	COFFEE, GREEN, in sacks Inhaul only SPICES, viz.: All kinds, in bags, sacks, } boxes or barrels }	◇ 11 - Inhaul only 11	1500 tons per Calendar Year, and 10,000 pounds per shipment
* Change } ◇ Increase } Decision No. 52118			
EFFECTIVE NOVEMBER 20, 1955			
Issued by the Public Utilities Commission of the State of California, San Francisco, California,			
Correction No. 231			

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 manu- facturers, 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-F Cancels 430-E	<p>GROCERY HOUSES, WHOLESALE, Commodities transported for—</p> <p>COLUMN A rates in cents per 100 pounds. COLUMN B rates in cents per shipment.</p> <p>City Deliveries:</p> <p>400 lbs. or less -----</p> <p>Over 400 " but not over 1800 lbs. -----</p> <p>" 1800 " " " 2000 " -----</p> <p>" 2000 " " " 5000 " -----</p> <p>" 5000 " " " 6000 " -----</p> <p>" 6000 " -----</p> <p>Shipping:</p> <p>100 lbs. or less -----</p> <p>Over 100 " but not over 400 lbs. -----</p> <p>" 400 " " " 1000 " -----</p> <p>" 1000 " " " 1500 " -----</p> <p>" 1500 " " " 2000 " -----</p> <p>" 2000 " -----</p> <p>N.O.S. (including inhaul):</p> <p>500 lbs. or less -----</p> <p>Over 500 " but not over 1200 lbs. -----</p> <p>" 1200 " " " 2000 " -----</p> <p>" 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>120</td> </tr> <tr> <td>30</td> <td>—</td> </tr> <tr> <td>—</td> <td>400</td> </tr> <tr> <td>20</td> <td>—</td> </tr> <tr> <td>—</td> <td>990</td> </tr> <tr> <td>16½</td> <td>—</td> </tr> <tr> <td>—</td> <td>120</td> </tr> <tr> <td>—</td> <td>200</td> </tr> <tr> <td>—</td> <td>255</td> </tr> <tr> <td>—</td> <td>270</td> </tr> <tr> <td>—</td> <td>290</td> </tr> <tr> <td>11½</td> <td>—</td> </tr> <tr> <td>—</td> <td>235</td> </tr> <tr> <td>—</td> <td>385</td> </tr> <tr> <td>—</td> <td>520</td> </tr> <tr> <td>26</td> <td>—</td> </tr> </tbody> </table>	Col. Col.		◊ A	◊ B	—	120	30	—	—	400	20	—	—	990	16½	—	—	120	—	200	—	255	—	270	—	290	11½	—	—	235	—	385	—	520	26	—	<p>1000 tons per Calendar Month</p>
Col. Col.																																							
◊ A	◊ B																																						
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30	—																																						
—	400																																						
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—	235																																						
—	385																																						
—	520																																						
26	—																																						
450-E Cancels 450-G	<p>HARDWARE HOUSES, WHOLESALE, Commodities transported for -----</p> <p>Minimum charge 070 cents per shipment</p>	<p>◊ 19</p>	<p>6000 tons per Cal- endar Year</p>																																				

* Change)
◇ Increase) Decision No. 52118

EFFECTIVE NOVEMBER 20, 1955

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 232

Cancel

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

Item No.	COMMODITY	RATES		
		(2) In Cents per Piece		
		1st Piece	2nd Piece	Each Additional Piece
	OFFICE FURNITURE, NEW - City Deliveries (Not subject to Item No. 60 series)			
	Desks --- 36 inches or less -----	183	183	116
	Over 36 " but not over 42 inches---	234	183	183
	" 42 " " " " 60 " -----	296	234	234
	" 60 " -----	413	351	351
	Tables --- 42 " or less -----	116	116	116
	Over 42 " but not over 60 inches---	183	183	116
	" 60 " -----	234	234	183
	Glass Tops for Desks and Tables:			
	36 inches or less-----	64	64	64
	Over 36 " but not over 42 inches---	116	116	116
460-F Cancel	" 42 " " " " 60 " -----	183	183	116
	" 60 " -----	234	183	183
460-E and 460-D	File Cabinets - weighing each 100 pounds or less-----	116	116	64
	weighing each over 100 pounds---	183	116	64
	Letter Files - 3 drawers or less-----	116	116	64
	4 " -----	183	183	116
	Transfer Cases-----	116	no chg.	(3)
	Chairs-----	64	64	64
	Telephone Stands-----	64	64	64
	Costumers-----	64	64	64
	(2) A charge of \$2.24 per quarter hour, minimum charge \$1.11, will be assessed for time placing furniture, which will be in addi- tion to the delivery charges when the carrier performs this service.			
	(3rd piece----- 64 cents			
	(3) (4th " ----- no charge			
	(each additional----- 31 cents			
		RATE	Minimum Weight	
*470-F Cancel 470-E	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.	◇ 9	500 tons per Calendar Month (1)	
	* Change) ◇ Increase) Decision No. 52118			
EFFECTIVE NOVEMBER 20, 1955				
Issued by the Public Utilities Commission of the State of California, San Francisco, California.				
Correction No. 233				

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

Item No.	COMMODITY	RATES	Minimum Weight
*500-G Cancels 500-F	RICE AND RICE MILL PRODUCTS In Sacks -----	09½	20,000 Pounds

*Change }
◊Increase } Decision No. 52118

EFFECTIVE NOVEMBER 20, 1955

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

Correction No. 234

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-G
Cancel
550-F

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)</p> <p>----- from ----- (Name of Carrier) (Point of Origin)</p> <p>to ----- at the rate of ----- (Point of Destination) (See Note)</p> <p>under the rates and provisions of Item No. ----- (See Note)</p> <p>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 \diamond \$3.90 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)
 \diamond Increase) Decision No. 52118

EFFECTIVE NOVEMBER 20, 1955

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

Correction No. 241

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

Item No.	HOURLY VEHICLE UNIT RATES (Subject to Notes 1, 2 and 3) (Subject to Item No. 575 Series) Minimum Charge One Hour. Capacity of Carrier's Equipment in Pounds	RATES In Cents Per Hour
*560-H	Over 2,500 or less -----	500
Cancels	" 2,500 but not over 4,500 -----	560
560-G	" 4,500 " " " 10,500 -----	580
	" 10,500 " " " 20,500 -----	650
	" 20,500 -----	725
	Gantry Trucks, regardless of capacity-----	750

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.

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.

NOTE 3. The rates based on the capacity of the carrier's equipment are not applicable to gantry trucks.

Item No.	MONTHLY VEHICLE UNIT RATES (Subject to Item No. 575 series)			
	Capacity of Carrier's Equipment in Pounds	Column 1	Column 2	Column 3
*570-F	2,500 or less -----	675	900	12
Cancels	Over 2,500 but not over 4,500 -----	750	990	13
570-E	" 4,500 " " " 10,500 -----	785	1035	16
	" 10,500 " " " 20,500 -----	885	1150	20
	" 20,500 -----	925	1200	25

Column 1 - Rates per month in dollars per unit of carrier's equipment for service exclusive of service on Saturdays, Sundays and holidays. When equipment 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.

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 800 miles per month add rates shown in Column 3.

Column 3 - Rates in cents per mile to be added to the Columns 1 and 2 rates when the unit of carrier's equipment is operated in excess of the maximum mileage allowed thereunder.

*Change)
 ◊Increase) Decision No. 52118

EFFECTIVE NOVEMBER 20, 1955

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

Correction No. 235

SECTION NO. 6 - SPECIAL RATES (Concluded)

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

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)		◇ RATE In Cents Per 1000 Feet EM
	Over	But not Over	(See Note 2)
	0	$\frac{1}{2}$	(1) 70
$\frac{1}{2}$	1	86	
1	2	124	
2	4	152	
4	6	223	
6	8	290	
8	10	360	

(1) For transportation from bulkheads, docks, piers or wharves for distances of not over 1,000 feet the rate shall be 55 cents per 1,000 feet 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 ◇ \$2.30 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:	For 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 3/4"-----	667' EM
Thickness over 3/4" but not over 1"-----	1000' EM
" denotes inches.	EM—board measure.
' denotes feet.	SM—surface measure.

* Change)
◇ Increase) Decision No.

52118

EFFECTIVE NOVEMBER 20, 1955

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 236

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
◇ 113 cents.

◇ Increase, Decision No. 52118

EFFECTIVE NOVEMBER 20, 1955

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 237

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-F Cancels 600-E	FRUIT, CITRUS, FRESH, viz.:				
	Grapefruit...)(In lug or standard boxes (12" x 12" Oranges.....)x 26")with or without lids.....	12	15	23	
	Lemons.....(In lug or standard boxes (10½ x 13½" x 26") with or without lids...	13	17	26	
	Tangerines...(In boxes N.O.S..... (In standard Orange boxes (12" x 12" x 26")	9 13	12 17	18 25	
*610-F Cancels 610-E	FRUIT, DECIDUOUS, FRESH, viz.:				
	(In boxes weighing less than 40 lbs.	9	12	18	
	Apples.....(In boxes weighing 40 lbs. and over (In boxes weighing 40 lbs. and over, (Min. Wt. 20,000 lbs.....	12 11	15 13	23 22	
	Berries.....(In crates weighing less than 30 lbs.	6½	9	13	
	Cranberries...(In boxes weighing less than 40 lbs. (In boxes weighing 40 lbs. and over	6½ 12	9 15	13 23	
	(In crates weighing less than 20 lbs.	8½	11	17	
	Grapes.....(In crates weighing 20 lbs. but not (over 30 lbs..... (In boxes weighing over 30 lbs.....	9 12	12 15	18 23	
	Peaches.) (In crates weighing less than 30 lbs.	8½	11	17	
	Plums....)(In boxes weighing 30 lbs. but not (over 40 lbs.....	9	12	18	
	Prunes..)(In boxes weighing over 40 lbs.	12	15	23	
	Pears.....(In boxes weighing less than 40 lbs. (In boxes weighing 40 lbs. and over	12 13	15 17	23 26	
	*620-F Cancels 620-E	FRUIT, TROPICAL, FRESH, viz.:			
		Avocados....(In boxes weighing less than 20 lbs. (In boxes weighing 20 lbs. and over	6½ 9	9 12	13 18
Bananas(Honolulu) in bunches.....		13	17	26	
In 9-hand bunches.....		17	22	33	
In 8-hand bunches.....		13	17	25	
In pieces.....		9	12	18	
Bananas,N.O.S., In tubs.....		13	17	26	
In half tubs.....		12	15	23	
In boxes weighing 30 lbs.		9	12	18	
In crates.....		23	26	45	
		In cents Per 100 lbs.			
Cocoanuts....Loose or in packages.....		17	22	33	
		In cents Per Package			
Pineapples...In crates weighing 50 lbs. and over	17	22	33		

* Change)
◊ Increase) Decision No. 52118

EFFECTIVE NOVEMBER 20, 1955

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 238

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 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
*630-F Cancel 630-E	FRUIT, FRESH, N.O.S.:			
	In boxes or crates weighing less than 30 lbs....	8½	11	17
	In boxes or crates weighing 30 lbs. but not over 40 lbs.	9	12	18
	In boxes or crates weighing over 40 lbs.....	12	15	23
*640-F Cancel 640-E	MELONS, viz.:			
	(In 32-lb. flat crates.....)	9	12	18
	Canta- (In 57-lb. Pony crates.....)	12	15	23
	loupes.... (In 68-lb. Standard crates.....)	13	17	25
	(In 78-lb. Jumbo crates.....)	13	17	26
	Casabas:			
	(In 34-lb. small crates.....)	9	12	18
	Honey Dew) (In 44-lb. medium crates.....)	12	15	23
	Honey Ball) (In 54-lb. special crates.....)	13	17	26
	Persian...) (In 56-lb. large crates.....)	13	17	26
	(Loose-In cets per 100 lbs.....)	33	42	67
	Watermelons..Loose—In cents per 100 lbs.....	33	42	67
*650-F Cancel 650-E	MELONS, N.O.S.:			
	In boxes or crates weighing less than 30 lbs.....	9	12	18
	In boxes or crates weighing 30 lbs. but not over 40 lbs.....	12	15	23
	In boxes or crates weighing over 40 lbs.....	13	17	26
*660-F Cancel 660-E	VEGETABLES, FRESH, viz.:			
	(In boxes weighing less than 30 lbs..)	9	12	18
	Artichokes..(In boxes weighing 30 lbs. and over..)	12	15	23
	Asparagus....In crates.....	12	15	23
	(In bushel hampers.....)	13	17	25
	Beans.....(In crates weighing less than 50 lbs..)	12	15	23
	(In crates weighing 50 lbs. and over..)	17	22	32
	(In sacks weighing 80 lbs. or less...)	17	22	32
	(In crates or sacks weighing 30 lbs. or less.....)	8½	11	17
	Beets..) (In crates or sacks weighing over 30			
	Cabbage).... but not over 50 lbs.....	9	12	18
	Carrots) (In crates or sacks weighing over 50 but not over 100lbs.....)	13	17	26
	Colory.....In crates.....	13	17	26

	(In Los Angeles boxes.....)	9	12	18
Corn.....	(In Baskets.....)	13	17	25
	(In sacks weighing 80 lbs. or less.....)	17	22	32
Cucumbers...	(In boxes weighing less than 30 lbs.....)	9	12	18
	(In boxes weighing 30 lbs. and over.....)	12	15	23
Garlic....)	(In crates or sacks weighing 30 lbs. or less.....)	8 $\frac{1}{2}$	11	17
Onions, dry)..	(In crates or sacks weighing over 30 but not over 50 lbs.....)	9	12	18
Potatoes..)	(In crates or sacks weighing over 50 but not over 100 lbs.....)	13	17	26
Turnips...)				

* Change) Decision No. 52118
 ◊ Increase)

EFFECTIVE NOVEMBER 20, 1955

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 San Francisco, California.

Correction No. 239

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.				
(Between points in Zone 2-----and points in Zone 3.				
Column 3 Rates apply: (Between points in Zone 1-----and points in Zone 3.				
(Between points in Zones 1,2,3-----and points in Zone 4.				
Item No.	COMMODITY	RATES		
		Col. 1	Col. 2	Col. 3
*670-G Cancels 670-F	Lettuce----- (In crates, dry packed-----	13	17	26
	(In crates, ice packed-----	17	22	31
	(In bushel hampers-----	13	17	26
	Peas----- (In crates weighing less than 50 lbs.--	12	15	23
	(In crates weighing 50 lbs and over--	17	22	32
	(In sacks weighing 80 lbs. or less--	17	22	32
	Peppers, green in crates-----	13	17	26
	Potatoes, (In boxes weighing 30 lbs. but			
	sweet----- (not over 40 lbs.-----	12	15	23
	(In boxes weighing over 40 lbs.-----	13	17	26
	Rhubarb----- (In boxes weighing less than 30 lbs.--	8 $\frac{1}{2}$	11	17
	(In boxes weighing 30 lbs. and over--	12	15	23
	(In boxes or crates weighing			
	Squash----- (less than 30 lbs.-----	9	12	18
	(Loose - In cents per 100 lbs.-----	33	42	67
(In boxes or crates weighing				
Tomatoes----- (40 lbs. or less-----	8 $\frac{1}{2}$	11	17	
(In boxes or crates weighing over				
(40 lbs.-----	13	17	26	
Yams----- In bushel baskets or hampers-----	13	17	26	
*680-G Cancels 680-F	VEGETABLES, FRESH or GREEN, N.O.S., in boxes, crates or sacks:			
	In packages weighing less than 30 lbs.-----	9	12	18
	In packages weighing 30 lbs. but not over 40 lbs.	12	15	23
	In packages weighing over 40 lbs.-----	13	17	26
*690-G Cancels 690-F	CONTAINERS, EMPTY, viz.:			
	(Los Angeles Lug, in bundles, per box-----	3	4	4 $\frac{1}{2}$
	(Los Angeles Lug, loose, per box-----	4	4 $\frac{1}{2}$	7
	(50-lb. Lug, in bundles, per box-----	4 $\frac{1}{2}$	6	9
	(50-lb. Lug, loose, per box-----	6	7	12
	(Apple, in bdls. per box-----	3	4	4 $\frac{1}{2}$
Boxes--	(Apple, loose, per box-----	4 $\frac{1}{2}$	6	9
	(Lemon, in bdls. per box-----	4	4 $\frac{1}{2}$	7
	(Lemon, loose, per box-----	6	7	12
	(Orange, in bdls. per box-----	4	4 $\frac{1}{2}$	7
	(Orange, loose, per box-----	6	7	12
	(Pear, in bdls. per box-----	3	4	4 $\frac{1}{2}$
	(Pear, loose, per box-----	4 $\frac{1}{2}$	6	9
	(4 Basket, in bdls. per bdl.-----	6	7	12
	(4 Basket, loose, per crate-----	3	4	4 $\frac{1}{2}$
Crates--	(Los Angeles, in bdls. per crate-----	4 $\frac{1}{2}$	6	9
	(Los Angeles, loose, per crate-----	7	9	13
	(Banana, per crate-----	7	9	13
Tubs--	Banana, per Tub-----	3	4	4 $\frac{1}{2}$
		In Cents Per Hour		
Straw--	Banana (in truck loads):			
	1st hour or fraction thereof-----	641	641	641
	2nd and each succeeding hour-----	430	430	430

