

Decision No. 57296**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

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

Case No. 5441
 Petition for Modifica-
 tion No. 30

Arlo D. Poe, J. C. Kaspar and James Quintrall for
 California Trucking Associations, Inc., petitioner.

A. E. Norrbom, for California Shippers Associates,
 protestant.

Carl C. Sheets, for Montgomery Ward & Co.; Charles
 C. Miller, for San Francisco Chamber of Commerce;
 W. M. Cheatham, for Western Traffic Conference;
 A. L. Russell, for Sears Roebuck & Co.; Russell
 Bevans, for Draymen's Association of San Francisco,
 Inc.; Eugene A. Read, for California Manufacturers
 Association; Royston E. Campbell, for Freight
 Traffic Service; Carl F. Breidenstein, for California
 Packing Corp.; William D. Wagstaffe, for Canners'
 League of California; C. E. Wilson, for Hunt Foods,
 Inc.; Glenn T. Gleason, for Zellerbach Paper Co.,
 Bay Area Division; Harlan Wilton, for Hawaiian
 Pineapple Co.; Milton A. Walker, for Fibreboard
 Paper Products Corpn.; Hyland Hinman, for Haslett
 Warehouse Co.; interested parties.

V. H. Monnet, for Manufacturers Distribution Terminal;
 Ray W. Frye, for West Berkeley Express and Drayage;
 Edwin R. Adams, for Arrow Trucking Co. and Commercial
 Drayage Co.; R. A. Geisness, for Bassco Drayage;
 Henry Beckman, for Beckman Express & Warehouse Co.;
 J. M. Hannigan, for J. A. Clark Draying Co.; M. G.
 Marinelli and Norman B. Moon for M & L Trucking Co.;
 Tom Meyer, for Morris Draying Co.; Phillip A. Winter,
 for Delivery Service Co.; Daniel W. Baker, for East
 Bay Drayage & Warehouse Co. and Frank's Trucking;
 W. P. Scott, for Bigge Drayage Co.; Richard D. Stokes,
 for Howard Terminal; Ralph S. Schmitt, for G. W.
 Thomas Drayage & Rigging Co., Inc.; Chas. H. Atthowe,
 for East Bay Drayage and Warehouse Co.; respondents.

Grant L. Malquist and Arthur M. Mooney, for the
 Commission's staff.

O P I N I O N

By petition filed August 5, 1958, the California Trucking Associations, Inc. seeks an order from the Commission increasing by 10 per cent the minimum rates for the transportation of property in the East Bay Drayage Area.

A public hearing of the petition was held at San Francisco on August 15, 1958, before Commissioner Matthew J. Dooley and Examiner J. E. Thompson.

Minimum rates for the transportation of property within the East Bay Drayage Area are set forth in City Carriers' Tariff No. 2-A, Highway Carriers' Tariff No. 1-A. On January 19, 1953, after extensive proceedings in which the Commission's staff introduced comprehensive studies and analyses of the costs of performing transportation services and of the pattern and flow of traffic in the area involved, the Commission, by Decision No. 48187, adjusted the minimum rates to levels closely related to the costs of record in that proceeding. On September 29, 1953, the Commission issued its Decision No. 49167, in Petition No. 5 in this case, establishing increases ranging from 4.4 per cent to 9 per cent in the minimum rates. The increases, in large part, followed the increases in costs shown in an exhibit, offered by the Commission's staff, which consisted of a supplement to the cost study introduced in the prior proceeding, in which the then current wage and fuel costs were given effect. On October 4, 1955, in Petition No. 17, the Commission by Decision No. 52020 increased certain rates which appeared to be lower than the cost estimates set forth in Exhibit No. 17-8. That exhibit was offered by the Commission's staff and constituted, generally speaking, a restatement of the cost analysis offered in 1952 revised and adjusted to reflect the 1955 wages of drivers, helpers and mechanics. Only the class rates, minimum charges,

charges for accessorial services and the vehicle unit rates were increased. Other rates, including the commodity rates were not adjusted.

Pool car rates were not adjusted by Decisions Nos. 48187, 49167 or 52020. In those decisions the Commission stated that adjustments in the pool car rates should be considered on an area-wide basis for the San Francisco Bay Counties. In Decision No. 56075, dated January 14, 1958, the Commission established uniform rates for pool car handling conducted in the Bay Area in City Carriers' Tariff No. 1-A, City Carriers' Tariff No. 2-A, Highway Carriers' Tariff No. 1-A and Minimum Rate Tariff No. 2.

Petitioner alleges that, as a result of wage increases negotiated with employees' unions and increases in federal taxes, the present minimum rates are unreasonably low and that immediate increases in said rates are necessary to bring them to a reasonable level as required by law.

Evidence was offered by petitioner, several shippers and the Commission's staff.

Exhibit No. 1 was presented by petitioner's director of research. It shows comparisons of the wage rates of drivers, helpers, platform men, mechanics, servicemen and clerical employees in effect in August, 1955, with those in effect at the time of the hearing. In all instances there have been material increases in wage rates and fringe benefits. A labor agreement was recently negotiated with Local 70 of the Brotherhood of Teamsters following a strike which extended from July 25 to August 4. The new agreement provides for wage increases of 20 cents per hour retroactive to June 10, 1958, increase in paid vacations, new provisions for coffee breaks and premium pay for the handling of certain types of heavy or obnoxious cargo. It also provides, effective January 1, 1959, for increases in employer contributions to health and welfare and pension funds

and for paid sick leave for six days per year.

The exhibit contains excerpts from the Federal Highway Revenue Act of 1956 (Public Law 627 - Title II), which act provides for increases in taxes on fuel, tires and motor vehicle equipment. The exhibit also sets forth a summary of the 1957 operating statements of 13 carriers engaged in transporting property subject to the minimum rates here involved. The summary discloses operating ratios ranging from 94.55 per cent to 106.28 per cent. The mean operating ratio for the 13 carriers was 101.29 per cent.

Exhibit No. 2 consists of photographs of articles appearing in newspapers of general circulation in the Bay Area regarding the filing of the instant petition.

Exhibit No. 3 was sponsored by a senior transportation engineer of the Commission's staff. It is a supplement to Exhibit No. 17-8, hereinbefore referred to, and adjusts the costs set forth in that exhibit to reflect current wages of drivers and helpers, payroll taxes, the Federal Motor Vehicle Use Tax and increased fuel costs. After adjustments, the costs of transportation so developed are higher than those set forth in Exhibit No. 17-8. The increases in the total costs of transporting shipments under class rates range from 8.3 per cent to 11.3 per cent. The increases in costs of performing transportation under the various commodity rates range between 8.0 per cent and 10.1 per cent. In the case of the vehicle unit rates, the increases in costs are between 7.1 per cent and 9.0 per cent.

The increased wage costs considered by the engineer involve only those regarding drivers, helpers and platform men and not those relating to mechanics or service men. In connection with the total labor cost developed for drivers, helpers, and platform men, the engineer gave effect to basic wages, overtime wages, paid

vacations, contributions to health and welfare and pension funds, and included an allowance for three days paid sick leave. No allocations were made for new provisions in the labor agreement pertaining to premium pay for handling heavy or obnoxious cargo, coffee breaks and other provisions of similar nature where the impact of the provisions cannot be measured accurately until actual experience of the carriers can be ascertained. On the basis of the allocation of known factors which were made by the engineer, it appears that the recently negotiated labor agreement results in an increase in total labor cost of between 11 and 12 per cent for drivers and helpers and 13.6 per cent for platform employees.

Exhibit No. 4 comprises a statement presented by an associate transportation rate expert showing rates and charges adjusted to reflect the percentage increases in costs set forth in Exhibit No. 3. The rate expert stated that the schedule of rates contained in the exhibit was not presented as a suggestion or recommendation. Economic factors and rate making factors other than the increases in cost set forth in Exhibit No. 3 were not considered whatsoever.

Representatives of several shippers participated in the proceeding. In general, they did not oppose an increase in rates which would be required to offset the known increases in cost. In the main, however, they were opposed to a flat 10 per cent increase in all rates as proposed in the petition. Some of the shipper participants stated that whatever increases in rates the Commission finds justified should be made effective without delay and that consideration be given to the fact that the wage increases resulting from the recently negotiated agreement with the teamsters' union are retroactive to June 10th.

At the conclusion of the taking of evidence, petitioner stated that at the time of the filing of the petition, it could make

only a general approximation of the impact of the wage increases and tax increases, and, they were cognizant of the fact that the increases in wages and taxes do not affect equally the total costs of performing the various services for which rates are named in the tariff. In view of the cost evidence presented by the staff, petitioner recommended that the rates be adjusted to reflect the pattern of increases in costs shown in Exhibit No. 3. It was pointed out that the engineers' cost estimates did not give effect to provisions of the labor agreement relating to coffee breaks, premium pay for the handling of certain cargo, the full amount of the six days' paid sick leave and the retroactiveness of the wage increases. It was asked that the Commission give these factors some consideration in establishing increased minimum rates.

Conclusions

From the evidence the Commission finds that the cost of transporting property within the East Bay Drayage Area has increased materially since the minimum rates prescribed for such transportation were last adjusted. It has been shown that, in general, the present minimum rates are below the cost of providing the services involved and that said rates are unreasonably low. We find that an upward adjustment in the rates and charges is necessary in order to maintain adequate and dependable transportation service to the public. Our findings of the extent to which the various rates should be adjusted follow:

Increases of between 8 per cent and 12 per cent are necessary to bring the class rates to reasonable levels. The class rates have been adjusted upwards on two occasions since 1953 by the application of percentage increases. The rounding off processes necessarily required in the application of the percentage increases have resulted in some distortion of the basic rate structure, particularly

in connection with the relationships of the class rates within a weight group. It is not desirable to perpetuate nor to magnify the distortion by the application of a uniform percentage increase for each weight group. Adjustments will be made to restore the traditional relationships between the rates for the various classes. In making these adjustments, consideration will be given to the elements of wage costs not included in the development of the costs set forth in Exhibit No. 3.

The scale of minimum charges set forth in Exhibit No. 4 is reasonable and will be adopted

Accessorial services for which the tariff prescribes charges ordinarily involve the services of helpers. The total wage cost for helpers is the predominant portion of the total cost of providing the service. The increase in the total wage cost of providing helpers has been measured and is found to be at least 11.7 per cent. The charges for accessorial services will be adjusted accordingly.

The commodity rates were not adjusted by Decision No. 52020 because it was found that the costs per 100 pounds of providing the services at that time did not exceed the rates in effect. We find that increases of between 8 per cent and 10 per cent are necessary to offset the increased costs resulting from the increases in wages and taxes.

Certain rates contained in the tariff are in the nature of competitive rates. The parcel rates set forth in Items Nos. 990 and 995 are predicated upon the operations of Delivery Service Company and United Parcel Service, respectively. The operations of these carriers are not of record herein. The aforesaid parcel rate will not be adjusted. Item No. 1070 provides rates which are maintained at the level of the switching charges of railroads; other

than the charges for accessorial services set forth therein, the rates will not be adjusted.

In prior decisions the Commission has held that pool car rates should be adjusted on an area-wide basis for the San Francisco Bay Area. The petitioner who represents carriers performing pool car handling in the East Bay Drayage Area requests upward adjustments which will place them at a disadvantage with carriers in San Francisco. They are of the opinion that such a disadvantage will only be temporary because of labor negotiations involving the carriers in San Francisco. It was stated that the competitive disadvantage is more desirable to them than operating at a loss. The pool car rates established in Decision No. 56075 are not sufficient to absorb the increases in wage costs of helpers and platform employees. While it is desirable that the pool car handling rates in the San Francisco Bay area be uniform for competitive reasons, in the face of the evidence, the Commission is of the opinion and finds that an increase of about 10 per cent is necessary to bring those rates up to a reasonable level in the East Bay Drayage Area.

The hourly vehicle unit costs developed by the engineer contain the same increment for premium pay as do the costs developed for transportation performed under class rates. The hourly vehicle unit rates are applicable only during regular working hours. In many instances shippers acquire transportation for a full day under hourly rates; in others the transportation is for shorter periods, in which case the truck may be restored to regular service. It appears that, while some consideration should be given to premium pay in developing costs of performing service under hourly rates, the overtime factor should not be as great as that allowed in developing costs for class rates. The costs developed for monthly vehicle unit rates do not contain an increment for overtime. The monthly vehicle unit rates will be adjusted upward to reflect the

costs of operation shown in Exhibit No. 3, expanded to provide an operating ratio before income taxes of about 93 per cent. The hourly rates will be increased to reflect the costs expanded to provide an operating ratio before income taxes of 95 per cent.

Petitioner requested that the C.O.D. fees set forth in Item No. 130 be made the same as those prescribed in Minimum Rate Tariff No. 2. Uniformity of said fees will simplify billing by the carriers and auditing by the shippers. The suggestion has merit and will be adopted.

Upon consideration of all the facts and circumstances of record, the Commission is of the opinion and finds that the rates, rules and regulations which will be established in the order that follows are the just, reasonable and non-discriminatory minimum rates for the transportation of property within the East Bay Drayage Area; and that increases in common carrier rates resulting from the establishment of said minimum rates are justified.

A typographical error occurred in the printing of Sixth Revised Page 48 which was incorporated into the tariff by Decision No. 57122 dated August 5, 1958. The error will be corrected.

O R D E R

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

IT IS ORDERED:

1. That City Carriers' Tariff No. 2-A, Highway Carriers' Tariff No. 1-A (Appendix A of Decision No. 41362, as amended) is further amended by incorporating therein, to become effective October 10, 1958, 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.

2. That tariff publications required to be made by common carriers as a result of the order herein may be made effective not earlier than the effective date hereof on not less than five days' notice to the Commission and to the public, and that such tariff publication shall be made effective not later than October 10, 1958.

In all other respects, the aforesaid Decision No. 41362, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 2nd day of September, 1958.

E. L. Fox
President
W. H. ...
...
Theodore ...
Commissioners

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

APPENDIX "A" TO DECISION 57296

Revised Pages to
City Carriers' Tariff No. 2-A
Highway Carriers' Tariff No. 1-A

Authorized by Said Decision

Seventh Revised Page	16
Fourth Revised Page	16-A
Sixth Revised Page	17
Sixth Revised Page	18
Ninth Revised Page	19
Fifth Revised Page	19-A
Fifth Revised Page	28
Fifth Revised Page	31
Fourth Revised Page	32
Fourth Revised Page	33
Fourth Revised Page	34
Seventh Revised Page	36
Fifth Revised Page	37
Eleventh Revised Page	44
Fifth Revised Page	47
Seventh Revised Page	48

END OF APPENDIX "A"

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
70-A Cancels 70	<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates provided in this tariff are for the transportation of shipments, as defined in Item No. 11 series, from point of origin to point of destination and include tailgate loading into and tailgate unloading from the carrier's equipment. (See Item No. 90 series.)</p>
80-B Cancels 80-A	<p style="text-align: center;">APPLICATION OF CURRENT CLASSIFICATION</p> <p>(a) Except as otherwise provided, class rates in this tariff are subject to the ratings shown in the Current Classification. Rules, regulations and other provisions and conditions of the Current Classification, other than those specified in the item naming the rating, do not apply.</p> <p>(b) Where the ratings are in conflict with those provided in this tariff, the provisions of this tariff will apply.</p> <p>(c) Commodity rates named in this tariff are governed by the Current Classification to the extent that commodity rate items make specific reference thereto.</p>
*90-B Cancels 90-B	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>(a) For pickup or delivery or for stacking, sorting or other accessorial service which is not authorized to be performed under the rates named in this tariff and for which a charge is not otherwise provided, an additional charge of ϕ \$4.20 per man per hour, minimum charge ϕ \$4.20, shall be made.</p> <p>(b) When carrier is required to provide additional labor, at point of origin or point of destination, for the handling of articles or packages which, because of their weight or bulk, cannot be handled by one man, an additional charge of ϕ \$4.10 per man per hour, minimum charge ϕ \$4.10, shall be made.</p>
100	<p style="text-align: center;">ADVANCE CHARGES</p> <p>All charges on shipments advanced by a carrier for the account of a shipper or consignee will be payable on demand of the carrier making the advance.</p>
110-B Cancels 110-A	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Common carrier rates may be applied in lieu of the rates provided in this tariff when such common carrier rates produce a lower aggregate charge for the same transportation between the same points of origin and destination, and for the same accessorial services, than results from the application of the rates herein provided. (See Note)</p> <p>NOTE.—In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p>

CHARGES FOR SERVICE AT OTHER THAN REGULAR WORKING HOURS

120

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

* Change)
o Increase) Decision No. 57296

EFFECTIVE OCTOBER 10, 1958

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 (Continued)
	<p style="text-align: center;">COLLECT ON DELIVERY (C.O.D.) SHIPMENTS</p> <p>(a) No carrier shall handle any C.O.D. shipment unless and until it has on file with the Commission a good and sufficient bond in such form as the Commission may deem proper, in a sum of not less than Two Thousand Dollars.</p> <p>(b) The bond required by paragraph (a) hereof, shall be filed by the carrier as principal and by some solvent surety company, authorized to do business in the State of California, as surety, payable to the State of California, and/or any person or persons to whom any amount may be due on any C.O.D. shipment transported by said carrier and not remitted to the person or persons to whom it is due within ten days after delivery of any such shipment; however, when the carrier has filed with any municipality or board thereof, pursuant to ordinance, a bond in a sum not less than Two Thousand Dollars payable to said board or municipality and/or any person or persons to whom any amount may be due on any C.O.D. shipment transported by said carrier and not remitted to the person or persons to whom it is due within ten days after delivery of any such shipment, the filing by such carrier of a certified copy of said bond with this Commission shall be deemed compliance herewith. Each bond filed pursuant to the foregoing shall specify the extent to which the carrier's operations are covered thereby and may cover more than one operative authority held by the same carrier. When a carrier with such a bond or bonds on file with the Commission obtains additional operative authority, said bond or bonds shall be revised or reissued to show whether or not the additional operative authority is covered thereby. No C.O.D. bond shall be canceled on less than thirty days' notice to the Commission.</p> <p>(c) In the handling of C.O.D. shipments carrier shall, promptly upon collection of any and all C.O.D. moneys, and in no event later than ten days after delivery to consignee, unless consignor instructs otherwise in writing, remit to consignor all C.O.D. moneys collected by it on such shipments.</p> <p>(d) The charge for collection and return of money on C.O.D. shipments will be as follows:</p>

*130-F
Cancels
130-E

When the amount collected is

◊ Charge for collecting and remitting will be

Not over	\$2.50				\$ 0.40
Over	\$2.50	not over	\$5.00		.46
Over	5.00	not over	10.00		.60
Over	10.00	not over	20.00		.63
Over	20.00	not over	25.00		.66
Over	25.00	not over	40.00		.77
Over	40.00	not over	50.00		.82
Over	50.00	not over	60.00		1.04
Over	60.00	not over	80.00		1.07
Over	80.00	not over	100.00		1.10
Over	100.00	not over	102.50		1.39
Over	102.50	not over	105.00		1.44
Over	105.00	not over	110.00		1.48
Over	110.00	not over	120.00		1.53
Over	120.00	not over	140.00		1.58
Over	140.00	not over	150.00		1.63
Over	150.00	not over	160.00		1.74
Over	160.00	not over	180.00		1.78
Over	180.00	not over	200.00		1.81
Over	200.00	not over	250.00		2.05
Over	250.00	not over	300.00		2.35
Over	300.00	not over	350.00		2.66
Over	350.00	not over	400.00		2.94
Over	400.00	not over	450.00		3.27
Over	450.00	not over	500.00		3.58
Over	500.00	not over	550.00		3.88
Over	550.00	not over	600.00		4.17
Over	600.00	not over	650.00		4.49
Over	650.00	not over	700.00		4.80
Over	700.00	not over	750.00		5.11
Over	750.00	not over	800.00		5.39
Over	800.00	not over	850.00		5.71
Over	850.00	not over	900.00		6.01
Over	900.00	not over	950.00		6.33
Over	950.00	not over	1,000.00		6.62
Over	1,000.00	at rate of	\$ 6.62 per	\$1,000.00	

* Change }
 ◊ Increase } Decision No. 57296

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 San Francisco, California.

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Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
*140-E Cancels 140-D	<p style="text-align: center;">FAILURE TO ACCOMPLISH DELIVERY</p> <p>If the carrier, through no fault of its own, is unable to effect delivery of any shipment within 48 hours, excluding Saturdays, Sundays and holidays, after receipt of the shipment, notice will be sent or given to consignor or consignee that the shipment is being placed in storage. Thereafter the shipment will be stored at carrier's terminal subject to the rates and charges set forth below, or at carrier's option may be placed in public warehouse.</p> <p>For each of the first five days, 3½ cents per 100 pounds.</p> <p>For the sixth and each succeeding day, 6½ cents per 100 pounds.</p> <p>Minimum storage charge per shipment on freight held beyond 48 hours, 5 days or less 53 cents; 6 days or more \$1.07.</p> <p>In computing time, any fractional part of 24 hours will be counted as one day.</p> <p>In computing charges, any fractional part of 100 pounds will be computed as 100 pounds.</p> <p>Shipments unloaded from vehicle and reloaded on vehicle will be subject to a charge of \$1.55 per ton in addition to all other charges.</p> <p>Subsequent delivery from point of storage will be charged as a new shipment.</p>
*150-E Cancels 150-D	<p style="text-align: center;">DELAYS TO EQUIPMENT</p> <p>Delays at place of pickup and/or delivery, exclusive of the time actually consumed in loading or unloading, resulting from any cause not the fault of and beyond the control of carrier which exceed one-half hour will be charged for at the rate of \$5.40 per hour for all time over one-half hour, minimum charge \$3.20.</p>
160	<p style="text-align: center;">DISPOSITION OF FRACTIONS</p> <p>In computing a rate based on a multiple of another rate, such as one and one-half times first class rate (1½t1) the following will govern in the disposition of fractions:</p> <p>Fractions of less than 1/4 or .25 of a cent omit.</p> <p>Fractions of 1/4 or .25 of a cent or greater but less than 3/4 or .75 of a cent will be stated as 1/2 or .50 of a cent.</p> <p>Fractions of 3/4 or .75 of a cent or greater, increase to next whole figure.</p>
*170-D Cancels 170-C	<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 \$3.00 per clearance will be made.</p>

GROSS WEIGHT

175

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

GUARANTEE OF MINIMUM TONNAGE

180

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

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

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

* Change }
◇ Increase } Decision No. 57296

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Correction No. 185

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)
195-A Cancels 195	<p style="text-align: center;">ISSUANCE OF SHIPPING DOCUMENT</p> <p>A shipping document (either in individual or manifest form) shall be issued by the carrier to the shipper for each shipment received for transportation. The shipping document shall show the following information:</p> <ul style="list-style-type: none"> (a) Name of shipper. (b) Name of consignee. (c) Point of origin. (d) Point of destination. (e) Description of the shipment (in terms of the Current Classification or as provided in this tariff). (f) Weight of the shipment. (g) Rate and charge assessed. (h) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge. <p>The form of shipping document in Item 1120 series will be suitable and proper.</p> <p>A copy of each shipping document shall be retained and preserved by the issuing carrier, subject to the Commission's inspection, for a period of not less than three years from the date of issuance.</p>
*200-C Cancels 200-B	<p style="text-align: center;">LOSS AND/OR DAMAGE CLAIMS</p> <p>A minimum charge of \$2.00 shall be made for the handling and collection of loss and/or damage claims against another carrier when the amount involved exceeds \$100.00. When the amount involved is \$100.00 or less, not less than 1 per cent of the amount involved shall be charged subject to a minimum of 50 cents. This accessorial service shall not be rendered except upon the shipper's or consignee's request.</p>
*210-C Cancels 210-B	<p style="text-align: center;">MARKING OR TAGGING OF PACKAGES</p> <p>For the service of marking packages, when incidental to transportation by the carrier, a charge of 2 cents per package, minimum charge \$1.00, shall be made. When more than one stencil is used, the minimum charge shall apply to each stencil used.</p>

MINIMUM CHARGE

Ø215-C
Cancels
215-3

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

Weight of Shipment (In Pounds)		Minimum Charge (In Cents)
<u>Over</u>	<u>Not Over</u>	
0	14	85
14	29	110
29	49	130
49	-	150

* Change)
Ø Increase) Decision No. 57296

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Correction No. 186

Item No.	SECTION NO. 1 - RULES AND REGULATIONS (Continued)																																			
	<p>POOL SHIPMENTS (Items Nos. 220, 221 and 222 series) Rates do not include transportation</p> <p>Pool shipments as described in Item No. 222 series shall be subject to rates and charges as follows for the services designated, viz.:</p> <p>(a) Unloading or segregating, or unloading and segregating: Column 1 rates apply only to component parts of the pool shipment in connection with which the carrier performs transportation. Column 2 rates apply only to component parts of the pool shipment in connection with which the carrier does not perform transportation.</p> <p>◊(2) Class rates in cents per 100 pounds</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2"></th> <th colspan="4" style="border-bottom: 1px solid black; text-align: center;">Column 1</th> <th colspan="4" style="border-bottom: 1px solid black; text-align: center;">Column 2</th> </tr> <tr> <th colspan="4" style="border-bottom: 1px solid black; text-align: center;">Minimum Charge 60 cents per component part</th> <th colspan="4" style="border-bottom: 1px solid black; text-align: center;">Minimum Charge 115 cents per component part</th> </tr> <tr> <th style="text-align: left;">Articles for which rates are not otherwise specified in this item or Item No. 221 series.</th> <th style="border-bottom: 1px solid black; text-align: center;">1</th> <th style="border-bottom: 1px solid black; text-align: center;">2</th> <th style="border-bottom: 1px solid black; text-align: center;">3</th> <th style="border-bottom: 1px solid black; text-align: center;">4</th> <th style="border-bottom: 1px solid black; text-align: center;">1</th> <th style="border-bottom: 1px solid black; text-align: center;">2</th> <th style="border-bottom: 1px solid black; text-align: center;">3</th> <th style="border-bottom: 1px solid black; text-align: center;">4</th> </tr> </thead> <tbody> <tr> <td></td> <td style="text-align: center;">20</td> <td style="text-align: center;">18</td> <td style="text-align: center;">16</td> <td style="text-align: center;">(1) 14</td> <td style="text-align: center;">24</td> <td style="text-align: center;">21½</td> <td style="text-align: center;">19</td> <td style="text-align: center;">(1) 17</td> </tr> </tbody> </table>		Column 1				Column 2				Minimum Charge 60 cents per component part				Minimum Charge 115 cents per component part				Articles for which rates are not otherwise specified in this item or Item No. 221 series.	1	2	3	4	1	2	3	4		20	18	16	(1) 14	24	21½	19	(1) 17
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*220-I Cancels 220-H	<p>(1) Applies on articles rated 4th class or lower. (2) Class ratings shall be determined as provided in Item No. 80 series.</p>																																			
	<p>◊ Commodity rates in cents per 100 pounds</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2"></th> <th colspan="2" style="border-bottom: 1px solid black; text-align: center;">Column 1</th> <th colspan="2" style="border-bottom: 1px solid black; text-align: center;">Column 2</th> </tr> <tr> <th colspan="2" style="border-bottom: 1px solid black; text-align: center;">Minimum Charge 60 cents per component part</th> <th colspan="2" style="border-bottom: 1px solid black; text-align: center;">Minimum Charge 115 cents per component part</th> </tr> </thead> <tbody> <tr> <td>Bicycles, K.D., as described in Item 92690 series in current Classification.....</td> <td style="text-align: center;">31</td> <td></td> <td></td> <td style="text-align: center;">37</td> </tr> <tr> <td>Candy, Confectionery, Chewing Gum, Chocolate, Cocoa and Fondant.....</td> <td style="text-align: center;">15½</td> <td></td> <td></td> <td style="text-align: center;">18½</td> </tr> <tr> <td>Games or Toys, as described under that heading in current Classification.....</td> <td style="text-align: center;">31</td> <td></td> <td></td> <td style="text-align: center;">37</td> </tr> <tr> <td>Vehicles, other than motor, K.D., as described in Items 92660, 92680, 92720, 92730, 92760, 92850, 92930, 93040, 93120, 93190, 93200, 93210 and 93270 series in current Classification.....</td> <td style="text-align: center;">31</td> <td></td> <td></td> <td style="text-align: center;">37</td> </tr> </tbody> </table>		Column 1		Column 2		Minimum Charge 60 cents per component part		Minimum Charge 115 cents per component part		Bicycles, K.D., as described in Item 92690 series in current Classification.....	31			37	Candy, Confectionery, Chewing Gum, Chocolate, Cocoa and Fondant.....	15½			18½	Games or Toys, as described under that heading in current Classification.....	31			37	Vehicles, other than motor, K.D., as described in Items 92660, 92680, 92720, 92730, 92760, 92850, 92930, 93040, 93120, 93190, 93200, 93210 and 93270 series in current Classification.....	31			37						
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	<p>(b) Clerical services, consisting of preparing pool lot shipment file, manifesting and preparing delivery instructions, issuance of freight bill to each subconsignee or shipper and accounting therefor, ◊ 37 cents per component part.</p> <p>(c) Listing and reporting marked weights, gallonage or serial numbers, one cent per line per package or piece, minimum charge ◊ 33 cents per component part.</p>																																			

- (d) Marking, tagging, stenciling or labeling, one cent per package or piece, minimum charge 055 cents per component part.
- (e) Advancing, prorating and collecting inbound freight charges of other carriers, 1 percent of amount advanced, minimum charge 053 cents per component part.
- (f) Advancing of outbound freight charges to other carriers, 0 37 cents per component part.
- (g) Breaking down, leveling off, installing dunnage in pool cars stopped for partial unloading will be charged as provided in Item No. 90 series for additional labor, plus the cost of dunnage.
- (h) Storage will be charged as provided in Item No. 110 series when carrier through no fault of its own is unable to effect delivery of a component part.

Minimum charge for handling pool shipment 0\$9.00.

* Change) Decision No. 57296
 0 Increase)

EFFECTIVE OCTOBER 10, 1958

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 (Continued)
*221-C Cancels 221-B	<p style="text-align: center;">POOL SHIPMENTS (Continued) (Items Nos. 220, 221 and 222 series)</p> <p>Pool shipments as described in Item No. 222 series, viz.: Furniture or Furniture Parts as described under those headings in current Classification.</p> <p>(a) Unloading or segregating, or unloading and segregating; including transportation and accessorial services described in paragraphs (b), (c) and (e) of Item No. 220 series, \$1.03 cents per 100 pounds, minimum charge \$2.00 per component part.</p> <p>(b) Unloading or segregating, or unloading and segregating; including accessorial services described in paragraphs (b), (c) and (e) of Item No. 220 series, \$1.73 cents per 100 pounds, minimum charge \$1.40 per component part.</p>
222	<p style="text-align: center;">POOL SHIPMENTS (Continued) (Items Nos. 220, 221 and 222 series)</p> <p>The term "pool shipment," as used herein, means a shipment consisting of component parts which are for reshipment to two or more points of destination, such shipment being consigned to:</p> <p>(1) A carrier, as named in Item No. 20 series, with instructions for unloading, distribution and delivery of one or more component parts to consignees, their agents, or to other carriers; or</p> <p>(2) A consignee (other than a carrier) in connection with which pool shipment a carrier, as named in Item No. 20 series, is instructed to unload, distribute and deliver one or more component parts to the consignee, subconsignees, their agents, or to other carriers.</p> <p>NOTE 1.-The rates and charges named in Items Nos. 220 and 221 series shall apply (subject to Exceptions below) to</p> <p>(a) each component part contained in the pool shipment consigned to a carrier, as named in Item No. 20 series, and to</p> <p>(b) each component part contained in the pool shipment consigned to a consignee (other than a carrier) that the carrier unloads or segregates or unloads and segregates and delivers to the consignee, subconsignees, their agents, or to other carriers.</p> <p style="text-align: center;">EXCEPTIONS.</p> <p>1. In connection with pool shipments stopped for partial unloading within the cities of Alameda, Albany, Berkeley, Emeryville, Oakland or Piedmont, the charges named in Items Nos. 220 and 221 series shall apply only to the component part or parts that the carrier unloads or segregates or unloads and segregates and delivers to the consignee, subconsignees, their agents or to other carriers.</p> <p>2. No charge shall be made on component parts weighing 20,000 pounds or more transported by the carrier.</p> <p>NOTE 2.-When a pool shipment contains one or more component parts for delivery to points beyond the commercial zone as described in (d) of this note and the aggregate charges for unloading, or segregating or unloading and segregating and other accessorial services are less</p> <p>(a) for the entire shipment,</p> <p style="text-align: center;">than</p> <p>(b) for a pool shipment of like kind and quantity, all of which is for delivery within the commercial zone described in paragraph (d) of this note, the following shall apply:</p>

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

(d)-Commercial Zone

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

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

PROGRESSION OF CLASSES ABOVE FIRST CLASS

230

The progression of classes above first class is $1\frac{1}{2}$, $1\frac{1}{2}$, $1\frac{3}{4}$, D1, $2\frac{1}{2}$ tl, 3tl, $3\frac{1}{2}$ tl and 4tl.

SHIPMENTS TO BE RATED SEPARATELY

240

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

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

CHARGES BASED ON VARYING MINIMUM WEIGHTS

250-A
Cancels
250

When charges accruing on a shipment based upon actual weight exceed the charges computed upon a rate based upon a greater minimum weight, the latter shall apply. For the purpose of applying this item to a mixed shipment, deficiency between actual weight of the shipment and the greater minimum weight shall be computed at the rate applicable to the lowest rated commodity in the shipment.

* Change }
◊ Increase } Decision No. 57296

EFFECTIVE OCTOBER 10, 1958

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

Correction No. 188

Item No.	SECTION NO. 2-CLASS RATES (Continued) In Cents per 100 Pounds												
	(1) Rate Basis	Any Quantity				Minimum Weight 500 Pounds				Minimum Weight 1,000 Pounds			
		1	2	3	4	1	2	3	4	1	2	3	4
	A	137	123	110	96	75	68	60	53	62	56	50	43
	B	150	135	120	105	83	75	66	58	69	62	55	48
	(1) Rate Basis	Minimum Weight 2,000 Pounds				Minimum Weight 4,000 Pounds				Minimum Weight 10,000 Pounds except as provided in Note 1			
		1	2	3	4	1	2	3	4	1	2	3	4
	A	55	50	44	39	40	36	32	28	31	28	25	22
	B	60	54	48	42	44	40	35	31	33	30	26	23
	(1) Rate Basis	Minimum Weight 20,000 Pounds except as provided in Notes 2 & 3				Minimum Weight as provided in the Current Classification except as provided in Note 3							
		1	2	3	4	5							
555-C Cancels 555-B	A	25	23	20	18	15							
	B	27	24	22	19	16							
<p>Note 1 - When applied in connection with carload ratings, minimum weight will be as provided in the Current Classification, but in no event less than 10,000 pounds.</p> <p>Note 2 - When applied in connection with carload ratings, minimum weight will be as provided in the Current Classification, but in no event less than 20,000 pounds.</p> <p>Note 3 - When the carload minimum weight provided in the Current Classification exceeds 36,000 pounds, the minimum weight shall be 36,000 pounds. Fifth class rates provided herein apply in connection with Class B, C, D and E carload ratings provided in the Current Classification.</p> <p>(1) See Items Nos. 530 to 550 series, inclusive.</p>													
<p>◊ Increase, Decision No. 57296</p>													
<p>EFFECTIVE OCTOBER 10, 1958</p>													
<p>Issued by the Public Utilities Commission of the State of California, Correction No. 189 San Francisco, California.</p>													

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

Item No.	COMMODITY	RATE
* ◇ 770-D Cancels 770-C	FEED, ANIMAL, viz.: Meat or Fish, or a mixture of Meat or Fish and Cereals or Vegetables, in cans, Dog Biscuits, in bags or packages Applies only within Zone 1....Shipping and inhaul ----- Minimum 125 tons per week, subject to Item No. 180 series.	10½

◇ Increase, Decision No. 57296

EFFECTIVE OCTOBER 10, 1958

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 190

SECTION 3--COMMODITY RATES (Continued)		
In cents per 100 pounds, except as noted		
Item No.	COMMODITY	◊ RATE
	FREIGHT (See Exception)---inhaul (Subject to Note). Exception.--will not apply on: FURNITURE and FURNITURE PARTS as described under headings "FURNITURE" and "FURNITURE PARTS" in current classification. RADIO RECEIVING SETS or RADIO RECEIVING SETS AND TALKING MACHINES COMBINED, TRUNKS (empty).	In cents per Shipment
	SHIPMENT WEIGHING	
	100 pounds and under-----	80
	Over 100 pounds to and including 200 pounds-----	132
	" 200 " " " " 300 "-----	143
	" 300 " " " " 500 "-----	172
	" 500 " " " " 750 "-----	221
	" 750 " " " " 1000 "-----	301
		In cents Per 100 lbs.
	Over 1000 pounds-----	32

*780-D
 Cancels
 780-C

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

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

MINIMUM TONNAGE GUARANTEE

Date-----

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

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

(name of shipper)

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

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

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

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

 Shipper

 (Carrier)

By-----

By-----

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

* Change)
◇ Increase) Decision No. 57296

EFFECTIVE OCTOBER 10, 1958

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

Correction No. 191

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

Item No.	COMMODITY	RATE	MINIMUM WEIGHT In Pounds per Shipment	
0790-D Cancels 790-C	GRAIN PRODUCTS, as described under heading "GRAIN PRODUCTS" in Current Classification Except as noted, rates include inside delivery and piling of flour not exceeding ten sacks high.			
	FROM	TO		
	Warehouses in ZONE 1-Oakland	Alameda - All points. ZONE 1 - Oakland-that portion southerly from a line beginning at the intersection of Yerba Buena Avenue and San Francisco Bay, easterly along Yerba Buena Avenue and its projected line to 40th Street; thence easterly along 40th Street to Piedmont Avenue; and northwesterly from a line beginning at the intersection of 29th Avenue and the Oakland City limits, easterly along 29th Avenue to 23rd Avenue; thence northerly along 23rd Avenue to Foothill Boulevard.	(1)(3) 24	—
		All points in ZONES 1, 2 and 3 (except Alameda, Albany and that portion of ZONE 1 - Oakland described above).	(2)(3) 28	—
		(3) 13	6,000	
		(3) 15	6,000	
	(1) Minimum charge 91 cents per shipment. (2) Minimum charge 136 cents per shipment. (3) For shipping and marking add 9 cents per 100 pounds, minimum charge 90 cents.			

♦ Increase, Decision No. 57296

EFFECTIVE OCTOBER 10, 1958

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

Correction No. 192

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

Item No.	COMMODITY	RATE								
*800- D Cancels 800- C	CANNED GOODS, Pickles, Preserves, in earthenware, glass or metal cans, boxed, or in pails or tubs, crated or in bulk in barrels or kegs, as described under that heading in Item No. 280 series. FRUIT, DRIED, in boxes or sacks.	-								
	Applies only within ZONE 1 Shipments on Platforms, loaded by Shipper and unloaded by Consignee Minimum 6,000 tons per year, subject to Item No. 180 series ...	◇ 75								
	Applies Between ZONES Defined in Items Nos. 810 and 820 series. Minimum 7,500 tons per year, subject to Item No. 180 series. Minimum weight 5 tons per shipment.									
	BETWEEN ZONES									
	AND ZONES									
	A	B	C	D	E	F	G	H	O	
	◇ RATES									
	B	121								
	C	126	126	116						
	D		138	126						
	E	145	138	145	150	116				
	H	145	138	145	156	127	138	150	121	
	O	116	121	132	138	138	150	162	138	
	RR		116	126		116			116	116

810

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

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

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

(Continued on Page 35)

* Change }
 ◇ Increase } Decision No. 57296

EFFECTIVE OCTOBER 10, 1958

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 193

SECTION NO. 3-COMMODITY RATES (Continued)		
In cents per 100 pounds, except as noted		
Item No.	COMMODITY	RATE
	FURNITURE OR FURNITURE PARTS, as described under those headings in the Current Classification. Inhaul, Shipping and City Deliveries	In cents per shipment
	50 pounds and under	100
	Over 50 pounds to and including 200 pounds	200
	" 200 " " " " 300 "	250
	" 300 " " " " 500 "	350
830-G	" 500 " " " " 800 "	450
Cancels	" 800 " " " " 1200 "	550
830-F	" 1200 " " " " 1250 "	650
	" 1250 " " " " 1500 "	700
	" 1500 " " " " 1550 "	800
	" 1550 " " " " 1750 "	850
	" 1750 " " " " 1800 "	950
	" 1800 " " " " 2000 "	1000
		In cents per 100 lbs.
	(1) Over 2000 pounds	52
	(1) Will not apply on Furniture for which ratings are provided in Item No. 355 series.	
840-D Cancels 840-C	GROCERIES AND GROCERS' SUPPLIES, as described under that heading in Item No. 370 series. Minimum charge 52 cents per shipment Inhaul and Shipping	(2) 12½
	(2) Minimum 125 tons per month, subject to Item No. 180 series.	
860-D Cancels 860-C	IRON OR STEEL, viz.: Structural Iron or Steel, fabricated or unfabricated, as described under heading "Structural Iron or Steel" in Item No. 380 series. Rates apply only when shipper loads and consignee unloads. Minimum 10 tons per shipment or per job, subject to Item No. 180 series	10½
	Minimum 500 tons per shipment or per job, subject to Item No. 180 series	(3) 9½
	(3) Rate includes distribution at point of delivery.	
o Increase, Decision No. 57296		
EFFECTIVE OCTOBER 10, 1958		
Issued by the Public Utilities Commission of the State of California, Correction No. 194 San Francisco, California.		

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

Item No.	COMMODITY	RATE	
*890-D Cancels 890-C	CASTINGS, Iron or Steel. (See Note) City Deliveries. Minimum 1500 tons per year, subject to Item No. 180 series. NOTE.--Rates will also apply on Foundry Patterns, gross weight of which does not exceed 10% of gross weight of total shipment.		
	BETWEEN	AND	
	All Zones in Alameda, Albany, Berkeley, Emeryville, Oakland	All Zones in Alameda, Albany, Berkeley, Emeryville, Oakland	
	SHIPMENTS WEIGHING		
	2,000 pounds and under----- Over 2,000 pounds but not over 4,000 pounds----- " 4,000 " " " 6,000 " ----- " 6,000 " -----	(1) 33 29 25 11½	
(1) Minimum charge of 101 cents per shipment.			
*900-D Cancels 900-C	OILS, VEGETABLE, and OIL PRODUCTS, viz.: Butter Substitutes, Salad Oil, Mayonnaise, Vegetable Meal, Shortening, Vegetable Oil. Salad Dressing, Minimum charge of 102 cents per shipment. Inhaul, Shipping and City Delivery. Minimum 3500 tons per year, subject to Item 180 series.		
	FROM	TO	
	Berkeley - ALL ZONES	Alameda - ALL ZONES Emeryville Oakland-west of 9th Avenue	15
Berkeley - ALL ZONES	Piedmont Oakland-east of 9th Avenue	21	

* Change)
◇ Increase) Decision No. 57296

EFFECTIVE OCTOBER 10, 1958

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

Correction No. 195

Cancel

Item No.	SECTION NO. 4 - SPECIAL COMMODITY RATES		
	FREIGHTInhaul and Shipping		
	BETWEEN	AND	CHARGE
	Water Carriers' Docks, Piers or Wharves	Warehouses and industries directly served by Railroad Spur Track Facilities	(1) 85 cents per ton, minimum charge \$18.40 per shipment, plus the carloading charge on shipments transported from water carriers' docks, piers, or wharves, or car unloading charge on shipments transported to water carriers' docks, piers or wharves. (See Note 1)
*1070 -K Cancels 1070-J	<p>(1) Charge includes inside pickup and delivery not to exceed eight feet beyond the vehicle. Where pickup or delivery exceeds eight feet and is less than thirty-five feet beyond the vehicle, an additional charge of 86 cents per ton shall be made. Charge includes pickup and delivery in the same condition as when received, with respect to sorting. If any additional sorting, segregation or piling is performed, an additional charge of 44 cents per ton with a minimum charge of \$4.17 per hour per man shall be made.</p> <p>NOTE 1- (a) Carloading and car unloading charges on shipments transported from or to the docks, piers or wharves operated by Encinal Terminal, Howard Terminal and the Port of Oakland shall be the charges applicable at such docks, piers or wharves as published in Marine Terminal Association of Central California Terminal Tariff No. 1-A, F.M.B.T. No. 1 of E. C. Cantelow, Agent, or Port of Oakland Tariff No. 2 and amendments to and reissues of said publications. For rates applicable from ship direct to open car, or open car direct to ship, apply the charges for this service as published in San Francisco Bay Carloaders Tariff Bureau Tariff No. 1-C, F.M.B.T. No. 2 and amendments to and reissues of said publication.</p> <p>(b) Carloading and car unloading charges on shipments transported from or to docks, piers or wharves other than those covered by paragraph (a) shall be the lowest charge provided in any of the tariffs referred to in paragraph (a).</p>		
	*Change oIncrease)	Decision No. 57296
EFFECTIVE OCTOBER 10, 1958			
Issued by the Public Utilities Commission of the State of California, San Francisco, California.			
Correction No. 196			

Item No.	SECTION 5 - HOURLY AND MONTHLY TRUCK RATES		
			Rate in Cents Per Hour
	HOURLY VEHICLE UNIT RATES, including Driver and All other Operating Expenses:		
	Vehicles, N.O.S. (Subject to Notes 1 and 2)		
	Capacity		
	10,500 pounds or less		0645
	Over 10,500 "	and not over 20,000 pounds	0760
	" 20,000 "		0875
	NOTE 1--Rates named herein apply during regular working hours. See Item No. 120 Series for additional charges for service at other than regular working hours. Subject to paragraph (b) of Item No. 90 Series when labor in addition to Driver is required.		
	NOTE 2--Rates subject to this note apply only on shipments not reasonably susceptible to handling on a weight basis at rates set forth in other sections of this Tariff. Such shipments include those where no actual or accurate weight can be secured where there is neither a definite point of origin and/or destination nor specific time for loading or unloading and/or releasing the vehicle. Rates subject to this note must not be applied alternately with rates named in other sections of this Tariff.		
*1090-E Cancels 1090-D	Derrick trucks. A derrick truck with an automotive powered derrick and having a boom with a lateral swinging radius of not more than 180 degrees.		834
	Low bed steam shovel trailer with one towing unit. A low bed steam shovel trailer is a trailer with bed not more than 36 inches from the road level and capable of transporting a load of 20 tons or more.		
	Capacity		
	20 tons or less		1297
	Over 20 tons to and incl. 30 tons		1482
	Over 30 tons		1574
	Minimum charge 1 hour.		
	Computation of Time for hourly rates shown above: Time shall be computed from time vehicle leaves carriers' stand (place of business) until it arrives back at said stand.		

* Change)
o Increase) Decision No. 57296

EFFECTIVE OCTOBER 10, 1958

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

Correction No. 197

Item No.	SECTION 5 - HOURLY AND MONTHLY TRUCK RATES			
	MONTHLY VEHICLE UNIT RATES, including driver and All Other Operating Expenses. (Subject to Notes 1 and 2.)	◊ Column <u>1</u>	◊ Column <u>2</u>	◊ Column <u>3</u>
	10,500 pounds or less	825	1025	16
	Over 10,500 pounds and not over 20,000 pounds	950	1175	21
	Over 20,000 pounds	1075	1300	28
	<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 is operated in excess of 1,050 miles per month, add rates shown in Column 3.</p>			
*1100-F Cancels 1100-E	<p>Column 2 - Rates per month in dollars per unit of carrier's equipment for service including service on Saturdays, Sundays and Holidays. When equipment is operated in excess of 1,250 miles per month, add rates shown in Column 3.</p>			
	<p>Column 3 - Rates in cents per mile to be added to the Columns 1 and 2 rates when unit of carrier's equipment is operated in excess of the maximum mileage allowed thereunder.</p>			
	<p>NOTE 1.-Rates named herein apply during regular working hours. See Item No. 120 Series for additional charges for service at other than regular working hours. Subject to paragraph (b) of Item No. 90 Series when labor in addition to Driver is required.</p>			
	<p>*NOTE 2.--Transportation performed under the provisions of this item may be combined with transportation performed under the monthly vehicle unit rates in Section 3-A of Minimum Rate Tariff No. 2 under the same written agreement. Such combined transportation shall be subject to the highest charge applicable under the provisions of either tariff.</p>			
	<p>* Change } ◊ Increase } Decision No. 57296</p>			
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