

ORIGINALDecision No. 57544

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 transporta-
 tion 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. 31

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

Roger L. Ramsey, for United Parcel Service;
 Joseph Robertson, for Robertson Drayage Co.,
 respondents.

Wm. Jackson and Roy J. Varni, for Wm. Volker & Co.;
 A. E. Norrbom, for California Shipper Associates;
 Eugene A. Read and Ralph B. Harlan, for California
 Manufacturers Association; J. C. Kaspar, A. D. Poe
 and J. X. Quintrall, for California Trucking
 Associations, Inc.; Natalie Gail, for Gale
 Messengers; Jack Clodfelter, for McCormick & Co.;
 Edwin C. Bennett, for Ace Delivery Service;
 Chas. C. Miller and James M. Cooper, for San
 Francisco Chamber of Commerce; R. E. Campbell,
 for Freight Traffic Service; A. L. Russell, for
 Sears Roebuck & Co.; J. J. Deuel, for California
 Farm Bureau Federation; and W. M. Cheatham, for
 Dohrmann Commercial Co. and Western Traffic
 Conference, Inc., interested parties.

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

O P I N I O N

By petition, the Draymen's Association of San Francisco,
 Inc., seeks an increase of ten per cent in the minimum rates for the
 transportation of property by city carriers in the City and County
 of San Francisco.

Public hearing was held before Examiner J. E. Thompson at San Francisco on September 30, 1958. Evidence was adduced, the matter was taken under submission and is ready for decision.

From the evidence we find the following facts:

The minimum rates for the transportation of property within San Francisco, as set forth in City Carriers' Tariff No. 1-A, were last adjusted on a general basis by the Commission in its Decision No. 56037 dated January 7, 1958, in which the Commission stated,

"The record is clear that operations under the existing minimum rates do not provide a sufficient margin between revenues and expenses. The evidence also shows that the proposed seven per cent increase in the minimum rates will not result in excessive earnings."

On August 11, 1958, the Draymen's Association of San San Francisco, Inc., as agent for its members, entered into an agreement with Local 85 of the Brotherhood of Teamsters regarding wages and working conditions of drivers, helpers, checkers, pickers, unloaders, loaders and hostlers. Said wages and working conditions agreed upon are in part to be retroactive to June 29, 1958, and July 1, 1958, and in other parts to become effective January 1, 1959. A comparison of the principal terms of the wage agreement in force January 7, 1958, with those contained in the agreement of August 11, 1958, is set forth in Exhibit No. 1. The new agreement calls for wages and fringe benefits equal to or greater than those provided in the agreement in force January 7, 1958. In no area, under the terms of the agreement, will the expenses of the draymen diminish.

On September 16, 1958, the petitioner, as agent for its members, entered into an agreement with the Automotive Machinists Lodge No. 1305 regarding wages and working conditions of mechanics. The terms of this agreement provide for an increase in wages of \$5.50 per week, an increase in the contribution of employers to the health

and welfare plan of \$3.09 per month per employee and for 15 days' vacation with pay after 5 years' service instead of after 15 years' service. The provisions of the agreement are retroactive to June 1, 1958.

On September 19, 1958, the petitioner, as agent for its members, entered into an agreement with the Garage and Service Station Employees' Union, Local 665, regarding wages and working conditions of servicemen. The agreement provides for an increase in wages of 15½ cents per hour, the establishment of a pension fund to which employers will contribute \$17.30 per month per employee and for 15 days' vacation with pay after 5 years' service instead of after 10 years' service.

The members of the Draymen's Association of San Francisco, Inc., transport by far the most traffic subject to City Carriers' Tariff No. 1-A.

Based upon the current price of gasoline, the cost of fuel to the carriers has increased 1/2 cent per gallon since January 7, 1958.

On January 1, 1959, the employer's contribution to Federal Old Age Insurance will increase from 2.25 per cent of maximum earnings of \$4,200 to 2.50 per cent of maximum earnings of \$4,800.

Since January 7, 1958, there have been no circumstances or conditions which would materially reduce the expenses or the costs incurred by city carriers in San Francisco.

Considering only the increase of sixty cents per day in the wages paid to helpers, the increase in the cost of fuel, the increase, effective January 1, 1959, in the employer's contribution to Federal Old Age Insurance, the increases in employer's contribution to the pension and health and welfare funds, and an allowance

of three days per man per year out of the six days' sick leave prescribed in the agreement between the draymen and the teamsters, said increases have the effect of increasing the cost of providing transportation services by amounts ranging generally between 3 per cent and 8 per cent. Considering only the above-mentioned increases in expense, the average increase in the cost of performing transportation under class rates is on the order of 4 per cent.

The income and expense statements of 21 carriers who, as a group, transport well over the majority of traffic subject to the minimum rates in City Carriers' Tariff No. 1-A show that, as a group, the carriers had an operating ratio of 99.99 per cent for all transportation operations conducted during the first six months of 1958. The statements were not adjusted to reflect increases in the minimum rates effective February 1, 1958 (Decision No. 56037) or the increases in minimum pool car rates effective February 16, 1958 (Decision No. 56075) for the full period. Revenues earned during that period by these carriers from operations conducted under provisions of City Carriers' Tariff No. 1-A amounted to \$2,235,000 which is 55 per cent of the total revenue earned by these carriers from the transportation of property.

We are of the opinion that the facts of record do not warrant an increase of ten per cent in all rates and charges. The increases in the expenses do not have the same impact on the cost of performing the various services. For example, because of the greater increases in the labor cost of performing services with helpers, unloaders and loaders, than that of performing services including only the use of drivers of trucks of a capacity of 4,500 pounds or more, the increase in the cost of performing pool car services is greater than the increase in the cost of performing transportation under class rates.

A considerable amount of the services performed by draymen entail the movement of large and heavy commodities which necessitate the use of fork-lifts, vehicles with winches, planking, rollers and other devices for handling heavy articles. The new wage agreement calls for substantial increases in the pay of drivers and helpers engaged in operating these devices. The increases in pay are applicable not merely to the time involved in the operation of the devices but for the full day. While the effect of these wage increases upon the total cost of conducting operations has not been calculated, we find that, as a result of said provisions of the wage agreement, the added cost of performing city carrier operations in San Francisco will not be small.

Other increased expenses, the effect of which have not been measured, include an authorized work stoppage of teamsters and helpers for 30 minutes per day, increases in the wages of teamsters and helpers handling obnoxious cargo, the furnishing of protective clothing by draymen and the liability to replace teamsters' clothes which have been damaged as a result of work, the payment of the cost of having teamsters take physical examinations and the payment of wages to teamsters for time lost while taking such examinations, and the increased wages and fringe benefits resulting from the agreements concerning mechanics and garage and service station employees.

Upon considering all of the facts, we are of the opinion and find that the minimum rates should be increased by amounts varying generally between 4 per cent and 10 per cent. Our findings concerning the rates for various services follow:

Class rates should be increased by various amounts averaging on the order of 5 per cent.

Accessorial services and other services, the costs of which involve principally the wages of teamsters, will be increased approximately 10 per cent. The unloading and separating of pool cars is a service where the cost is primarily wages of helpers. A 10 per cent increase in the rates for unloading and segregating pool cars in San Francisco will approximate the minimum rates in effect for conducting similar pool car services in Alameda County. It is noted that the wages of helpers in San Francisco and in Alameda County are the same. In view of the closeness of the costs, and the desirability of maintaining uniform rates for pool car unloading in both areas,¹ the pool car rates in City Carriers' Tariff No. 1-A will be adjusted upward to the same level of the rates prescribed in City Carriers' Tariff No. 2-A - Highway Carriers' Tariff No. 1-A.

The California Trucking Associations, Inc., suggested that the vehicle unit rates be established on a uniform basis in the Bay area. While the basic wage rates of drivers are uniform in the area, it has not been shown that other cost factors are the same in San Francisco as in Alameda County. The scales of vehicle unit rates prescribed in City Carriers' Tariff No. 2-A - Highway Carriers' Tariff No. 1-A are not the same as those set forth in City Carriers' Tariff No. 1-A. No evidence was presented concerning the desirability of changing the present scales provided in City Carriers' Tariff No. 1-A. While uniformity of rates in the Bay area appears desirable where possible, there is nothing in this record which would justify the establishment of the East Bay Drayage Area scale of vehicle unit rates in City Carriers' Tariff No. 1-A. From the evidence it appears

¹ See Decision No. 56075 dated January 14, 1958, in Case No. 5441 for a discussion of this subject.

that increases of between $3\frac{1}{2}$ per cent and $8\frac{1}{2}$ per cent in the present vehicle unit rates are justified.

A number of rates in the tariff are what may be characterized as competitive rates, in that they were established to meet the going rates and charges of the railroads or particular carriers. Those rates should not be adjusted unless it is shown that there have been adjustments in the going rates of the particular carriers. Item No. 425 of the tariff prescribes rates for parcel delivery, which rates were established based upon the going rates of United Parcel Service. The record shows that the going rates of United Parcel Service in San Francisco have been adjusted upward to 16 cents per package plus $2\frac{1}{2}$ cents for each pound. The rates in Item No. 425 will be adjusted accordingly. Other than the foregoing the competitive rates will not be disturbed.

The commodity rates prescribed in the tariff will be adjusted upward. It is noted that the provisions of the agreement with the teamsters relating to premium wages for operators of devices for handling heavy articles and for the handling of obnoxious cargo will affect the cost of transporting some of the commodities in greater or lesser degree than others. This will receive consideration in establishing the increases in the various rates.

There are rates in the tariff which are intended to compensate the carriers for clerical services performed. The record indicates that wages and salaries paid to clerical and administrative personnel have increased. An upward adjustment in these charges is justified.

Upon consideration of all of 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 nondiscriminatory minimum rates for the transportation of property in the City and County of San Francisco.

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. 1-A (Appendix "A" of Decision No. 41363, as amended) is further amended by incorporating therein, to become effective November 24, 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 in all other respects the aforesaid Decision No.41363, as amended, shall remain in full force and effect.

3. That, except as provided in paragraph 1 hereof, the petition of the Draymen's Association of San Francisco, Inc., is denied.

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

Dated at San Francisco, California, this 3rd day of November 1958.

E. J. Fox
President
John E. [unclear]
James [unclear]
Thomas [unclear]
Theodore [unclear]
Commissioners

APPENDIX "A" TO DECISION NO. 52544

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

Authorized by Said Decision

Ninth Revised Page 16
Sixth Revised Page 17
Eighth Revised Page 18
Sixth Revised Page 19
Seventh Revised Page 20
Eleventh Revised Page 21
Thirteenth Revised Page 23
Fifth Revised Page 23-A
Eighth Revised Page 24
Eighth Revised Page 36
Eleventh Revised Page 38
Fourteenth Revised Page 39
Thirteenth Revised Page 40
Ninth Revised Page 41
Tenth Revised Page 42
Seventh Revised Page 43
Ninth Revised Page 45
Eleventh Revised Page 46
Sixth Revised Page 49
Eighth Revised Page 50
Eighth Revised Page 51
Eighth Revised Page 52
Tenth Revised Page 53

End of Appendix "A"

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-I cancels 80-H	<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 \$4.60 per hour, minimum charge \$1.15</p> <p>(b) The time consumed by the helper or helpers in performing such services shall be charged for at the rate of \$4.60 per helper per hour, minimum charge one hour for each helper used.</p> <p>2. (Applies only on shipments subject to Section 7 rates.) An additional charge equal to 50 percent of the transportation charge shall be made for pickup or delivery requiring other than tailgate loading or tailgate unloading as defined in Item No. 20 series.</p>
<p>* Change) Decision No. 57544 ◊ Increase)</p>	
<p>EFFECTIVE NOVEMBER 24, 1958</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 278</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*90-F Cancels 90-E	<p style="text-align: center;">ADVANCE CHARGES</p> <p>(a) Charges directly incidental to transportation of property by the carrier may be advanced to transportation companies or warehouses for account of consignors or consignees.</p> <p>(b) A charge of 30 cents per carrier freight bill will be assessed whenever a city carrier advances charges of another carrier and performs no transportation service in connection with shipment or shipments covered by said freight bill.</p>
100	<p style="text-align: center;">CHARGES FOR SERVICE AT OTHER THAN REGULAR WORKING HOURS</p> <p>Rates named in Sections 3, 4, 5 and 6 apply to transportation, accessorial and other services specified herein during the hours 8:15 a.m. to 5:15 p.m., Monday through Friday, not including holidays as defined in Item No. 10 series.</p> <p>Rates named in Section 7 apply for service performed during regular working hours from 4:00 a.m. to 5:00 p.m., except Saturdays, Sundays and holidays.</p> <p>For services performed at request of consignor or consignee at other than during the times specified above, and on Saturdays, Sundays or holidays, charges shall be assessed upon the rates named in this tariff, plus an additional charge equal to the cost to the carrier of the overtime involved.</p>
<p>*Change) ◊ Increase) Decision No. 57544</p>	
EFFECTIVE NOVEMBER 24, 1958	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 279</p>	

Item
 No.

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

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

(a) No carrier shall handle any C.O.D. shipment unless and until it has on file with the Commission a good and sufficient bond in such form as the Commission may deem proper, in a sum of not less than Two Thousand Dollars.

(b) The bond required by paragraph (a) hereof, shall be filed by the carrier as principal and by some solvent surety company, authorized to do business in the State of California, as surety, payable to the State of California, and/or any person or persons to whom any amount may be due on any C.O.D. shipment transported by said carrier and not remitted to the person or persons to whom it is due within ten days after delivery of any such shipment; however, when the carrier has filed with any municipality or board thereof, pursuant to ordinance, a bond in a sum not less than Two Thousand Dollars, payable to said board or municipality and/or any person or persons to whom any amount may be due on any C.O.D. shipment transported by said carrier and not remitted to the person or persons to whom it is due within ten days after delivery of any such shipment, the filing by such carrier of a certified copy of said bond with this Commission shall be deemed compliance herewith. Each bond filed pursuant to the foregoing shall specify the extent to which the carrier's operations are covered thereby and may cover more than one operative authority held by the same carrier. When a carrier with such a bond or bonds on file with the Commission obtains additional operative authority, said bond or bonds shall be revised or reissued to show whether or not the additional operative authority is covered thereby. No C.O.D. bond shall be canceled on less than thirty days' notice to the Commission.

* 110-H
 Cancels
 110-G

(c) In the handling of C.O.D. shipments carrier shall, promptly upon collection of any and all C.O.D. moneys, and in no event later than ten days after delivery to consignee, unless consignor instructs otherwise in writing, remit to consignor all C.O.D. moneys collected by it on such shipments.

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

When the amount collected is	Charge for collecting and remitting will be
Not over \$2.50-----	\$.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-----	1.1*
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	-----	3.86
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) Decision No. **57544**
 ◊ Increase)

EFFECTIVE NOVEMBER 24, 1958

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

Correction No. 300

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
120-A Cancels 120	<p style="text-align: center;">(1) COLLECTION OF CHARGES</p> <p>(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges accruing during a calendar month to those who undertake to pay them, such persons hereinafter being called debtors, and collection thereof made not later than the tenth day (excluding Saturdays, Sundays and legal holidays) of the calendar month following the delivery of the freight.</p> <p>(c) Where a carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the debtor, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12:00 o'clock midnight following the presentation of the subsequently presented freight bill.</p> <p>(d) Freight bills for all transportation and accessorial charges shall be presented to the debtors not later than 12:00 o'clock midnight of the fifth day (excluding Saturdays, Sundays and legal holidays) of the calendar month following the delivery of the freight.</p> <p>(e) Debtors may elect to have their freight bills presented by means of the United States mail, and when the mail service is so used, the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills.</p> <p>(f) The mailing by the debtor of valid checks, drafts, or money orders which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p> <p>(1) Will not apply to the transportation of property for the United States, state, county or municipal governments.</p>
*130-F Cancels 130-E	<p style="text-align: center;">COLLECTION OF LOSS AND/OR DAMAGE CLAIMS</p> <p>When incidental to transportation by the carrier, a charge of \$1.90 per claim shall be made by the carrier for the service of handling and collection of loss or damage claims against another carrier when the amount involved therein exceeds \$100.00. When the amount involved is \$100.00 or less, one percent of the amount involved shall be charged, subject to a minimum charge of 50 cents.</p>
<p>* Change) ◊ Increase) Decision No. 57544</p>	
<p style="text-align: right;">EFFECTIVE NOVEMBER 21, 1958</p>	
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 280</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*140-G Cancels 140-F	<p style="text-align: center;">DELAYS IN DELIVERY</p> <p>If the carrier, through no fault of its own, is unable to effect delivery of any shipment within 48 hours (excluding Saturdays, Sundays and holidays) after the first 7:00 a.m. following receipt of the shipment, the shipment will be placed in storage and notice will be sent or given to consignor or consignee. Thereafter the shipment will be stored at carrier's terminal subject to the rates and charges set forth below, or, at carrier's option, may be placed in a public warehouse at public storage rates.</p> <p>For each of the first five days, 05 cents per 100 pounds. For the sixth and each succeeding day, 07 cents per 100 pounds.</p> <p>Minimum storage charge per shipment on freight held beyond 48 hours, 5 days or less - 065 cents; 6 days or more - 0100 cents.</p> <p>In computing time, any fractional part of 24 hours will be counted as one day.</p> <p>In computing charges, any fractional part of 100 pounds will be computed as 100 pounds.</p> <p>Subsequent delivery from point of storage will be charged as a new shipment.</p>
150	<p style="text-align: center;">DISPOSITION OF FRACTIONS</p> <p>In computing a rate based on a multiple of another rate, such as one and one-half times first class rate ($1\frac{1}{2}$), the following will govern in the disposition of fractions:</p> <p>Fractions of less than $\frac{1}{4}$ or .25 of a cent omit. Fractions of $\frac{1}{4}$ or .25 of a cent or greater but less than $\frac{3}{4}$ or .75 of a cent will be stated as $\frac{1}{2}$ or .50 of a cent. Fractions of $\frac{3}{4}$ or .75 of a cent or greater, increase to next whole figure.</p>
*160-F Cancels 160-E	<p style="text-align: center;">EXPORT FREIGHT CLEARANCES</p> <p>When the service of clearing export freight is performed by the carrier, a charge of \$2.10 per clearance, minimum \$3.15 will be made.</p>
170	<p style="text-align: center;">GROSS WEIGHT</p> <p>Charges shall be assessed on the gross weight of the shipment. No allowance shall be made for the weight of the containers.</p>
<p>* Change) 0 Increase) Decision No. 57544</p>	
<p>EFFECTIVE NOVEMBER 24, 1958</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 281</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-I cancels 190-H	<p style="text-align: center;">MARKING OF PACKAGES</p> <p>For the service of marking packages when incidental to transportation by the carrier, the following charges shall be made:</p> <p>3 line stencil or less - 1½ cents per package, minimum charge 65 cents.</p> <p>When more than one stencil is used, the minimum charge shall apply to each stencil used.</p>												
*200-J cancels 200-I	<p style="text-align: center;">MINIMUM CHARGE</p> <p>Except as otherwise provided, on shipments moving under class rates the minimum charge per shipment shall be as follows:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Weight of Shipment</th> <th style="text-align: right;">Minimum Charge in Cents</th> </tr> </thead> <tbody> <tr> <td>25 pounds or less</td> <td style="text-align: right;">93</td> </tr> <tr> <td>Over 25 pounds but not over 50 pounds</td> <td style="text-align: right;">120</td> </tr> <tr> <td> " 50 " " " 75 " </td> <td style="text-align: right;">140</td> </tr> <tr> <td> " 75 " " " 100 " </td> <td style="text-align: right;">165</td> </tr> <tr> <td> " 100 " </td> <td style="text-align: right;">215</td> </tr> </tbody> </table>	Weight of Shipment	Minimum Charge in Cents	25 pounds or less	93	Over 25 pounds but not over 50 pounds	120	" 50 " " " 75 " 	140	" 75 " " " 100 " 	165	" 100 " 	215
Weight of Shipment	Minimum Charge in Cents												
25 pounds or less	93												
Over 25 pounds but not over 50 pounds	120												
" 50 " " " 75 " 	140												
" 75 " " " 100 " 	165												
" 100 " 	215												
.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.</p> <p>(b) Name of shipper.</p> <p>(c) Name of consignee.</p> <p>(d) Point of origin.</p> <p>(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. 57544

EFFECTIVE NOVEMBER 24, 1958

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

Correction No. 282

Cancel

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

POOL SHIPMENTS (Items Nos. 220, 221 and 222 Series)
 (Not applicable on shipments subject to Section 7 rates)
 Rates do not include transportation

Pool shipments as described in Item No. 221 series shall be subject to rates and charges as follows for the services designated, viz.:

- (a) Unloading or segregating, or unloading and segregating:
 Column 1 rates apply only to component parts of the pool shipment in connection with which the city carrier performs transportation.
 Column 2 rates apply only to component parts of the pool shipment in connection with which the city carrier does not perform transportation.

Class rates in cents per 100 pounds							
Column 1				Column 2			
Minimum Charge				Minimum Charge			
60 cents per component part				115 cents per component part			

Articles for which rates are not otherwise specified in this item or Item No. 222 series-	Column 1				Column 2			
	1	2	3	4	1	2	3	4
	20	18	16	(1)14	24	21½	19	(1)17

- (1) Applies on articles rated 4th class or lower.
- (2) Subject to the less-than-carload ratings shown in the current Classification or in the exceptions thereto.

*220-M
 Cancels
 220-L

Commodity Rates in cents per 100 Pounds	
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
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

- (b) Clerical services consisting of preparing pool lot shipment file, manifesting and preparing delivery instructions, and issuance of freight bill to each subconsignee or shipper and accounting therefor, 37 cents per component part.
- (c) Listing and reporting market weights, gallonage or serial numbers, one cent per line per package or piece, minimum charge 33 cents per component part.
- (d) Marking, tagging, stenciling or labeling, one cent per package or piece, minimum charge 55 cents per component part.
- (e) Advancing, prorating and collecting inbound freight charges of other carriers, 1 percent of amount advanced, minimum charge 53 cents per component part.
- (f) Advancing of outbound freight charges to other carriers, 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 80 series for helpers, plus cost of dunnage.

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

Minimum charge for handling pool shipment 0 \$9.00.

*Change)
0Increase)

Decision No. 57544

EFFECTIVE NOVEMBER 24, 1958

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 283

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
221-B Cancels 221-A	<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 city carrier 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 city carrier) in connection with which pool shipment a city carrier 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 222 series shall apply (subject to Exceptions below) to:</p> <p>(a) each component part contained in the pool shipment consigned to a carrier as indicated in paragraph (1) above; and to</p> <p>(b) each component part contained in the pool shipment consigned to a consignee (other than a carrier), as indicated in paragraph (2) above, 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 at San Francisco the charges named in Items Nos. 220 and 222 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, 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> <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 222 series. Such additional charges shall be assessed against the shipper or prorated among the various component parts destined within the commercial zone.</p> <p>(d) Commercial Zone Colma, Corte Madera, Daly City, Larkspur, Mill Valley, San Bruno, San Francisco, San Rafael, Sausalito, South San Francisco, Alameda, Albany, Berkeley, El Cerrito, Emeryville, Oakland, Piedmont, Richmond, and all unincorporated areas within five (5) miles of the corporate limits of San Francisco, and all of any other municipality any part of which is within five (5) miles of the corporate limits of the City of San Francisco. In the application of the foregoing mileage air line distance shall be used.</p>

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.

POOL SHIPMENTS (Continued)
(Items Nos. 220, 221 and 222 series)

Pool shipments as described in Item No. 221 series, viz.: Furniture or Furniture Parts as described under these headings in current Classification:

+222- D
Cancels
222- C

(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, 103 cents per 100 pounds, minimum charge \$2.00 per component part.

(b) Unloading or segregating, or unloading and segregating; including accessorial services described in paragraphs (b), (c) and (e) of Item No. 220 series, 73 cents per 100 pounds, minimum charge \$1.40 per component part.

* Change }
o Increase } Decision No. 57544

EFFECTIVE

NOVEMBER 24, 1958

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

Correction No. 284

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-H Cancels 260-G	<p style="text-align: center;">DELAYS TO EQUIPMENT</p> <p>Delays to equipment exceeding $\frac{1}{2}$ hour at points of origin or destination for which the carrier is not responsible will be charged for at the rate of \diamond\$5.70 per hour, minimum charge \diamond\$1.40.</p>
<p>*Change) Decision No. 57544 \diamondIncrease)</p>	
<p style="text-align: center;">EFFECTIVE NOVEMBER 24, 1958</p>	
<p>Issued by the Public Utilities Commission of the State of California; San Francisco, California.</p> <p>Correction No. 285</p>	

Item No.	SECTION NO. 3 - CLASS RATES In Cents per 100 Pounds							
	Any Quantity				Minimum Weight 500 Pounds			
Rate Basis(1)	1	2	3	4	1	2	3	4
A	116	104	93	81	80	72	64	56
B	121	109	97	85	83	75	66	58
C	126	113	101	88	87	78	70	61
Rate Basis(1)	Minimum Weight 2,000 Pounds				Minimum Weight 4,000 Pounds			
	1	2	3	4	1	2	3	4
A	51	46	41	36	38	34	30	27
B	53	48	42	37	43	39	34	30
C	58	52	46	41	47	42	38	33
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	32	29	26	22	30	27	24	21
B	35	32	28	25	32	29	26	22
C	40	36	32	28	35	32	28	25
Rate Basis(1)	Minimum Weight as Provided in the Current Classification, Except as Provided in Note 3							
	5				A			
A	18				19½			
B	19				21			
C	21				23			
<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>								
<p>* Change) ◊ Increase) Decision No. 57544</p>								
EFFECTIVE NOVEMBER 24, 1958								
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p>								
Correction No. 286								

SECTION NO. 4 - COMMODITY RATES			
In cents per 100 lbs. except as noted			
Item No.	COMMODITY	RATES	Minimum Weight
	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 -----	240	
	Over 350 " but not over 500 pounds -----	310	
*390-I	" 500 " " " 750 " -----	375	
Cancel	" 750 " " " 1000 " -----	415	
390-H	" 1000 " " " 1250 " -----	450	
	" 1250 " " " 1500 " -----	495	
	" 1500 " " " 1750 " -----	530	
	" 1750 " " " 2000 " -----	560	
	" 2000 " " " 2500 " -----	670	
	" 2500 " " " 3000 " -----	760	
	" 3000 " " " 3500 " -----	850	
	" 3500 " " " 4000 " -----	955	
	" 4000 " " " 4500 " -----	1065	
	" 4500 " " " 5000 " -----	1160	
	" 5000 " " " 6000 " -----	1365	
	" 6000 " " " 7000 " -----	1565	
	" 7000 " " " 8000 " -----	1680	
	" 8000 " " " 9000 " -----	1790	
	" 9000 " " " 10000 " -----	1900	
	" 10000 " -----	(1)19	
	(1) In cents per 100 pounds		
	FLOUR, in Sacks		
	City Deliveries (Not subject to Item No. 60 Series)	In Cents Per Shipment	
	500 pounds or less -----	305	
	Over 500 " but not over 1000 pounds -----	405	
*392-C	" 1000 " " " 1500 " -----	500	
Cancel	" 1500 " " " 2000 " -----	580	
392-B			
		In Cents Per 100 Pounds	
	Over 2000 pounds but not over 5000 pounds-----	29	
	" 5000 " " " 10000 " -----	22	
	" 10000 " -----	19	
*395-C	CORN GRITS,		
Cancel	FEED,		
395-B	MALT,		
	Inhaul only	11	20,000 Pounds

* Change)
◇ Increase) Decision No. 57544

EFFECTIVE NOVEMBER 24, 1958

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

Correction No. 287

Cancels

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

Item No.	COMMODITY	RATES	Minimum Weight
*400-I Cancels 400-H	COFFEE, GREEN Inhaul only (1) Monthly tonnage is to be averaged over twelve (12) calendar months commencing with month in which property is first transported.	10	(1) 1000 tons per Calendar Month
*410-L Cancels 410-K	COFFEE, GREEN, in sacks - Inhaul only SPICES, viz.: All kinds, in bags,) sacks, boxes or) barrels)	12½ 12½	1500 tons per Calendar Year, and 10,000 pounds per shipment

*Change)
Increase) Decision No. 57544

EFFECTIVE NOVEMBER 24, 1958

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

Correction No. 288

SECTION NO. 1 - COMMODITY RATES (Continued)																																																																																					
In cents per 100 lbs. except as noted																																																																																					
Item No.	COMMODITY	RATES	Minimum Weight																																																																																		
*425-G Cancels 425-F	<p>FREIGHT, REGARDLESS OF CLASSIFICATION, When not subject to rates and charges provided elsewhere in this section, within and between all zones and only on deliveries from manufacturers, manufacturers' agents, wholesalers, jobbers, commercial distributors and warehouses.</p> <p>Weight Per Package 70 Pounds or less -----</p> <p>The rates named in this item shall alternate with the minimum per shipment charges set forth in Item 200 series of this tariff and shall not be subject to Item 60 series of this tariff.</p> <p>NOTE:-An additional charge of 20 cents for each \$100 or fraction thereof shall be assessed for each C.O.D. collected.</p>	<p>In Cents Per Package 16</p> <p>Plus 2 1/2 cents for each pound or fraction thereof (See Note)</p>																																																																																			
*430-H Cancels 430-G	<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> <table border="0"> <tr> <td>400 lbs. or less -----</td> <td>---</td> <td>135</td> </tr> <tr> <td>Over 400 " but not over 1800 lbs. -----</td> <td>34</td> <td>---</td> </tr> <tr> <td>" 1800 " " " " 2000 " -----</td> <td>---</td> <td>450</td> </tr> <tr> <td>" 2000 " " " " 5000 " -----</td> <td>22</td> <td>---</td> </tr> <tr> <td>" 5000 " " " " 6000 " -----</td> <td>---</td> <td>1125</td> </tr> <tr> <td>" 6000 " -----</td> <td>18</td> <td>---</td> </tr> </table> <p>Shipping:</p> <table border="0"> <tr> <td>100 lbs. or less -----</td> <td>---</td> <td>135</td> </tr> <tr> <td>Over 100 " but not over 400 lbs. -----</td> <td>---</td> <td>220</td> </tr> <tr> <td>" 400 " " " " 1000 " -----</td> <td>---</td> <td>285</td> </tr> <tr> <td>" 1000 " " " " 1500 " -----</td> <td>---</td> <td>300</td> </tr> <tr> <td>" 1500 " " " " 2000 " -----</td> <td>---</td> <td>320</td> </tr> <tr> <td>" 2000 " -----</td> <td>15 1/2</td> <td>---</td> </tr> </table> <p>N.O.S. (including inhaul):</p> <table border="0"> <tr> <td>500 lbs. or less -----</td> <td>---</td> <td>260</td> </tr> <tr> <td>Over 500 " but not over 1200 lbs. -----</td> <td>---</td> <td>425</td> </tr> <tr> <td>" 1200 " " " " 2000 " -----</td> <td>---</td> <td>570</td> </tr> <tr> <td>" 2000 " -----</td> <td>29</td> <td>---</td> </tr> </table>	400 lbs. or less -----	---	135	Over 400 " but not over 1800 lbs. -----	34	---	" 1800 " " " " 2000 " -----	---	450	" 2000 " " " " 5000 " -----	22	---	" 5000 " " " " 6000 " -----	---	1125	" 6000 " -----	18	---	100 lbs. or less -----	---	135	Over 100 " but not over 400 lbs. -----	---	220	" 400 " " " " 1000 " -----	---	285	" 1000 " " " " 1500 " -----	---	300	" 1500 " " " " 2000 " -----	---	320	" 2000 " -----	15 1/2	---	500 lbs. or less -----	---	260	Over 500 " but not over 1200 lbs. -----	---	425	" 1200 " " " " 2000 " -----	---	570	" 2000 " -----	29	---	<table border="1"> <thead> <tr> <th>Col. A</th> <th>Col. B</th> </tr> </thead> <tbody> <tr> <td>---</td> <td>135</td> </tr> <tr> <td>34</td> <td>---</td> </tr> <tr> <td>---</td> <td>450</td> </tr> <tr> <td>22</td> <td>---</td> </tr> <tr> <td>---</td> <td>1125</td> </tr> <tr> <td>18</td> <td>---</td> </tr> <tr> <td>---</td> <td>135</td> </tr> <tr> <td>---</td> <td>220</td> </tr> <tr> <td>---</td> <td>285</td> </tr> <tr> <td>---</td> <td>300</td> </tr> <tr> <td>---</td> <td>320</td> </tr> <tr> <td>15 1/2</td> <td>---</td> </tr> <tr> <td>---</td> <td>260</td> </tr> <tr> <td>---</td> <td>425</td> </tr> <tr> <td>---</td> <td>570</td> </tr> <tr> <td>29</td> <td>---</td> </tr> </tbody> </table>	Col. A	Col. B	---	135	34	---	---	450	22	---	---	1125	18	---	---	135	---	220	---	285	---	300	---	320	15 1/2	---	---	260	---	425	---	570	29	---	<p>1000 tons per Calendar Month</p>
400 lbs. or less -----	---	135																																																																																			
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29	---																																																																																				
*450-J Cancels 450-I	<p>HARDWARE HOUSES, WHOLESALE, Commodities transported for -----</p> <p>Minimum charge 78 cents per shipment</p>	<p>21</p>	<p>6000 tons per Cal- endar Year</p>																																																																																		

*Change)
o Increase)

Decision No. 57544

EFFECTIVE NOVEMBER 24, 1958

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

Correction No. 289

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 -----	205	205	130
	Over 36 " but not over 42 inches---	260	205	200
	" 42 " " " " 60 " ---	330	260	260
	" 60 " -----	455	390	390
	Tables --- 42 " or less -----	130	130	130
	Over 42 " but not over 60 inches---	205	205	130
	" 60 " -----	260	260	240
	Glass Tops for Desks and Tables:			
	36 inches or less -----	70	70	70
	Over 36 " but not over 42 inches---	130	130	130
	" 42 " " " " 60 " ---	205	205	130
	" 60 " -----	260	205	205
*460-H Cancel 460-G	File Cabinets - weighing each 100 pounds or less -----	130	130	70
	weighing each over 100 pounds	205	130	70
	Letter Files - 3 drawers or less -----	130	130	70
	4 " -----	205	205	130
	Transfer Cases -----	130	no chg.	(3)
	Chairs -----	70	70	70
	Telephone Stands -----	70	70	70
	Costumers -----	70	70	70

(2) A charge of \$2.50 per quarter hour, minimum charge \$1.25 will be assessed for time placing furniture, which will be in addition to the delivery charges when the carrier performs this service.

(3rd piece ----- 70 cents
(3) (4th " ----- no charge
(each additional ----- 35 cents

Item No.	COMMODITY	RATE	Minimum Weight
		*470-H Cancel 470-G	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.

* Change)
Increase) Decision No. 57544

EFFECTIVE NOVEMBER 24, 1958

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

Correction No. 290

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

Item No.	COMMODITY	RATES	Minimum Weight
*500 -I Cancels 500 -H	RICE AND RICE MILL PRODUCTS In Sacks -----	◊ 10½	20,000 Pounds

*Change }
 ◊Increase } Decision No. 57544

EFFECTIVE NOVEMBER 24, 1958

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

Correction No. 291

Seventh Revised Page... 43

 Cancels

Sixth Revised Page 43

CITY CARRIERS' TARIFF NO. 1-A

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

Item No.	COMMODITY	RATES	Minimum Weight
*530-G Cancels 530-F	SUGAR, in Packages, Zone 1 (See Item No. 40 series)----- (1) Minimum charge ◊ \$1.35 per shipment	(1) ◊ 9½	500 tons per Calendar Month

* Change)
 ◊ Increase) Decision No. 57544

EFFECTIVE NOVEMBER 24, 1958

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

Correction No. 292

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-I
Cancels
550-H

Date - - - - -

In accordance with the provisions of Section 5 of City Carriers' Tariff No. 1-A, I hereby elect to have ----- transported by (Identify Transaction) ----- from ----- (Name of Carrier) ----- (Point of Origin) to ----- (Point of Destination) at the rate of ----- (See Note) under the rates and provisions of Item No. ----- (See Note) series of said tariff.

Shipper ----- (Name in Full) By ----- (Name in Full)

Confirmed:

Carrier ----- By ----- (Name in Full)

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.

*(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 \$4.60 per man per hour, minimum charge one hour for each helper used. The time for computing charges shall not be less than the actual time the helpers are engaged in performing the service.

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

* Change }
↕ Increase } Decision No. 57544

EFFECTIVE NOVEMBER 24, 1956

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

Correction No. 293

Cancels

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	o RATES In Cents Per Hour
*360-J Cancels 560-H	2,500 or less-----	580
	Over 2,500 but not over 4,500-----	645
	" 4,500 " " " 10,500-----	645
	" 10,500 " " " 20,500-----	720
	" 20,500-----	800
	Gantry Trucks, regardless of capacity-----	840

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.

Capacity of Carrier's Equipment in Pounds	MONTHLY VEHICLE UNIT RATES (Subject to Item No. 575 series) (See Note)		
	Column 1	Column 2	Column 3
2,500 or less-----	790	1050	13
Over 2,500 but not over 4,500-----	870	1150	14
" 4,500 " " " 10,500-----	870	1150	17
" 10,500 " " " 20,500-----	980	1275	21
" 20,500-----	1025	1330	27

*570-H
Cancels
570-H

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.

NOTE.-Transportation performed under the rates in 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.

* Change)
◇ Increase) Decision No. **57544**

EFFECTIVE NOVEMBER 24, 1958

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San Francisco, California.
Correction No. 294

SECTION NO. 6 - SPECIAL RATES (Concluded)

*Item No. 590-F cancels Item No. 590-E

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 chaping, splitting, laminating, sawing, re-sawing or passing through planing machinery.	MILES (See Note 1) But not		◊ RATE In Cents per 1000 Feet BM (See Note 2)
	Over	Over	
Subject to a minimum charge based on the applicable rate for 3,000 feet BM.	0	$\frac{1}{4}$	(1) 77
	$\frac{1}{4}$	1	95
	1	2	140
	2	4	170
	4	6	250
	6	8	320
	8	10	395

(1) For transportation from bulkheads, docks, piers or wharves for distances of not over 1,000 feet the rate shall be ◊ 61 cents per 1,000 feet BM.

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 ◊\$2.55 per 1,000 feet BM 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)

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

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

* Change)
◊ Increase) Decision No. 57544

EFFECTIVE NOVEMBER 24, 1958

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 295

Cancels

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
0.125 cents.

◇ Increase, Decision No. 57544

EFFECTIVE NOVEMBER 21st, 1958

Issued by the Public Utilities Commission of the State of California,
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Correction No. 296

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-H Cancels 600-G	FRUIT, CITRUS, FRESH, viz.:			
	Grapofruit... (In lug or standard boxes (12" x 12" x 26") with or without lids.....	13½	16½	26
	Oranges..... (In lug or standard boxes (10½ x 13½" x 26") with or without lids...	11½	18½	29
	Lemons..... (In boxes N.O.S. (In standard Orange boxes (12" x 12" x 26")	9 3/4 11½	13½ 18½	19½ 28
*610-H Cancels 610-G	FRUIT, DECIDUOUS, FRESH, viz.:			
	(In boxes weighing less than 40 lbs.	9 3/4	13½	19½
	Apples..... (In boxes weighing 40 lbs. and over (In boxes weighing 40 lbs. and over, (Min. Wt. 20,000 lbs.....	13½	16½	26
	Berries..... (In crates weighing less than 30 lbs.	12½	11½	25
	Cranberries... (In boxes weighing less than 40 lbs.	7½	10½	11½
	(In boxes weighing 40 lbs. and over	7½	10½	11½
	Grapes..... (In crates weighing less than 20 lbs.	13½	16½	26
	(In crates weighing 20 lbs. but not over 30 lbs.....	9 3/4	12½	18½
	(In boxes weighing over 30 lbs.....	13½	16½	26
	Peaches.) (In crates weighing less than 30 lbs.	9½	12½	18½
	Plums.... (In boxes weighing 30 lbs. but not over 40 lbs.....	9 3/4	12½	18½
	Prunes.. (In boxes weighing over 40 lbs.....	13½	16½	26
*620-H Cancels 620-G	FRUIT, TROPICAL, FRESH, viz.:			
	Avocados..... (In boxes weighing less than 20 lbs.	7½	9 3/4	11½
	(In boxes weighing 20 lbs. and over	10½	13½	17½
	Bananas (Honolulu) in bunches.....	11½	18½	29
	In 9-hand bunches.....	28½	25	36
	In 8-hand bunches.....	11½	18½	28
	In pieces.....	10½	13½	17½
	Bananas, N.O.S., In tubs.....	11½	18½	29
	In half tubs.....	13½	16½	26
	In boxes weighing 30 lbs.....	10½	13½	19½
In crates.....	26	27	50	
Cocoanuts..... Loose or in packages.....	18½	In cents 25	36	
Pineapples.... In crates weighing 50 lbs. and over	18½	25	36	

* Change)
◊ Increase) Decision No. 57544

EFFECTIVE NOVEMBER 24, 1958

Issued by the Public Utilities Commission of the State of California,
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Correction No. 297

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-H Cancels 630-G	FRUIT, FRESH, N.O.S.:			
	In boxes or crates weighing less than 30 lbs....	9½	12½	18½
	In boxes or crates weighing 30 lbs. but not over 40 lbs.	9½	13½	19½
	In boxes or crates weighing over 40 lbs.....	13½	16½	25
*640-H Cancels 640-G	MELONS, viz.:			
	(In 32-lb. Flat crates.....	9½	13½	19½
	Canta- (In 57-lb. Pony crates.....	13½	16½	26
	loupes....(In 68-lb. Standard crates.....	14½	18½	28
	(In 78-lb. Jumbo crates.....	14½	18½	29
	Casabas:			
	(In 34-lb. small crates.....	9½	13½	19½
	Honey Dew)(In 44-lb. medium crates.....	13½	16½	26
	Honey Ball)(In 54-lb. special crates.....	14½	18½	29
	Persian...)(In 56-lb. large crates.....	14½	18½	29
	(Loose--In cents per 100 lbs.....	36	47	75
Watermelons .Loose--In cents per 100 lbs.....	36	47	75	
*650-H Cancels 650-G	MELONS, N.O.S.:			
	In boxes or crates weighing less than 30 lbs....	9½	13½	19½
	In boxes or crates weighing 30 lbs. but not over 40 lbs.....	13½	16½	26
	In boxes or crates weighing over 40 lbs.....	14½	18½	29
*660-H Cancels 660-G	VEGETABLES, FRESH, viz.:			
	(In boxes weighing less than 30 lbs..	9½	13½	19½
	Artichokes.(In boxes weighing 30 lbs. and over..	13½	16½	26
	Asparagus.. In crates.....	13½	16½	26
	(In bushel hampers	14½	18½	28
	Beans.....(In crates weighing less than 50 lbs.	13½	16½	26
	(In crates weighing 50 lbs. and over.	18½	25	35
	(In sacks weighing 80 lbs. or less...	18½	25	35
	(In crates or sacks weighing 30 lbs.			
	Beets..) (or less.....	9½	12½	18½
	Cabbage)...(In crates or sacks weighing over 30			
	Carrots) but not over 50 lbs.....	10½	13½	19½
	(In crates or sacks weighing over 50			
	but not over 100 lbs.....	14½	18½	29
Celery..... In crates.....	14½	18½	29	

	(In Los Angeles boxes.....)	9 $\frac{1}{2}$	13 $\frac{1}{2}$	19 $\frac{1}{2}$
Corn.....	(In Baskets.....)	14 $\frac{1}{2}$	18 $\frac{1}{2}$	28 $\frac{1}{2}$
	(In sacks weighing 80 lbs. or less...	18 $\frac{1}{2}$	25	35
Cucumbers..	(In boxes weighing less than 30 lbs..	9 $\frac{1}{2}$	13 $\frac{1}{2}$	19 $\frac{1}{2}$
	(In boxes weighing 30 lbs. and over..	13 $\frac{1}{2}$	16 $\frac{1}{2}$	26
Garlic....	(In crates or sacks weighing 30 lbs. or less.....)	9 $\frac{1}{2}$	12 $\frac{1}{2}$	18 $\frac{1}{2}$
Onions, dry	(In crates or sacks weighing over 30			
Potatoes..	but not over 50 lbs.....)	9 $\frac{1}{2}$	13 $\frac{1}{2}$	19 $\frac{1}{2}$
Turnips....	(In crates or sacks weighing over 50			
	but not over 100 lbs.....)	14 $\frac{1}{2}$	18 $\frac{1}{2}$	29

* Change)
 ◊ Increase) Decision No. **57544**

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 Correction No. 298

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- I Cancels 670- H	Lettuce----(In crates, dry packed-----	14 $\frac{1}{2}$	18 $\frac{1}{2}$	29
	(In crates, ice packed-----	18 $\frac{1}{2}$	25	34
	(In bushel hampers-----	14 $\frac{1}{2}$	18 $\frac{1}{2}$	29
	Peas----(In crates weighing less than 50 lbs.--	13 $\frac{1}{2}$	16 $\frac{1}{2}$	26
	(In crates weighing 50 lbs.and over---	18 $\frac{1}{2}$	25	35
	(In sacks weighing 80 lbs. or less---	18 $\frac{1}{2}$	25	35
	Peppers, green in crates-----	14 $\frac{1}{2}$	18 $\frac{1}{2}$	29
	Potatoes, (In boxes weighing 30 lbs. but sweet (not over 40 lbs.-----	13 $\frac{1}{2}$	16 $\frac{1}{2}$	26
	(In boxes weighing over 40 lbs.-----	14 $\frac{1}{2}$	18 $\frac{1}{2}$	29
	Rhubarb----(In boxes weighing less than 30 lbs.--	9 $\frac{1}{2}$	12 $\frac{1}{2}$	18 $\frac{1}{2}$
	(In boxes weighing 30 lbs. and over---	13 $\frac{1}{2}$	16 $\frac{1}{2}$	26
	(In boxes or crates weighing			
	Squash----(less than 30 lbs.-----	9 $\frac{1}{2}$	13 $\frac{1}{2}$	19 $\frac{1}{2}$
	(Loose - In cents per 100 lbs.-----	36	47	75
(In boxes or crates weighing				
Tomatoes----(40 lbs. or less-----	9 $\frac{1}{2}$	12 $\frac{1}{2}$	18 $\frac{1}{2}$	
(In boxes or crates weighing over				
(40 lbs.-----	14 $\frac{1}{2}$	18 $\frac{1}{2}$	29	
Yams----- (In bushel baskets or hampers-----	14 $\frac{1}{2}$	18 $\frac{1}{2}$	29	
*680- I Cancels 680- H	VEGETABLES, FRESH or GREEN, N.O.S., in boxes, crates or sacks: In packages weighing less than 30 lbs.-----	9 $\frac{1}{2}$	13 $\frac{1}{2}$	19 $\frac{1}{2}$
In packages weighing 30 lbs.but not over 40 lbs.--	13 $\frac{1}{2}$	16 $\frac{1}{2}$	26	
In packages weighing over 40 lbs.-----	14 $\frac{1}{2}$	18 $\frac{1}{2}$	29	
*690- I Cancels 690- H	CONTAINERS, EMPTY, viz.: (Los Angeles Lug, in bundles, per box-----	3 $\frac{1}{2}$	4 $\frac{1}{2}$	5
(Los Angeles Lug, loose, per box-----	4 $\frac{1}{2}$	5	7	
(50-lb. Lug, in bundles, per box-----	5	6	9	
(50-lb. Lug, loose, per box-----	6	7	13	
(Apple, in bdls. per box-----	3 $\frac{1}{2}$	4 $\frac{1}{2}$	5	
Boxes--(Apple, loose, per box-----	5	6	7	
(Lemon, in bdls. per box-----	4 $\frac{1}{2}$	5	7	
(Lemon, loose, per box-----	6	7	13	
(Orange, in bdls. per box-----	4 $\frac{1}{2}$	5	7	
(Orange, loose, per box-----	6	7	13	
(Pear, in bdls. per box-----	3 $\frac{1}{2}$	4 $\frac{1}{2}$	5	
(Pear, loose, per box-----	5	6	7	
(4 Basket, in bdls, per bdl.-----	6	7	13	
(4 Basket, loose, per crate-----	3 $\frac{1}{2}$	4 $\frac{1}{2}$	5	
Crates--(Los Angeles, in bdls. per crate-----	5	6	9	
(Los Angeles, loose, per crate-----	7	9	14	
(Banana, per crate-----	7	9	14	
Tubs-- Banana, per tub-----	3	4	5	
	In Cents Per Hour			
Straw- Banana (in truck loads): 1st hour or fraction thereof-----	710	710	710	
2nd and each succeeding hour-----	475	475	475	

*700- I
Cancels
700- H

FRUIT, DECIDUOUS, FRESH, viz.:

Apples—) FROM

Grapes—) —Ice Houses; Refrigeration Plants—

Pears—)

TO
Steamship
Docks or
Piers—

In Cents Per
100 Lbs.

18½

* Change }
◇ Increase } Decision No. 57544

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