

ORIGINALDecision No. 59335

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 household goods carriers, common carriers, highway carriers, and city carriers relating to the transportation of used household goods and related property;

and related matters.

Case No. 5330

Cases Nos. 5432, 5433,
5436, 5438, 5440,
5603 and 5604
Order Setting Hearing,
February 18, 1958

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 within San Diego County (including transportation for which rates are provided in Minimum Rate Tariff No. 9-A).

Case No. 5439
Order Setting Hearing,
February 18, 1958

(For appearances see Appendix "A")

O P I N I O N

Presented here for consideration are proposals of the Commission's Transportation Division pertaining to revision of the minimum rate provisions in Minimum Rate Tariff No. 9-A governing the transportation of general commodities within the area in and about the City of San Diego that comprises the San Diego Drayage Area. Also to be considered are related revisions in Distance Table No. 4. In general, the staff proposes that the drayage area be expanded; that certain adjustments be made in Distance Table No. 4; and that a number of classification ratings and other provisions of the minimum rates be revised.

Public hearings on the matters involved were held before Examiner C. S. Abernathy at San Diego on May 12 and 13, 1959. Evidence was presented by a rate expert of the Commission's staff and by representatives of United Parcel Service, Western Parcel Service, the California Trucking Associations, Inc., Sears Roebuck and Co., and the San Diego Chamber of Commerce.

Expansion of the San Diego Drayage Area
Adjustment of Distance Table No. 4

The present boundaries of the San Diego Drayage Area were fixed with the establishment of Minimum Rate Tariff No. 9-A, which became effective September 1, 1957. Since that date the City of San Diego has added substantially to its area by annexation of territory northward from the San Diego River to the community of Miramar and by annexation of much of the territory south of the City of Chula Vista to the Mexican Border.

As a consequence of the extensions of the city boundaries of San Diego, minimum rates no longer apply in some instances for transportation within the annexed areas. In other instances, where the minimum rate provisions continue in effect, the rates to be applied in specific circumstances have become uncertain.

Under the proposals of the Commission's Transportation Division, as explained by the rate expert, Minimum Rate Tariff No. 9-A would be made the governing minimum rate tariff for the transportation of general commodities throughout the San Diego metropolitan area.¹ The zone system of rates which applies within

¹ As used herein, the term "San Diego metropolitan area" includes the cities of San Diego, El Cajon, La Mesa, Coronado, Imperial Beach, National City, and Chula Vista. It also includes certain county territories in the same general area as these cities.

the present drayage area would be extended to provide an integrated system of rates for the metropolitan area generally. In this connection the rate expert recommended that some of the present drayage zones be revised, that additional zones be established, and that rates into the extended areas be provided at a level corresponding to that of the rates which apply within the present drayage area. Assertedly, the proposals are a product of much study by various members of the Commission's staff and of conferences with representatives of carriers, shippers, trade organizations and governmental agencies in the San Diego area; they are intended to provide an adequate basis of rates for the present and for the future as well.

Under the staff proposals the recommended zones would be used not only as a basis for rates for transportation within the extended drayage area, but also as a basis for rates for transportation to or from the extended area. Regarding the latter transportation, the rate expert pointed out that present provisions of Distance Table No. 4 governing the computation of distances, for rate purposes, to or from the extended area require that the distances be computed to or from the basing points which are named in Distance Table No. 4 for the incorporated cities within the area. Thus, distances from all points within the City of San Diego are computed from the Plaza in downtown San Diego. As applied to specific situations under present conditions, the rule produces anomalous results. For example, the applicable constructive mileage from National City to Los Angeles is 134 miles. From San Ysidro, a point which is some 10 miles farther south than National City but which is now within the extended boundaries of San Diego, the

corresponding distance for rate purposes is 129 miles, the same as from the Plaza. Adoption of the zone proposals of the rate witness would divide the metropolitan area into eleven zones and would establish a basing point for each zone. Mileages in connection with transportation to or from points within the extended area would be computed to or from the zone basing points rather than the basing points for the cities. Consequently, the applicable distances, upon which the rates would be determined, would tend to be more commensurate with the actual lengths of the hauls involved.

Insofar as the zone proposals apply to Distance Table No. 4, it appears that inclusion of the zones in the Distance Table would provide a more reasonable basis for assessing mileage rates for transportation to and from points within the San Diego metropolitan area. The recommendations should be adopted subject to certain modifications in the proposed boundaries of Zones Nos. 3, 7, 8 and 12.

Zone No. 3 encompasses the City of El Cajon and certain adjacent territory. About three miles to the north of El Cajon and outside of Zone No. 3 lies the community of Santee. The director of transportation for the San Diego Chamber of Commerce presented evidence to the effect that Santee is a developing industrial and commercial area. He urged that Zone No. 3 be expanded to include this area in order that the industrial and commercial firms in said area be accorded the same bases of rates as apply to firms located within the zones. This modification appears reasonable and should be adopted.²

² The director of transportation recommended, in the alternative, that Zone No. 3 be extended to include Lakeside, another community in the same general area. On this record, however, it does not appear that the industrial and commercial development of Lakeside is such as to justify adoption of the alternative recommendation at this time. Moreover, it appears that inclusion of Lakeside in Zone No. 3 would make the zone unduly large.

The adjustments to be made in the boundaries of Zones Nos. 7 and 8 are minor changes in designation. The present boundary descriptions include reference to "Pacific Coast Highway." It appears that this reference applies to two separate highway segments, one which is designated as "Pacific Coast Highway" and one which is designated as "Old Pacific Coast Highway." In the adoption of the zones, the boundary descriptions will be corrected to conform to the highway segments that actually constitute the boundaries.

Zone No. 12 is one of the southernmost of the zones proposed for the San Diego metropolitan area. Its northern boundary runs easterly along Main Street in the community of Otay. It appears that this boundary would unnecessarily divide the community of Otay. This division may be avoided by the designation of the Otay River as the northern boundary. It appears that this boundary would be appropriate otherwise. It will be adopted.

In addition to the changes in the Distance Table to include the proposed zones (and related rules and regulations) the rate expert proposed various rule changes either for statewide application or for application in the Los Angeles metropolitan area. However, the present phases of these proceedings, insofar as they involve the Distance Table, are limited to matters pertaining to the establishment of zones and zone basing points for the San Diego metropolitan area. The other of the rule changes go beyond the scope of these proceedings and will not be considered herein.

Subject to the modifications noted above, the zones appear to be reasonable and appropriate for inclusion in Minimum Rate Tariff No. 9-A also as a basis for zone rates throughout the San Diego metropolitan area.

As to the rates which the rate expert recommended be made applicable in conjunction with the enlargement of the San Diego Drayage Area, it appears that they should be adopted subject to certain modifications. One modification which should be made deals with the proposals as they would affect present rates applicable to movements of fresh fruits and vegetables and livestock from, to or between points within the areas that would be added to the San Diego Drayage Area. With the extension of the drayage area rates which now apply to these movements within the affected areas would become nonoperative inasmuch as said transportation is specifically exempted from the provisions of Minimum Rate Tariff No. 9-A. The rate exemptions that would result were opposed by the California Trucking Associations, Inc. According to the assistant director of research of this organization, the California Trucking Associations, Inc., is greatly opposed to any exemptions from the minimum rates. He urged that instead of extending the exemptions of Minimum Rate Tariff No. 9-A, the rules of the tariff should be modified to permit

the retention of present minimum rate provisions, where applicable. He asserted that exemptions are not suitable as a method for solving problems incident to minimum rate regulation.

There is substantial merit to the arguments of the California Trucking Associations, Inc., against the exemptions that would result from adoption of the staff proposals. It is not evident on this record that the factors upon which the proposals largely rest have such relationships to the transportation involved as to justify the creation of rate exemptions for traffic that heretofore has been subject to minimum rates. For instance, it does not appear that the extension of the city boundaries of San Diego to the Mexican Border has of itself so affected the character of the transportation services to and from the extended area that minimum rates should no longer apply to said services. Subject to minor exceptions arising out of realignment of zone boundaries minimum rates which now apply for the transportation of fresh fruits and vegetables and of live-stock will be continued in effect in the areas involved.

Revisions in Classification No. 1

The revisions which the rate witness proposed be made in Classification No. 1, the classification which applies in conjunction with Minimum Rate Tariff No. 9-A, include changes in rules, changes in classification ratings, the addition of some items and the deletion of others. Consideration of the proposed revisions, individually, follows:

Provided Weights, Lumber and Forest Products

Present provisions of the classification require that freight charges shall be assessed on the gross weight of the shipment. According to the rate witness, this requirement has resulted in difficulties in connection with the assessing of charges for the transportation of lumber and forest products. Assertedly, the custom of the trade in the San Diego area is to market lumber on a board foot basis. Hence, lumber deliveries are made without weighing the shipments except as required for a basis of freight charges. In various instances, because of unavailability of scales, the weights of the shipments cannot be obtained conveniently.

To overcome these difficulties, the staff witness proposed that the carriers be permitted to assess charges on the basis of "provided" weights corresponding to those which are set forth in Minimum Rate Tariff No. 2 in connection with the transportation of lumber and forest products for distances of 50 constructive miles or less. Thus, for example, dry, machine finished flooring would be deemed as weighing 2,200 pounds per 1,000 board feet.

The establishment of provided weights in the circumstances shown appears reasonable. The weights should be adopted subject to the adoption, also, of the same rule governing the use of the weights as is set forth in Minimum Rate Tariff No. 2. The rule to be thus adopted states in effect that the provided weights shall be used where applicable. The rule which was proposed by the staff witness states in effect that the provided weights may be used where applicable. Since Minimum Rate Tariffs Nos. 2 and 9-A both apply to the transportation of lumber within San Diego County, it is desirable that wherever possible uniform provisions should

govern the same general types of service. In this instance there does not seem to be any particular justification for a different rule governing the use of provided weights inside of the San Diego Drayage Area than that which applies outside of the drayage area.

Issuance of Shipping Documents

The present rule in the classification governing the issuance of shipping documents states that a freight bill or an invoice of charges shall be issued by the carrier to the shipper for each shipment received for transportation. The rate witness proposed that this rule be amended to provide also for a manifest form of freight bill covering several shipments received during one day from one consignor at one point of origin. The manifest form of billing is permitted under the provisions of Minimum Rate Tariff No. 2 and of various other of the Commission's minimum rate tariffs. It is intended to facilitate the carriers' billing operations under certain conditions. Its use should also be permitted in connection with shipments transported within the San Diego Drayage Area. However, the proposed rule is more restrictive than similar minimum rate provisions governing the use of the manifest form of billing. The proposed rule requires the issuance of a new manifest bill each day. This requirement is inconsistent with the period which Minimum Rate Tariff No. 9-A provides for the presentation of freight bills. This period is defined as not later than midnight of the fifth day (excluding Sundays and holidays) of the calendar month following the delivery of the freight. In view of the period permitted for presenting freight bills, a requirement that a new manifest bill be prepared each day appears to be an unnecessary clerical burden upon the carriers. This requirement as to time should not be adopted.

Rates Based on Varying Minimum Weights

The staff proposal in this regard is offered as a clarifying measure concerning the weights to be used in the computation of charges in connection with the transportation of parcels under parcel rates which Minimum Rate Tariff No. 9-A provides. Under the proposal, charges may not be computed on a greater weight than the actual weight of the parcels. The proposal appears reasonable and should be adopted.

Changes in Classification Ratings and/or
Related Provisions

Under these proposals various changes would be made in the classification provisions applying to cotton linters; tables; aluminum chairs; rice, carpets, rug cushions and lining; puffed or popped grain commodities; fish, crabs and lobsters; insulation forms; and fluorescent lamps.

The rating for cotton linters would be canceled because the transportation of cotton linters assertedly has been exempted from the provisions of Minimum Rate Tariff No. 9-A. However, the exemption in said tariff applies only to cotton linters in bales. Inasmuch as it appears that the transportation of cotton linters in other than bales is subject to Minimum Rate Tariff No. 9-A, the present rating should be retained.

A change in the wording of the classification item applicable to certain tables is proposed for clarification purposes. The present wording reads: Rustic chairs, settees, tables or tabourettes, wooden, set up. Under the proposal, the word "tables" would be removed from this listing, and a description for tables would be established as follows: Tables, with or without tops, set up. As

the item now reads, the rating which is provided apparently is limited to rustic tables. However, the obvious intent of the classification is that the rating should apply to all wooden tables, set up. The proposed change would eliminate this ambiguity and should be adopted.

The change which is proposed with respect to aluminum chairs would make aluminum chairs, set up, subject to the same rating that applies to folding aluminum chairs. At present a lower rating applies to aluminum chairs, set up. According to the rate witness, aluminum chairs, set up, are not less bulky than aluminum chairs, folding. On this basis the increase in rating under the proposal appears justified. The proposed change should be adopted.

The proposal pertaining to rice would broaden the application of the rating so as to encompass all types of rice. At present the rating applies only to brewers' rice and to paddy rice. The extension of the rating to the other types of rice was urged by the rate witness on the grounds of substantial similarity in transportation characteristics of the several types of rice. The proposal appears reasonable. It should be adopted.³

The remaining classification proposals -- those involving rating changes for carpets, rug cushions and lining; puffed or popped grain commodities; fish, crabs and lobsters; insulation forms; and fluorescent lamps -- should not be adopted. Certain of

³ With the extension of the present rating for brewers' and paddy rice to include other types of rice, the same rates would, of course, also apply. In this respect Minimum Rate Tariff No. 9-A would be consistent with Minimum Rate Tariff No. 2, inasmuch as the latter tariff provides commodity rates which are the same for the several kinds of rice.

these changes -- for example, those pertaining to puffed or popped grain commodities -- were proposed by the rate witness in response to requests from carriers. However, the witness did not undertake to develop information relating to the transportation characteristics of the involved commodities in order to show that said classification changes are justified.

With respect to the remaining proposed changes, it appears that certain investigations were made by the rate witness into the transportation characteristics of the commodities covered by such changes. However, the witness refused to disclose the data which he had thus developed. He said that the data had been given to him in confidence. His position was that he had studied the data; that he had determined that the changes would be reasonable, and that on these determinations, the proposals should be adopted.

We do not agree with this viewpoint. It is essential to full hearing that, when requested, there should be a disclosure of the reasons or grounds for the proposals which are being advanced. Otherwise, the propriety of the proposals cannot be properly tested and evaluated by the interested parties. Moreover, in a proceeding of this nature, whether or not the proposals are reasonable and as such should be incorporated in the minimum rates is an ultimate finding that lies within the exclusive province of the Commission to make. Clearly, such a finding may not be made where information which is pertinent thereto is withheld from the Commission. For these reasons it is concluded that basis has not been provided on which the proposals might be adopted.

Other Revisions of Minimum Rate Tariff No. 9-A

Other changes in Minimum Rate Tariff No. 9-A which would be made under the staff proposals include revisions in the provisions applicable to pool shipments, deliveries from retail stores, towing, mixed shipments, split deliveries, parcel rates, alternative application of common carrier rates, minimum charges, and hourly rates. As explained by the rate witness, the revisions which are thus proposed are principally adjustments which experience under the tariff since its establishment in September, 1957, indicates should be made or would be desirable. Some of the adjustments are minor and need not be discussed. They appear reasonable for the purposes stated and should be adopted. Consideration of the remaining adjustments follows:

Pool Shipments

The revisions relating to pool lots are intended mainly to clarify the existing tariff provisions. One change, however, that requires specific mention is that which would result in the establishment of a minimum charge of 80 cents per shipment in a pool lot. At present no such charge applies. No evidence as to the cost of the service involved was submitted as justification for the charge. The charge was proposed on the grounds that it is the same as that named in Minimum Rate Tariff No. 5 for pool shipments delivered in the Los Angeles Drayage Area. However, it does not appear that transportation conditions in the San Diego area are so similar to those in Los Angeles as necessarily to justify the same rates for the San Diego area.⁴ The propriety of the charge for the San Diego

⁴ In numerous respects the rates and charges in Minimum Rate Tariff No. 9-A for transportation in the San Diego area are quite different from those for transportation in the Los Angeles area. From this standpoint it would seem that there are substantial dissimilarities in transportation conditions within the two areas.

area has not been established. With the exception of this minimum charge, the proposed changes concerning pool shipments appear reasonable and should be adopted.

Deliveries from Retail Stores

Present provisions of Minimum Rate Tariff No. 9-A do not apply to the transportation of:

"Commodities weighing 100 pounds or less per package or piece when delivered from retail stores or retail store warehouses, or when returned to the original retail store or retail store warehouses which handled the outbound movement."

(Item No. 50)

Under the staff proposals pertaining to this item the minimum rate exemption which the item provides would be limited to:

"Shipments weighing 100 pounds or less when delivered from retail stores or retail store warehouses where the property has been sold at retail by a retail merchant, or when returned to the original retail store shipper via the carrier which handled the outbound movement."

Allegedly, clarification of the item is a principal purpose of the proposal. According to the rate witness one problem which arises under the present item is the matter of store classification, inasmuch as a number of stores are engaged both in retailing and in wholesaling activities, and it is consequently difficult for a carrier to determine which classification should be applied in connection with the assessing of freight charges. To meet this problem the witness proposed that the exemption under the item be limited to "property sold at retail by a retail merchant." He also proposed the limitation of the exemption to shipments of 100 pounds or less. He asserted that under the present item the exemption has much broader application than was intended.

The adoption of the proposal was opposed by representatives of United Parcel Service, by Western Parcel Service, and by Sears Roebuck and Company. In general the opposition of these parties was on the basis that the proposal does not sufficiently take into consideration the transportation needs of retail merchants. As a consequence the proposed rule would be unduly restrictive and burdensome both to the stores and to the carriers serving them. Moreover, it would make certain types of deliveries from retail stores subject to minimum rates. Assertedly, however, the record does not contain evidence of the costs of retail store delivery service upon which minimum rates for the service might be established.

It may be, as the presentation of the rate witness indicates, that some improvement or clarification should be made in the present tariff item pertaining to deliveries from retail stores. Nevertheless, it does not appear that such improvements as would be realized under the proposal justify its adoption in view of the burdens it would place upon the carriers and shippers and in view of the lack of cost data to support the establishment or designation of appropriate minimum rates for those services which would be removed from the existing exemptions. The present tariff provisions should be retained.

Minimum Charges per Shipment

The staff proposals in this regard were developed principally toward the objective of tariff simplification. Except for shipments subject to a classification rating of Class 100, the determination of minimum charges per shipment in accordance with present provisions of Minimum Rate Tariff No. 9-A is a somewhat

complicated process. The tariff sets forth specifically the charges to be assessed for Class 100 shipments of various weights up to 1,000 pounds. However, minimum charges for shipments subject to higher ratings must be calculated by a two-step process which involves (a) the application of a multiplier to the charges for the Class 100 shipments and (b) the calculation of charges based upon the weight of the shipment and the applicable rate. The greater of the resultant charges is the minimum charge to be assessed. The rate witness proposed that the latter process be simplified by the use of a single factor multiplier determined in accordance with a specified formula.

The use of the formula which the rate witness proposed would, undoubtedly, result in a reduction of the calculations necessary to the determination of the minimum charges to be applied. It appears, nevertheless, that the formula leaves much to be desired in the way of a rule for the equitable and practicable determination of minimum charges. In some instances the use of the formula would result in some rather substantial increases in present minimum charges. In other instances it would result in substantial reductions. More important than these considerations, however, is the fact that the formula entails calculations which should be obviated in the interests of promulgating minimum charge provisions which are clear and readily usable by carrier employees possessing various degrees of technical proficiency in applying tariff requirements. In this connection we are mindful that errors in calculation are not accepted as a condoning circumstance for a carrier's failure to assess transportation charges in conformity with the Commission's minimum rate orders.

In view of the several factors that must be taken into account in the determination of the minimum charges per shipment for transportation within the San Diego Drayage Area, it is concluded that instead of publication of minimum charges in the formula form which was proposed, the charges for shipments of 1,000 pounds and less should be published as specific charges as exemplified by the charges which the tariff provides for Class 100 shipments. On the basis of studies which were made in the development of Minimum Rate Tariff No. 9-A, it appears that such charges would provide a direct means of ascertaining the charges to be applied as minimum for more than 80 percent of the shipments transported by for-hire carriers within the San Diego Drayage Area. It should be pointed out, also, that although the formula form of publication of the charges was proposed by the rate witness, he preferred specific charges as the form of publication. The representative of Sears Roebuck and Company also indicated a preference for specific charges.

Upon consideration of all of the facts and circumstances of record, it is found and concluded that to the extent indicated hereinabove, the proposed adjustments in Minimum Rate Tariff No. 9-A, in Classification No. 1, and in Distance Table No. 4 have been shown to be justified. It is also found and concluded that the revisions in the minimum rates, ratings, rules and regulations in Minimum Rate Tariff No. 9-A and Classification No. 1, and the revisions in Distance Table No. 4 (when applied in conjunction with the minimum rate tariffs subject thereto), will result in just, reasonable and non-discriminatory rates for transportation governed by said publications. It is further found that to the extent that the provisions

of Minimum Rate Tariff No. 9-A, of Classification No. 1, and of Distance Table No. 4 have been heretofore found to constitute reasonable minimum rates, ratings, rules, regulations and distances for common carriers as defined in the Public Utilities Act, the provisions of said tariff, classification and distance table as hereinafter modified are and will be reasonable minimum provisions for said carriers, and that to this same extent existing rates, ratings, charges, rules, regulations, accessorial charges, and distances which are maintained by said common carriers for intra-state transportation within California are, and will be for the future, unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the cost of other means of transportation in so far as they are lower in volume or effect than those set forth in Minimum Rate Tariff No. 9-A, in Classification No. 1, or in Distance Table No. 4, as hereinafter adjusted.

In connection with establishment of the above-indicated adjustments in Minimum Rate Tariff No. 9-A, in Classification No. 1, and in Distance Table No. 4, certain modifications of Minimum Rate Tariffs Nos. 3 and 8 are also necessary in order to preserve the applicability of these tariffs in portions of the San Diego Drayage Area, as extended, in consonance with the purposes of this decision. The following order will provide the appropriate adjustments in Minimum Rate Tariff No. 9-A and in Classification No. 1. To avoid duplication of tariff distribution, the revisions of Distance Table No. 4 and of Minimum Rate Tariffs Nos. 3 and 8 will be made by separate orders.

In publication of Minimum Rate Tariff No. 9-A, household goods carriers were included in the listing of the carriers that are subject to the tariff. The reference to household goods carriers was an inadvertence inasmuch as Decision No. 55256, which

established Minimum Rate Tariff No. 9-A does not apply to household goods carriers. Provision for appropriate correction of the tariff will also be made in the order hereinbelow.

Necessarily, the rates hereinafter established for transportation within the San Diego Drayage Area will under some circumstances produce higher charges than those applicable under other minimum rate tariffs for transportation beyond the San Diego Drayage Area. The following order will authorize common carriers to depart from the provisions of Article XII, Section 21 of the State Constitution, and Section 460 of the Public Utilities Code, to the extent necessary to establish the rates and charges hereinafter authorized or required.

O R D E R

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

IT IS HEREBY ORDERED:

1. That Minimum Rate Tariff No. 9-A (Appendix "B" of Decision No. 55256, as amended) be and it is further amended by incorporating therein, to become effective January 29, 1960, the revised pages attached hereto and listed in Appendix "B", also attached hereto, which pages and appendix are made a part hereof by this reference.

2. That Classification No. 1 (Appendix "C" of Decision No. 55256, as amended) be and it is hereby further amended by incorporating therein, to become effective January 29, 1960, the revised pages attached hereto and listed in Appendix "C", also attached hereto, which pages and appendix are made a part hereof by this reference.

3. That to the extent common carriers, as defined in the Public Utilities Act, are maintaining rates, ratings, charges, rules and regulations found in the preceding opinion to be unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the cost of other means of transportation, said carriers shall be, and they hereby are, ordered and directed to establish and to maintain revised rates, ratings, charges, rules and regulations no lower in volume or effect than those found reasonable, sufficient or justified in the opinion preceding this order.

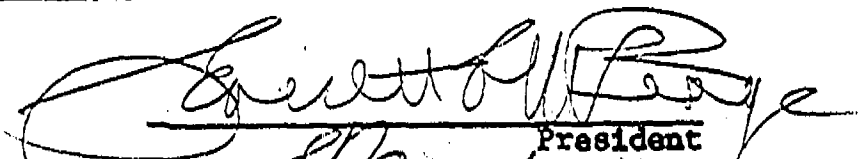
4. That common carriers be and they are authorized to depart from the provisions of Article XII, Section 21, of the Constitution of the State of California, and Section 460 of the Public Utilities Code, to the extent necessary to establish and maintain the rates and charges authorized or directed hereinabove.

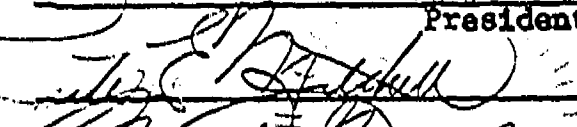
5. That tariff publications required to be made by common carriers as a result of the order herein may be made effective not earlier than the effective date hereof on not less than five days' notice to the Commission and to the public, and that such tariff publications shall be made effective not later than January 29, 1960; and that tariff publications which are authorized but not required to be made by common carriers as a result of the order herein may be made effective on not less than five days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the tariff changes herein involved.

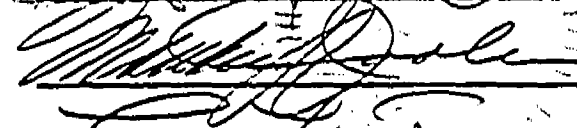
6. That in all other respects said Decision No. 55256, as amended, shall remain in full force and effect.
effect.

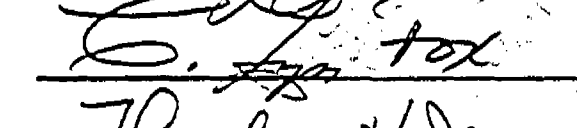
This order shall become effective twenty days after the date hereof.


Dated at San Francisco, California, this
8th day of December, 1959.



President








Commissioners

APPENDIX "A"

Appearances

Respondents

Joe Araiza, by Bernard R. Derringer, for Santa Fe Transportation Co.

James H. Feuling and J. W. Kendall, for Bekins Van & Storage Co. and Bekins Van Lines, Inc.

Don J. Glardon, for Harbor Transfer Co.

E. B. Gould, for Lyon Van & Storage Co.

J. M. Graham, for San Diego Forwarding Co.

George E. Hudgins and Arthur L. Cringan, for Southern California Freight Lines and Southern California Freight Forwarders.

Roger Ramsey, for United Parcel Service.

W. Ross Starkey, for Pacific Messenger Service.

Russell S. Stowell, for Western Parcel Service.

Interested Parties

Milton Hallen, for San Diego Traffic Services.

W. J. Knoell, for Western Motor Tariff Bureau, Inc.

E. J. Langhofer, for San Diego Chamber of Commerce.

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

A. L. Russell, for Sears Roebuck and Company.

Representatives of the Commission's Staff

Leonard Diamond and Grant L. Malquist.

APPENDIX "B" TO DECISION NO. 59336

Revised Pages to Minimum Rate Tariff
No. 9-A Authorized by Said Decision

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(End of Appendix "B")

First Revised Title Page
Cancels
Original Title Page

MINIMUM RATE TARIFF NO. 9-A

NAMING
MINIMUM RATES, RULES, AND REGULATIONS
for the
TRANSPORTATION OF PROPERTY
OVER THE PUBLIC HIGHWAYS
within
DEFINED SAN DIEGO DRAYAGE AREA
by
CITY CARRIERS
HIGHWAY CONTRACT CARRIERS
**
and
RADIAL HIGHWAY COMMON CARRIERS

The original tariff contains rates, rules and regulations established in Decision No. 55256 in Case No. 5439. Changes will be made by issuing revised or added pages or by issuing supplements.

Governed, except as otherwise provided herein, by the Current Classification referred to in Item No. 10 to the extent shown in Item No. 100 .

Household Goods Carriers eliminated, Decision No. **59336

Correction No. 23 (Original tariff effective September 1, 1957) EFFECTIVE JANUARY 29, 1960

Issued by the
Public Utilities Commission of the State of California
State Building, Civic Center
San Francisco, California

First Revised Page 2

 Cancels

Original Page 2

MINIMUM RATE TARIFF NO. 9-A

ARRANGEMENT OF TARIFF

This is a loose-leaf tariff arranged as follows:

SECTION NO. 1 - Rules and Regulations
SECTION NO. 2 - Rate Bases and Class Rates
SECTION NO. 3 - Equipment Rates, Rules and Regulations

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* Change, Decision No. 59335

EFFECTIVE JANUARY 29, 1960

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

Correction No. 24

SECTION NO. 1 - RULES AND REGULATIONS	Item No.
<p data-bbox="348 458 888 497">DEFINITION OF TECHNICAL TERMS</p> <p data-bbox="261 522 1053 592">(See Current Classification for Additional Definitions)</p> <p data-bbox="178 618 1148 749">(a) CARRIER means a carrier as defined in the City Carriers' Act, and a radial highway common carrier or a highway contract carrier, as defined in the Highway Carriers' Act. **</p> <p data-bbox="178 775 1148 947">(b) COMMON CARRIER RATE means any intra-state rate or rates of any common carrier, or common carriers, defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment for transportation by land.</p> <p data-bbox="178 973 1108 1076">(c) CURRENT CLASSIFICATION means Classification No. 1 issued by the Public Utilities Commission of the State of California.</p> <p data-bbox="178 1102 1087 1231">(d) HOLIDAYS mean New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, December 24 and Christmas.</p> <p data-bbox="178 1257 1125 1527">*(e) POOL LOT means a quantity of freight contained in a rail car or motor vehicle or located on a steamship wharf for delivery or reshipment to two or more points of destination in the San Diego Drayage Area, or to one or more points in the San Diego Drayage Area and one or more points outside thereof, such freight for delivery within the San Diego Drayage Area being consigned to:</p> <div data-bbox="459 1553 1158 1888"><p data-bbox="459 1553 1125 1695">(1) A carrier to segregate or to unload and segregate and deliver to consignees, their agents or to other carriers; or</p><p data-bbox="459 1720 1158 1888">(2) A consignee, other than a carrier, when carrier is instructed to distribute and deliver to the consignees, subconsignees, their agents, or other carriers.</p></div> <p data-bbox="178 1913 1120 2017">(f) SAN DIEGO DRAYAGE AREA means the area encompassed by all of the zones described in Items Nos. 30 to 38, inclusive.</p>	<p data-bbox="1273 1269 1405 1373">*10-B Cancels 10-A</p>
<p data-bbox="194 2068 712 2171">* Change) ** Reference to household) goods carrier eliminated)</p> <p data-bbox="764 2107 1166 2145">Decision No. 59336</p>	
<p data-bbox="748 2223 1243 2261">EFFECTIVE JANUARY 29, 1960</p>	
<p data-bbox="178 2300 1452 2380">Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 25</p>	

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MINIMUM RATE TARIFF NO. 9-A

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p data-bbox="634 543 1025 577">APPLICATION OF TARIFF</p> <p data-bbox="265 607 1285 870">(a) Rates provided in this tariff are minimum rates established pursuant to the City Carriers' Act and the Highway Carriers' Act **. They apply for the transportation of property by carriers as described in Item No. 10, and include loading into and unloading from carriers' equipment except as provided in Items Nos. 180 and 400(e). #The rates in this tariff include unloading from rail cars and trucks.</p> <p data-bbox="265 899 1323 1089">(b) Rates, rules and regulations named in this tariff shall not apply to transportation by independent-contractor subhaulers when such transportation is performed for other carriers defined in this tariff or for common carriers defined in the Public Utilities Act.</p>	<p data-bbox="1377 834 1466 960">*20-A Can- cels 20</p>
<p data-bbox="290 1221 1058 1349">* Change ** Reference to Household Goods Carriers' Act eliminated. # Addition</p> <p data-bbox="1096 1264 1460 1303">Decision No. 59335</p>	
<p data-bbox="857 1754 1352 1792">EFFECTIVE JANUARY 29, 1960</p>	
<p data-bbox="241 1888 1481 1952">Issued by the Public Utilities Commission of the State of California, San Francisco, California</p> <p data-bbox="290 1980 612 2014">Correction No. 26</p>	

SECTION NO. 1-RULES AND REGULATIONS (Continued)	Item No.
<p data-bbox="525 453 1136 486">APPLICATION OF TARIFF-TERRITORIAL</p> <p data-bbox="508 507 1186 545">(Items Nos. 30 through 38, inclusive)</p> <p data-bbox="285 573 1321 955">Rates in this tariff apply for the transportation of shipments between points within the San Diego Drayage Area. The zones hereinafter described embrace all points of origin and destination within their respective boundaries. Where streets are used to define zone boundaries described below, the zones include both sides of the streets named. Where railway lines, rights of way, water courses or freeways are used to define the zone boundaries described below, the center line of such railway lines, rights of way, water courses or freeways will constitute the boundary line, except as otherwise specifically designated.</p> <p data-bbox="285 988 1305 1116">Where the written description of an area, zone or territory conflicts with the map description of that same area, zone or territory, the written description will govern.</p> <p data-bbox="285 1146 1247 1243">The term "street" as used above will be synonymous with "avenue," "boulevard," "drive," "lane," "terrace," "road," or other designations thereof.</p> <p data-bbox="285 1274 1230 1401">Where the term "shore line," "ocean," or "bay" is employed as a boundary line, such boundary line shall be construed to embrace any pier or wharf extending into the adjacent body of water.</p> <p data-bbox="789 1444 916 1477">*ZONE 1</p> <p data-bbox="285 1508 1288 2145">Beginning at the intersection of Pacific Highway (U.S. Highway No. 101) and Camino Del Rio; southwesterly along Camino Del Rio and Rosecrans Street to Emerson Street; southeasterly along Emerson Street to San Diego Bay; easterly and southeasterly along the shore line and waterfront of San Diego Bay to the mouth of the south fork of the Sweetwater River; easterly along the south fork of Sweetwater River and the river to the intersection of Edgemere Avenue and Sweetwater River; northerly along Edgemere Avenue to 30th Street; westerly along 30th Street to N Avenue; northerly along N Avenue to 16th Street; easterly on 16th Street to Palm Avenue; northerly along Palm Avenue to Division Street; westerly along Division Street to 43rd Street; northerly along 43rd Street to National Avenue; westerly along National Avenue to Boundary Street (41st Street); northerly along Boundary Street and the prolongation thereof to its intersection with Camino Del Rio; westerly along Camino Del Rio to point of beginning.</p>	<p data-bbox="1338 1179 1470 1274">*30-B Cancels 30-A</p>

*(1) ZONE 2

Beginning at the intersection of Camino Del Rio and the prolongation of Boundary Street; southerly along the prolongation of Boundary Street and Boundary Street (41st Street) to National Avenue; easterly along National Avenue to 43rd Street; southerly along 43rd Street to Division Street; easterly along Division Street to Palm Avenue; southerly along Palm Avenue to 16th Street; westerly along 16th Street to N Avenue; southerly along N Avenue to 30th Street; easterly along 30th Street and Sweetwater Road to Valley Road; easterly along Valley Road to Reo Drive; northerly along Reo Drive to Rancho Hills Drive; easterly along Rancho Hills Drive to Sea Breeze Drive; northerly along Sea Breeze Drive to Winchester Street; easterly along Winchester Street to Calle Serena; northerly along Calle Serena to Calle Pintoresco; easterly along Calle Pintoresco to Paradise Valley Road; northerly along a direct line to the intersection of the southerly prolongation of 69th Street and Skyline Drive; northerly along said southerly prolongation of 69th Street and 69th Street to Madera Street; northeasterly along Madera Street to Massachusetts Avenue; northerly along Massachusetts Avenue to University Avenue; westerly along University Avenue to 70th Street; northerly along 70th Street and Lake Murray Boulevard to Alvarado Freeway; northwesterly along Alvarado Freeway to Pennsylvania Avenue; northerly along Pennsylvania Avenue and its northerly prolongation to the San Diego River; westerly and southerly along the San Diego River to Ward Road; southerly along Ward Road to Camino Del Rio; westerly along Camino Del Rio to point of beginning.

*Change, Decision No. **5933S**

(1) Zone 2 formerly appeared on Original Page 7.

EFFECTIVE JANUARY 29, 1960

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

Correction No. 27

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p data-bbox="360 394 1230 466">APPLICATION OF TARIFF - TERRITORIAL (Continued) (Items Nos. 30 through 38, inclusive)</p> <p data-bbox="731 497 860 530">*ZONE 3</p> <p data-bbox="211 551 1367 1555">Beginning at the intersection of the San Diego River and the prolongation of Pennsylvania Avenue; southerly along the prolongation of Pennsylvania Avenue and Pennsylvania Avenue to Alvarado Freeway; southeasterly along Alvarado Freeway to Lake Murray Boulevard; southerly along Lake Murray Boulevard and 70th Street to University Avenue; easterly along University Avenue to Massachusetts Avenue; southerly along Massachusetts Avenue to Madera Street; southwesterly along Madera Street to 69th Street; southerly along 69th Street and its southerly prolongation to Skyline Drive; easterly and northerly along Skyline Drive to Jamacha Road; easterly along Jamacha Road to Helix Street; northerly along Helix Street to Lamar Street; easterly along Lamar Street and Upland Street to Kenora Drive; northerly along Kenora Drive to Dale Avenue; easterly along Dale Avenue to Bonita Street; southerly along Bonita Street to Buena Vista Drive; easterly along Buena Vista Drive to Sweetwater Springs Boulevard; southerly along Sweetwater Springs Boulevard to Del Rio Road; easterly along Del Rio Road to Calavo Drive; northerly along Calavo Drive to Campo Road; northeasterly along Campo Road to Avocado Boulevard; northerly along Avocado Boulevard to Chase Avenue; easterly along Chase Avenue to Anza Street; northerly along Anza Street to Washington Avenue; easterly along Washington Avenue to Dorothy Street; northerly along Dorothy Street to Jamacha Road; northwesterly along Jamacha Road to Main Street (U.S. Highway No. 80); northeasterly along Main Street (U.S. Highway No. 80) to Greenfield Drive; northwesterly and westerly along Greenfield Drive to Magnolia Avenue; northerly along Magnolia Avenue, Mesa Avenue and Cottonwood Avenue to the San Diego River; westerly along the San Diego River to the point of beginning.</p> <p data-bbox="670 1604 855 1638">*(1)ZONE 4</p> <p data-bbox="211 1684 1331 2269">Beginning at the mouth of the south fork of the Sweetwater River; southerly along the shore line of San Diego Bay to the easterly boundary of the City of Coronado near the mouth of the Otay River; southwesterly along the boundary of the City of Coronado to the northerly boundary of the City of Imperial Beach; southeasterly and southerly along the boundary of the City of Imperial Beach to Palm Avenue; easterly along Palm Avenue to Montgomery Freeway (U.S. Highway No. 101); northerly along Montgomery Freeway to the Otay River; easterly along the Otay River to Beyer Way; northerly along Beyer Way and 3rd Avenue to Quintard Street; easterly along Quintard Street to 1st Avenue; northerly along 1st Avenue to Oxford Street; easterly along Oxford Street to Hill Top Drive; northerly along Hill Top Drive to Emerson Street; easterly along Emerson Street to Theresa Way; easterly along Theresa Way to Monserate Avenue; northerly along Monserate Avenue to L Street; westerly along L Street to Cuyamaca Avenue; northerly along Cuyamaca Avenue</p>	<p data-bbox="1384 1460 1475 1589">*32-A Cancels 32</p>

to San Miguel Drive; westerly along San Miguel Drive to Hill Top Drive; northerly along Hill Top Drive to J Street; easterly along J Street to Dennis Avenue; northerly along Dennis Avenue to Gretchen Road; easterly, northerly, westerly along Gretchen Road to Robert Avenue; northerly along Robert Avenue to I Street; westerly along I Street to Hill Top Drive; northerly along Hill Top Drive and its prolongation to Sweetwater Road; westerly along Sweetwater Road to Edgemere Avenue; southerly along Edgemere Avenue to the Sweetwater River; westerly along the Sweetwater River to its south fork; westerly along the south fork of the Sweetwater River to the point of beginning.

* Change, Decision No. **59335**

(1) Zone 4 formerly appeared on Original Pages 8 and 9.

Zone 2 formerly shown on this page transferred to Second Revised Page 6.

EFFECTIVE JANUARY 29, 1960

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

Correction No. 28

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p data-bbox="409 422 1278 458">APPLICATION OF TARIFF - TERRITORIAL (Continued)</p> <p data-bbox="488 484 1166 520">(Items Nos. 30 through 38, inclusive)</p> <p data-bbox="726 551 928 587">*(1) ZONE 5</p> <p data-bbox="280 613 1265 685">All territory within the city limits of Coronado and the U.S. Naval Air Station, North Island.</p> <p data-bbox="746 741 928 777">(1) ZONE 6</p> <p data-bbox="280 808 1301 1133">Beginning at the intersection of Pacific Highway (U.S. Highway No. 101) with Camino Del Rio; thence southwesterly along Camino Del Rio and Rosecrans Street to Emerson Street; southeasterly along Emerson Street to San Diego Bay, and generally southerly along San Diego Bay to the Pacific Ocean; northerly along the Pacific Ocean to the center line of the San Diego River Flood Channel; easterly along said center line to Pacific Highway (U.S. Highway No. 101); southerly along Pacific Highway to point of beginning.</p> <p data-bbox="726 1164 928 1200">*(2) ZONE 7</p> <p data-bbox="280 1231 1314 2339">Beginning at the intersection of Pacific Highway (U.S. Highway No. 101) and Camino Del Rio (U.S. Highway No. 80); northerly along Pacific Highway (U.S. Highway No. 101) to the center line of the San Diego River Flood Channel; westerly along the San Diego River Flood Channel to the Pacific Ocean; northerly along the shoreline of the Pacific Ocean to the westerly prolongation of Forward Street; easterly along the prolongation of Forward Street and Forward Street to Linda Rosa Avenue; southeasterly along Linda Rosa Avenue to La Jolla Mesa Drive; southerly along La Jolla Mesa Drive to Agate Street; easterly along Agate Street to Fanuel Street; southerly along Fanuel Street to Foothill Boulevard; southeasterly along Foothill Boulevard to Ingraham Street; southerly along Ingraham Street to Diamond Street; easterly along Diamond Street to Noyes Street; northerly along Noyes Street to Chalcedony Street; easterly along Chalcedony Street to Camino Vuelto; southerly along Camino Vuelto to Avenida Altura; easterly along Avenida Altura to Calle Tinto; southerly along Calle Tinto to Balboa Avenue; easterly along Balboa Avenue to Old Pacific Highway; northerly along Old Pacific Highway to U.S. Highway No. 101; thence northerly along U.S. Highway No. 101 to the intersection of the western prolongation of Luna Avenue; easterly along the western prolongation of Luna Avenue and Luna Avenue to Clairemont Mesa Boulevard; easterly along Clairemont Mesa Boulevard to the southerly boundary of Miramar Naval Air Station; easterly, northerly and easterly along the boundary of Miramar Naval Air Station to Murphy Canyon Road; southerly along Murphy Canyon Road, Friars Road and Ward Road to Camino Del Rio; westerly along Camino Del Rio to the point of beginning.</p>	

*34-A
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* Change, Decision No.

(1) Zones 5 and 6 formerly appeared on Original Page 9.

(2) Zone 7 formerly appeared on Original Page 9 and First Revised Page 10.

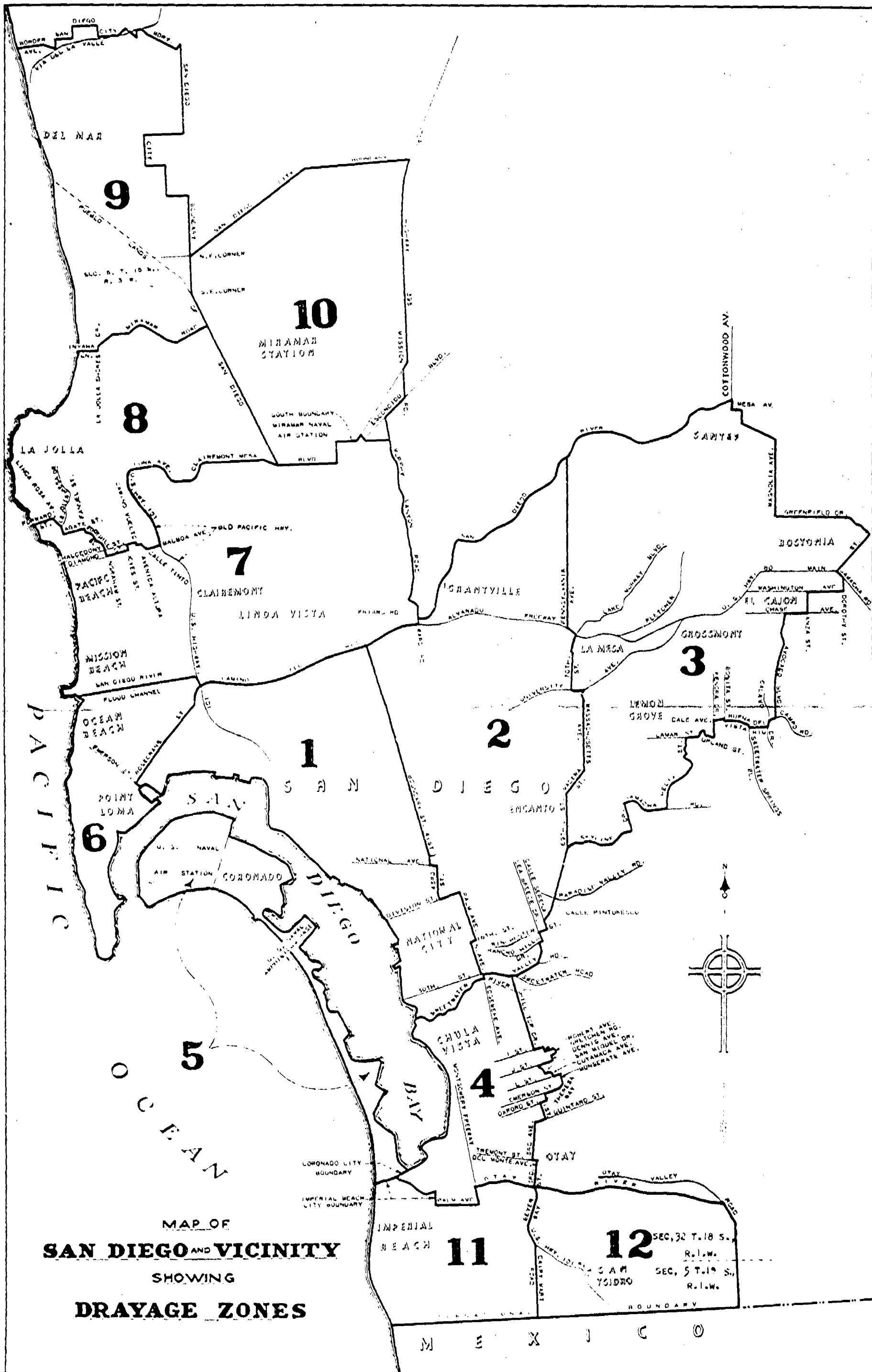
Zones 3 and 4 formerly shown on this page transferred to First Revised Page 7.

EFFECTIVE JANUARY 29, 1960

Issued by the Public Utilities Commission of the State of California,
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Correction No. 29

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p data-bbox="403 392 1273 428">APPLICATION OF TARIFF - TERRITORIAL (Continued)</p> <p data-bbox="502 440 1179 476">(Items Nos. 30 through 38, inclusive)</p> <p data-bbox="716 494 926 529">*(1) ZONE 8</p> <p data-bbox="204 563 1372 1386">Beginning at the intersection of Old Pacific Highway and Balboa Avenue; westerly along Balboa Avenue to Calle Tinto; northerly along Calle Tinto to Avenida Altura; westerly along Avenida Altura to Camino Vuelto; northerly along Camino Vuelto to Chalcedony Street; westerly along Chalcedony Street to Noyes Street; southerly along Noyes Street to Diamond Street; westerly along Diamond Street to Ingraham Street; northerly along Ingraham Street to Foothill Boulevard; northwesterly along Foothill Boulevard to Fanuel Street; northerly along Fanuel Street to Agate Street; westerly along Agate Street to La Jolla Mesa Drive; northerly along La Jolla Mesa Drive to Linda Rosa Avenue; northwesterly along Linda Rosa Avenue to Forward Street; westerly along Forward Street and its prolongation to the Pacific Ocean; northerly along the shore line of the Pacific Ocean to the westerly prolongation of Inyaha Lane; easterly along the westerly prolongation of Inyaha Lane and Inyaha Lane to La Jolla Shores Drive; northeasterly and easterly along La Jolla Shores Drive and Miramar Road to the northeasterly boundary of the Pueblo Lands of San Diego; southeasterly along the boundary of the Pueblo Lands of San Diego to Clairemont Mesa Boulevard; westerly along Clairemont Mesa Boulevard to Luna Avenue; westerly along Luna Avenue and its prolongation to a point on U.S. Highway No. 101; southerly along U.S. Highway No. 101 to its junction with Old Pacific Highway; southerly along Old Pacific Highway to point of beginning.</p> <p data-bbox="741 1419 873 1454">#ZONE 9</p> <p data-bbox="213 1498 1364 2015">Beginning at the intersection of the shore line of the Pacific Ocean and the westerly prolongation of Border Avenue, northwesterly of the Del Mar Race Track; easterly along the prolongation of Border Avenue, Border Avenue and Via De La Valle to the western boundary of the City of San Diego; northerly, easterly and southerly along the boundary of the City of San Diego to the northeastern corner of Section 5, T. 15 S., R. 3 W.; southerly along the eastern boundary of Section 5, T. 15 S., R. 3 W. to its intersection with the northeastern boundary of the Pueblo Lands of San Diego; southeasterly along the boundary of the Pueblo Lands of San Diego to Miramar Road; westerly and southwesterly along Miramar Road and La Jolla Shores Drive to Inyaha Lane; westerly along Inyaha Lane and its prolongation to the Pacific Ocean; northerly along the shore line of the Pacific Ocean to the point of beginning.</p>	<p data-bbox="1386 1003 1476 1131">*36-A Cancels 36</p>
<p data-bbox="229 2048 873 2109">*Change) #Addition) Decision No. 59336</p> <p data-bbox="237 2117 1245 2214">(1) Zone 8 formerly appeared on First Revised Page 10. Zones 5, 6 and 7 formerly shown on this page transferred to First Revised Page 8.</p>	
<p data-bbox="893 2237 1389 2272">EFFECTIVE JANUARY 29, 1960</p> <p data-bbox="213 2277 1468 2339">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p data-bbox="213 2339 518 2372">Correction No. 30</p>	



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MINIMUM RATE TARIFF NO. 9-A

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p data-bbox="398 448 1125 517">MAP OF ZONES DESCRIBED IN ITEMS NOS. 30 THROUGH 38, INCLUSIVE</p> <p data-bbox="601 1007 954 1040">MAP TO BE FURNISHED</p>	<p data-bbox="1352 1007 1476 1102">*40-B Cancels 40-A</p>
<p data-bbox="241 2063 794 2114">*Change, Decision No. 59335</p>	
<p data-bbox="860 2153 1344 2192">EFFECTIVE JANUARY 29, 1960</p>	
<p data-bbox="188 2230 1450 2346">Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 32</p>	

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">APPLICATION OF TARIFF - COMMODITIES #(Items Nos. 50 and 60)</p> <p>Rates in this tariff apply for the transportation of all commodities except the following:</p> <p>Accessories, motion picture, Animals, live Automobiles, freight or passenger. set up, Automobile parts, accessories, and related articles in secondary movement by truckaway service when subject to the rates, rules and regulations set forth in Minimum Rate Tariff No. 12, Baggage, Carriers, used packages empty, returning from an outbound paying load of traffic for which no rates are provided in this tariff, or forwarded for a return paying load of traffic for which no rates are provided in this tariff,</p> <p>Cement, hydraulic, masonry, natural or Portland - also lime, common (including magnesium lime, hydrated or hydraulic lime, quick or slaked), cement flue dust and/or limestone, powdered, shipped in mixed shipments with cement - when transported in shipments of 40,000 pounds or more, or when transported in shipments of lesser weights subject to the rates, rules and regulations, including the minimum charge computed on a minimum weight of 40,000 pounds, which are set forth in Minimum Rate Tariff No. 10, Commodities when transported in dump trucks, for which rates are provided in Minimum Rate Tariff No. 7, Commodities picked up or delivered for common carriers within the common carriers' lawfully published pickup and delivery limits, when transported beyond said pickup and delivery limits under through rates, Commodities weighing 100 pounds or less per package or piece when delivered from retail stores or retail store warehouses, or when returned to the original retail store or retail store warehouses via the carrier which handled the outbound movement, Commodities which have been sold at retail by a retail merchant, and transported from a retail store or retail store warehouse to residences of retail customers, or transported from residences of retail customers to retail stores or retail store warehouses, and such transportation is performed in vehicles in the exclusive use of the retailer and providing no shipment exceeds 2,000 pounds in weight. Further, that the merchandise is for the use or consumption of retail customers and is not for use in the furtherance of an industrial or commercial enterprise; and provided that the retailer shall certify on the shipping document for each delivery that the merchandise was sold at retail to a retail customer, Concrete transported in motor vehicles equipped for mechanical mixing in transit, Cotton, in bales, Cotton Linters, in bales, Film, motion picture, Fruit, fresh or green (not cold pack or frozen),</p> <p style="text-align: center;">(Continued in Item No. 60)</p>	<p>*50-C Cancels 50-B</p>

* Change
Addition

)
)

Decision No.

59335

EFFECTIVE JANUARY 29, 1960

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

Correction No. 33

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p>APPLICATION OF TARIFF - COMMODITIES (Concluded) #(Items Nos. 50 and 60)</p> <p>Furniture, household appliances and other home furnishings transported from retail stores or retail store warehouses where they have been sold at retail by a retail merchant, or transported from retail customers to retail stores, or retail store warehouses,</p> <p>Liquids, compressed gases, commodities in semi-plastic form and commodities in suspension in liquids, in bulk in tank trucks, tank trailers, tank semitrailers or a combination of such highway vehicles,</p> <p>Mushrooms, fresh, (not cold pack or frozen)</p> <p>Newspapers, newspaper supplements, sections or inserts, (not scrap or waste),</p> <p>Property shipped to or from producers of motion pictures or television shows when transported subject to the rates, rules and regulations provided by Decision No. 33226, in Cases Nos. 4246 and 4434, as amended,</p> <p>Property of the United States, or property transported under an agreement whereby the United States contracted for the carrier's services,</p> <p>Property transported to a United States Post Office for mailing, United States mail transported from a post office to the addressee thereof, and United States mail transported for the Post Office Department under contract,</p> <p>Telephone directories,</p> <p>Used property, viz.: household goods, personal effects, furniture, musical instruments, radios, television sets, and office and store fixtures and equipment as described in and for which rates are provided in Minimum Rate Tariff No. 4-A, and used property as described therein of state, county or municipal governments, or transported under an agreement whereby the governments contracted for the carrier's services,</p> <p>Vegetables, fresh or green, (not cold pack or frozen),</p> <p>#6 Vehicles, disabled, when transported by towing,</p> <p>Voting booths, ballot boxes, election tents, and election supplies when transported from or to polling places.</p>	<p>*60-B Cancels 60-A</p>
<p>* Change) # Addition) Decision No. 59336 & Reduction)</p>	
EFFECTIVE JANUARY 29, 1960	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California</p> <p>Correction No. 34</p>	

SECTION NO. 1 - RATES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">MIXED SHIPMENTS</p> <p>1. Mixtures containing only commodities for which rates are provided in this tariff:</p> <p style="padding-left: 40px;">(a) When two or more commodities for which different rates are provided are shipped as a mixed shipment, without actual weights being furnished or obtained for the portions shipped under the separate rates, charges for the entire shipment shall be computed at the highest rate in cents per 100 pounds applicable to any of the commodities contained in the shipment, subject to Item No. 230 of the Current Classification.</p> <p style="padding-left: 40px;">*(b) When two or more commodities for which different rates are provided are included in the same shipment and separate weights thereof are furnished or obtained, charges will be computed at the separate rates applicable to such commodities in straight shipments of the combined weight of the mixed shipment, subject to Item No. 230 of the Current Classification. Under Items Nos. 320, 325 and 327, the charge for the entire shipment shall be the highest for any of the commodities contained in the shipment.</p> <p>2. Mixtures containing commodities for which rates are provided in this tariff and commodities for which rates are not provided in this tariff:</p> <p style="padding-left: 40px;">(a) When one or more commodities for which rates are provided herein are included in a shipment with commodities for which rates are provided in Minimum Rate Tariff No. 4-A, the provisions governing mixed shipments contained in Minimum Rate Tariff No. 4-A shall be applied in determining the applicable minimum rates.</p> <p style="padding-left: 40px;">*(b) When one or more commodities for which rates are provided herein are included in a shipment with one or more commodities described in Items Nos. 50 or 60, or with one or more commodities for which rates are provided in Minimum Rate Tariffs Nos. 3-A, 6, 7, 10, 12 or 13, the commodities for which rates are provided in this tariff shall be transported at the rates provided herein applicable to a separate shipment, and the commodity or commodities for which rates are not provided herein shall be transported at the rates otherwise applicable.</p>	<p style="text-align: center;">*110-A Can- cels 110</p>
<p>* Change, Decision No. 59336</p>	
EFFECTIVE JANUARY 29, 1960	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 35</p>	

SECTION NO. 1 - RULES AND REGULATIONS (Continued)		Item No.
<u>SPLIT DELIVERY</u>		
The rate for transportation of a split delivery shipment shall be the rate applicable for the rate base determined as follows:		
(a) When point of origin and all points of destination are within a single zone, apply rate for rate base B, subject to Notes 1, 2, and 3;		
*(b) When point of origin and all points of destination are within the area encompassed by two adjoining zones, apply rate for rate base C, subject to Notes 1, 2, and 3 (Zone 5 does not adjoin any other zone, except Zone 11, for the purposes of this rule);		
***(c) For all other shipments, apply rates for rate base F, subject to Notes 1, 2, and 3.		
NOTE 1.-For each split delivery shipment a single bill of lading or shipping order shall be issued. It shall describe the kind and quantity of property for the entire shipment, and bear the date such property is physically accepted by the carrier. At the time of or prior to the tender of the shipment the carrier shall be furnished with written instructions showing the name of each consignee, the point or points of destination, and a description of the kind and quantity of property in each component part of the split delivery shipment.		*130-C Cancels 130-B
*NOTE 2.-If shipping instructions do not conform with the requirements of Note 1 hereof, each component part of the split delivery shipment shall be rated as a separate shipment under other provisions of this tariff. When shipping instructions do conform with the requirements of Note 1 hereof, component parts of split delivery shipments shall not be treated as separate shipments.		
NOTE 3.-In addition to the rate for transportation, the following additional charges shall be assessed for split delivery service:		
Weight of Component Part (Pounds)	Split Delivery Charge for Each Component Part in Cents	
Over	But not Over	
0	500	110
500	1000	140
1000	2000	195
2000	4000	270
4000	10000	320
10000		375

*NOTE 4.-Rates provided in this tariff do not apply to transportation of split delivery shipments unless point of origin and all points of destination are within the San Diego Drayage Area. When point of origin or one or more points of destination are located outside of the San Diego Drayage Area rates in Minimum Rate Tariff No. 2 shall apply.

*Change)
Increase)

Decision No. **59336**

EFFECTIVE JANUARY 29, 1960

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San Francisco, California.

Correction No. 36

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MINIMUM RATE TARIFF NO. 9-A

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">SPLIT PICKUP</p> <p>Component parts of a split pickup shipment as defined in Item No. 215 of the Current Classification shall be rated as separate shipments.</p>	140
<p style="text-align: center;">ALTERNATION AND COMBINATION OF RATES</p> <p>(a) In the event two or more rates are named in this tariff for the same transportation, the lower of such rates shall apply.</p> <p>(b) In the event any combination of rates provided in this tariff produces a lower aggregate charge for the same transportation than is produced by a one-factor through rate, such combination of rates shall be applied (See Note 1 for exception).</p> <p>*NOTE 1.-When a consignor has elected in writing to utilize the rate provided in Item No. 310, or when a shipper has entered into a written agreement with a carrier to utilize rates provided in Items Nos. 420 or 430, such rates will not alternate or combine with rates provided in other items of the tariff.</p>	*150-A Cancels 150
<p>* Change, Decision No. 59336</p>	
<p style="text-align: center;">EFFECTIVE JANUARY 29, 1960</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No.37</p>	

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">*POOL LOT</p> <p>For the service of segregating, or unloading and segregating a pool lot, the following shall be assessed for each shipment destined to points in the San Diego Drayage Area, in addition to transportation rates:</p> <p>(1) Class 100 commodities - 15½ cents per 100 pounds.</p> <p>(2) Shipments consisting of articles rated higher than Class 200 shall be subject to the rate established for Class 200.</p> <p>NOTE 1.-No additional charge shall be made under this item on shipments weighing 20,000 pounds or more, or on shipments for which transportation charges are based on a minimum weight of 20,000 pounds when the carrier performing the distribution service receives a transportation charge on such shipment from the distribution point.</p> <p>NOTE 2.-See Item No. 110 for mixed shipments.</p> <p>NOTE 3.-When a pool lot is segregated at and delivery is made from carrier's established depot, said depot will be considered as being located within Zone 1 for the purpose of assessing transportation charges under this tariff, and transportation rates shall be applied from Zone 1 as point of origin.</p> <p>NOTE 4.-Rates named in this item alternate with rates for the same services contained in tariffs filed with the Commission pursuant to the provisions of the Public Utilities Act, and in effect on the date the services are provided.</p>	<p>*160-B Cancels 160-A</p>
*Change, Decision No. 59336	
EFFECTIVE JANUARY 29, 1960	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 38</p>	

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p>ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Common carrier rates (including common carrier railroad switching 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. When the common carrier rate used does not include accessorial services performed by the carrier, the following charges for such accessorial services shall be added: *(See Notes 1 and 2)</p> <ul style="list-style-type: none"> (a) For loading onto carrier's equipment, the charges provided in paragraph (d). (b) For unloading from carrier's equipment, the charges provided in paragraph (d). (c) For other accessorial services for which charges are provided in this tariff, the additional charge or charges so provided. (d) Class 100 Commodities -- 4 cents per 100 pounds. <p>NOTE 1.--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> <p>#NOTE 2.--When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item.</p>	<p>*180-C Cancels 180-B</p>
<p>* Change) # Addition) Decision No. 59336</p>	
EFFECTIVE JANUARY 29, 1960	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 39</p>	

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MINIMUM RATE TARIFF NO. 9-A

SECTION NO. 2 - RATE BASES, RATES AND CHARGES												Item No.
RATE BASES												
Rate bases applicable to rates for transportation of shipments from points of origin to points of destination located within the zones described in Items Nos. 30 to 38, inclusive.												
BETWEEN AND	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	#Zone 9	#Zone 10	#Zone 11	#Zone 12
Zone 1	A	-	-	-	-	-	-	-	-	-	-	-
Zone 2	B	B	-	-	-	-	-	-	-	-	-	-
Zone 3	C	B	B	-	-	-	-	-	-	-	-	-
Zone 4	B	B	C	B	-	-	-	-	-	-	-	-
Zone 5	C	D	E	D	B	-	-	-	-	-	-	-
Zone 6	B	C	D	C	D	B	-	-	-	-	-	-
Zone 7	B	B	C	C	D	B	B	-	-	-	-	-
Zone 8	C	C	D	D	E	C	B	B	-	-	-	-
#Zone 9	D	D	E	E	F	D	C	B	B	-	-	-
#Zone 10	C	C	D	D	E	C	B	B	B	B	-	-
#Zone 11	C	C	D	B	B	D	D	E	F	E	B	-
#Zone 12	C	C	D	B	C	D	D	E	F	E	B	B
* Change # Addition } Decision No. 59336												*300-A Cancels 300
EFFECTIVE JANUARY 29, 1960												
Issued by the Public Utilities Commission of the State of California; San Francisco, California.												
Correction No. 40												

SECTION NO. 2 - RATE BASES, RATES AND CHARGES																	Item No.	
CHARGES IN CENTS PER SHIPMENT																		
Pounds		RATE BASES																
But Not Over	Over	C								D								
		Classes								Classes								
100	150	200	250	300	400	500	600	100	150	200	250	300	400	500	600			
0	25	175	175	175	175	175	175	175	195	195	195	195	195	195	195	195	* 0 0 325-B Cancels 325-A	
25	50	195	195	195	195	195	195	195	215	215	215	215	215	215	215	215		
50	75	220	220	220	220	220	220	220	240	240	240	240	240	240	240	240		
75	100	235	235	235	235	235	235	249	299	260	260	260	260	260	260	280		
100	150	257	386	514	514	514	514	514	279	419	558	558	558	558	558	558		
150	200	276	414	552	552	552	552	552	599	301	452	602	602	602	602	602		
200	250	294	441	588	588	588	588	641	770	323	485	646	646	646	646	720		
250	300	313	470	626	626	626	627	784	941	344	516	688	688	688	704	880		
300	400	342	513	684	684	684	798	998	1197	378	567	756	756	756	896	1120		
400	500	378	567	756	756	770	1026	1283	1539	420	630	840	840	864	1152	1440		
500	600	415	623	830	830	941	1254	1568	1881	465	698	930	930	1056	1408	1760		
600	700	454	681	908	930	1112	1482	1853	2223	509	764	1018	1040	1248	1664	2080		
700	800	492	738	984	1073	1283	1710	2138	2565	554	831	1108	1200	1440	1920	2400		
800	900	530	795	1060	1216	1454	1938	2423	2907	597	896	1194	1360	1632	2176	2720		
900	1000	570	855	1140	1359	1625	2166	2708	3249	640	960	1280	1520	1824	2432	3040		
CHARGES IN CENTS PER SHIPMENT																	# 0 327	
Pounds		RATE BASES																
But Not Over	Over	E								F								
		Classes								Classes								
100	150	200	250	300	400	500	600	100	150	200	250	300	400	500	600			
0	25	215	215	215	215	215	215	215	235	235	235	235	235	235	235	235		
25	50	235	235	235	235	235	235	235	255	255	255	255	255	255	255	255		
50	75	260	260	260	260	260	260	260	280	280	280	280	280	280	280	280		
75	100	280	280	280	280	280	280	311	373	300	300	300	300	300	300	341		
100	150	299	449	598	598	598	598	598	320	480	640	640	640	640	640	640		
150	200	324	486	648	648	648	648	648	746	348	522	696	696	696	696	696		
200	250	349	524	698	698	698	698	799	959	375	563	750	750	750	750	878		
250	300	373	560	746	746	746	781	976	1172	403	605	806	806	806	858	1073		
300	400	411	617	822	822	822	994	1243	1491	445	668	890	890	890	1092	1365		
400	500	462	693	924	924	959	1278	1598	1917	504	756	1008	1008	1053	1404	1755		
500	600	512	768	1024	1024	1172	1562	1953	2343	560	840	1120	1120	1287	1716	2145		
600	700	562	843	1124	1157	1385	1846	2308	2769	616	924	1232	1268	1521	2028	2535		
700	800	611	917	1222	1335	1598	2130	2663	3195	671	1007	1342	1463	1755	2340	2925		
800	900	661	992	1322	1513	1811	2414	3018	3621	726	1089	1452	1658	1989	2652	3315		
900	1000	710	1065	1420	1691	2024	2698	3373	4047	780	1170	1560	1853	2223	2964	3705		

CLASS 100 RATES IN CENTS PER 100 POUNDS						
Minimum Weight (In Pounds)	RATE BASES					
	A	B	C	D	E	#05F
* 1,000	42	50	57	64	71	78
2,000	34	40	46	52	58	64
4,000	26	31	36	42	47	52
10,000	19	23	28	32	36	40
20,000	15	18	21	24	27	30
30,000	13	15	17	19	21	23
*330-B Cancels 330-A						
* Change o Increase & Reduction # Addition						
Decision No. 59336						
EFFECTIVE JANUARY 29, 1960						
Issued by the Public Utilities Commission of the State of California, San Francisco, California.						
Correction No. 42						

SECTION NO. 3 - EQUIPMENT RATES, RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">WRITTEN AGREEMENT</p> <p>Prior to the transportation of the property the shipper must enter into a written agreement with the carrier. #EXCEPTION: Under hourly rates in Item No. 420 the written agreement may be completed prior to delivery of any property thereunder. The agreement should show:</p> <ul style="list-style-type: none">(a) Date transportation service is to commence and monthly period.(b) Identification of each piece of equipment either by license number or otherwise.(c) Capacity of equipment as shown on equipment list filed with the Commission.(d) Type of service to be performed (hourly, weekly, etc.).(e) Base rate per month.(f) Maximum mileage.(g) Rate per mile over maximum mileage.(h) Rate per hour for service in excess of 8 hours out of each 9 consecutive hours per day.(i) Duration of the written agreement and a clause therein that the agreement is canceled if charges are not collected as provided in Item No. 190.(j) The agreement shall be in substantially the following form, and the original or a copy thereof shall be retained and preserved by the carriers, subject to Commission inspection, for a period of not less than three years from the date of its issuance.	
<div style="border: 1px solid black; padding: 10px;"><p style="text-align: right;">Date -----</p><p>In accordance with the provisions of Section No. 3 of Minimum Rate Tariff No. 9-A, I hereby elect to have -----</p><p style="text-align: right;">(Identify Transaction)</p><p>transported by ----- under the rates and provisions</p><p style="text-align: center;">(Name of Carrier)</p><p>of Item No. ----- of said tariff, subject to the following terms:</p> <p>Period of Agreement -----</p><p>Capacity of Equipment ----- pounds</p><p>Identification of Equipment -----</p><p>Type of Service to Be Performed -----</p><p>Maximum Mileage -----</p><p>Base Rate \$ -----</p><p>Rate per mile for excessive mileage -----</p><p>Rate per hour for excessive hours -----</p> <p>Shipper ----- By -----</p><p style="text-align: center;">(Name in Full) (Name in Full)</p><p>Confirmed:</p><p>Carrier ----- By -----</p><p style="text-align: center;">(Name in Full)</p> <p>NOTE.- This agreement is canceled if the charges are not collected as provided for in Item No. 190 of Minimum Rate Tariff No. 9-A.</p></div>	<p>#415-A Cancels 415</p>
<p>* Change # Addition</p>	Decision No. 59335
EFFECTIVE JANUARY 29, 1960	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 43	

APPENDIX "C" TO DECISION NO. 59336

Revised Pages to Classification No. 1
Authorized by Said Decision

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First Revised Page 63

First Revised Page 68

(End of Appendix "C")

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CLASSIFICATION NO. 1

ARRANGEMENT OF CLASSIFICATION	
This is a loose-leaf classification arranged as follows: SECTION NO. 1 - Rules and Regulations SECTION NO. 2 - Ratings	
INDEX OF RULES	Item Number
Accessorial Charges not to be offset by Transportation charges -----	260
Advertising Matter or Premiums -----	140
Application of Class Rates that are Percentages, Multiples or Proportions of Specific Class Ratings--	270
Application of Classification -----	5
Collect on Delivery Shipments -----	170
Combination Articles -----	30
Definition of Nested or Nested Solid -----	60
Definition of "NOI", Not Otherwise Indexed -----	110
Definitions of Technical Terms -----	210, 215
Disposition of Fractions -----	130
Explanation of Ratings -----	120
Gauge of Metals -----	90
"Glass" vs. "Earthenware", Inner containers -----	100
Gross Weight -----	180
"Iron", "Steel", "Rubber" or "Plastic" Articles---	80
Issuance of Shipping Documents -----	190, 195
"Knocked Down" ("KD") Articles -----	50
Packing Requirements -----	20
Parts or Pieces Constituting a Complete Article---	40
Quotation and Assessment of Rates and Charges ----	200
Rates Based On Varying Minimum Weights -----	230
Ratings Applicable to Articles Not Described Herein	10
Reference to "Rules", "Items", "Notes" and "Pages".	160
"Set Up" ("SU") Articles -----	70
Shipments To Be Rated Separately -----	240
Shipments Transported in Multiple Lots -----	220
Shipments Transported by Two or More Carriers ----	250
Use of Words "And", "Or", "Rate", "Rating", "Column" and "Indentations" -----	150
#Weights-Provided Weights for Lumber and Forest Products-----	185
# Addition, Decision No. 59335	
EFFECTIVE JANUARY 29, 1960	
Issued by the Public Utilities Commission of the State of California, San Francisco, California.	
Correction No. 13	

INDEX OF ARTICLES (Continued)

ARTICLES	Item Number	ARTICLES	Item Number
Carriers, shipping: (Continued)		Cereal cookers, nickel	7090
Egg cases or carriers	4210	Cereal food preparations	4250
Jackets, ice cream or milk can	4220	Cereal milling machinery	6950-7010
Poultry cases, paperboard	4230	Cereal stalks, dried, manu- factured	4690
Vans	4240	Cereal stalks, dried, not manufactured	4670
Cars, amusement, motor	2490	Chaff	6020
Cars, motorcycle side	10200	Chain saws or scythes and engines or motors combined	7600
Cartons, egg case	4190	Chair frames	5640
Carts:		Chairs:	
Barrel, hand	9850	* Aluminum and fabric	5550
Beet, harvester	2130	Barbers, dental or surgeon	5540
Children's	9970	**	
Fertilizer, hand	9860	Rolling or invalid, motor propelled	10030
Golf club bag	9870	Rustic, wooden	5540
Market basket	9880	Steel or wire	5520
Carts or sulkies	9890	Chaise lounges, metal	5510
Casein	5090	Chamois wringers	7820
Cases:		Chandeliers, glass	5930
Brief	9770	Chaps (grain product)	6020
Burial	3890	Cheese vat linings	7030
Carrying	9760	Cheese vats	7040
Display, popped corn	4800	Chests, furniture	5400
Display or show	5590	Children's vehicles	9840, 9970
Egg	4210	Chimney assemblies	4460
Map	5530	Chimney caps or cowls, metal	3650, 3660
Organ or piano, finished	8050	Chimney ventilator tops	3800
Organ or piano, unfinished	8060	Chimney ventilators	3810
Portable, sewing machine	7620	Chimneys, lamp, glass	5940
Post office pigeon hole	8720	Chimneys, lamp, mica	6580
Poultry	4230	Chips, potato	5290
Sample	9760	Chlorinated paraffin	8490
Scale	6920	Chlorinator outfits	8150
Suit	9760	Christmas, tree decorations or ornaments	4680-4690
Cash register stands	9360	Christmas trees, artificial	4690
Casings, boiler	3200	Chutes:	
Cask stands	9370	Aircraft or ship loading	9330
Casket linings, metal	3880	Cattle or livestock	5000
Casket lowering devices	3880	Laundry	3670
Casket shells	3890	Spraying, livestock	5060
Casket trimmings, interior	3880	Cigar boxes	3340
Caskets, burial	3890	Cisterns, wooden	9510
Casks, storage or ripening	9500	Citrus fruit peel or pulp	6050
Casting machines, metal, dental or jewelry	7450	Clay gatherers	7070
Catafalques	3890	Cleaning machines, mill or warehouse	6880
Cathode ray tubes	4920	Cleaning machines, seed	7490
Cattle hair	6080, 6090	Clippers, oat or rice	6970
Cattle oilers or greasers	5050	Clippings (grain product)	6020
Cells, tank, fuel or oil	9530	Clippings, haircloth	10290
Cellular, plastic	8560, 8610		
Cellulose wadding	10310		
Cement spraying outfits	8140		
Cement testing molds	8020		

* Change

** "Folding" eliminated

Decision No. 59336

EFFECTIVE JANUARY 29, 1960

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San Francisco, California.
Correction No. 14

INDEX OF ARTICLES (Continued)

ARTICLES	Item Number	ARTICLES	Item Number
Stock racks	10220	*Tables	5540
*Stools, aluminum and fabric	5550	Tabourettes, wooden	5540
Storage cabinets or lockers	5530	Tackle, fishing	2510
Storage racks, concrete block	8800	Tailings, rice	6060
Storage tanks, hot water	9540	Talking machine cabinets	4000
Store display panels	8270	Talking machine record racks	8850
Store display racks or stands	8840	Talking machines	9460
Store displays	2050, 2060	Talking machines, radio and/or television sets combined	4890
Store or office equipment	8080-8100	Tampico	5110
Store paper	9160	Tank covering, cork	4610
Stove canopies or hoods	3250	Tank liners, water closet	8670
Stove ovens, portable	3220	Tank material, wooden	6760
Stove pipe	4400-4420	Tank supporting stands	9370
Stove pipe collars	4350	Tanks:	
Stove pipe elbows	4370-4390	Air pressure	9480
Stove pipe tee joints and draft regulators combined	4490	Aluminum	9490
Stove pipe thimbles	4500	Casks or Vats, wooden	9500
Stove shields	3240	Cistern, tanks or vats, wooden	9510
Straw holders	6330	Fibre, chemically hardened	9520
Straws, drinking	9440	Fuel or Oil cells	9530
Stretchers, wheeled, hospital	4740	Hot water storage, hydro-pneumatic, or water heater	9540
Strollers, baby or doll	9840	Iron or steel, plate or sheet	9550
Suction pumps, surgical	4740	Metal pickling, wooden	9560
Sudangrass seed	6030	Septic, wooden	9570
Sugar	9450	Tempering, weighing and measuring, bakers'	6360
Suit cases	9760	Truck or wagon	9580, 9590
Suit cases, toy	5780	Watering and troughs combined	5000
Sulkies	9890	Tanners' oil	8490
Sulkies, baby or doll	9840	Tape, nickel-iron-chromium	7870
Sunflower seed	6030	Tape measures	9640
Sunglasses	8110	Taximeters	9600
Supports, plant, wire	8540	Tea kettles	9130
Surgeon's chairs	5540	Tee joints and draft regulators combined, stove pipe	4490
Surgical trusses	4740	Telephone booths	3290
Sweeps, lawn, trailer type	7430	Television aerial antenna or antenna towers or masts	9660
Sweet clover seed	6030	Television cabinets	4000
Swings	5540	Television receiving sets	4890
Tables:		Tempering tanks, bakers'	6860
Autopsy or operating	5510	Tenders, baby	5460
Chiropractic or osteopathic	5540	Testers, egg	5000
Distributing, routing or stamping, post office	8720-8730	Textile machines and parts	7640-7720
Game	2520	Therapeutic lamps, electric	6640
Ironing	6370	Thermistors	4910
Line up or register, printers'	8760		
Wooden	5540		

* Change, Decision No. 59335

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San Francisco, California.
Correction No. 15

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.														
<p style="text-align: center;">GROSS WEIGHT</p> <p>(a) Except as provided in Item No. 185, charges shall be assessed on the gross weight of the shipment. No allowance shall be made for the weight of the container.</p> <p>(b) When shipments are transported on pallets, the weight of the pallets shall not be used in determining the weight of the shipment nor the charges thereon. (See Notes 1 and 2.)</p> <p>NOTE 1.-Not applicable to shipments of empty pallets.</p> <p>NOTE 2.-The term "pallets" includes elevating truck pallets or platforms or lift truck skids.</p>	<p>*180-A cancels 180</p>														
<p style="text-align: center;">PROVIDED WEIGHTS</p> <p>Provided weights specified in this item shall be used in lieu of actual gross weights for the transportation of Lumber and Forest Products described below.</p> <table border="0"> <tr> <td>Lumber, seasoned, viz.: cedar, cottonwood, fir, hemlock, pine redwood and spruce, per 1,000 feet board measure -----</td><td style="text-align: right; vertical-align: bottom;"><u>Pounds</u> 2500</td></tr> <tr> <td>Lumber, dry, machine finished, viz.: flooring, rustic, siding, ceiling, shiplap, per 1,000 feet board measure -----</td><td style="text-align: right; vertical-align: bottom;"> 2200</td></tr> <tr> <td>Lath, ---6,000 four foot laths will be counted the equivalent of 1,000 board feet of lumber --if greater or less than four feet, increase or decrease the number of laths proportionately</td><td style="text-align: right; vertical-align: bottom;"> Apply the estimated weight for the type of lumber used in the laths.</td></tr> <tr> <td>Shakes, sawed or split, 2,500 will be counted the equivalent of 1,000 board feet -----</td><td style="text-align: right; vertical-align: bottom;"> Apply the estimated weight applicable to the type of lumber in shakes.</td></tr> <tr> <td>Shingles (cedar) dry, per 1,000</td><td style="text-align: right; vertical-align: bottom;">150</td></tr> <tr> <td>Shingles (cedar) green, per 1,000</td><td style="text-align: right; vertical-align: bottom;">210</td></tr> <tr> <td>Shingles (pine or redwood), 8,000 will be counted the equivalent of 1,000 board feet -----</td><td style="text-align: right; vertical-align: bottom;"> Apply the estimated weight applicable to type of lumber used.</td></tr> </table>	Lumber, seasoned, viz.: cedar, cottonwood, fir, hemlock, pine redwood and spruce, per 1,000 feet board measure -----	<u>Pounds</u> 2500	Lumber, dry, machine finished, viz.: flooring, rustic, siding, ceiling, shiplap, per 1,000 feet board measure -----	 2200	Lath, ---6,000 four foot laths will be counted the equivalent of 1,000 board feet of lumber --if greater or less than four feet, increase or decrease the number of laths proportionately	 Apply the estimated weight for the type of lumber used in the laths.	Shakes, sawed or split, 2,500 will be counted the equivalent of 1,000 board feet -----	 Apply the estimated weight applicable to the type of lumber in shakes.	Shingles (cedar) dry, per 1,000	150	Shingles (cedar) green, per 1,000	210	Shingles (pine or redwood), 8,000 will be counted the equivalent of 1,000 board feet -----	 Apply the estimated weight applicable to type of lumber used.	<p>#185</p>
Lumber, seasoned, viz.: cedar, cottonwood, fir, hemlock, pine redwood and spruce, per 1,000 feet board measure -----	<u>Pounds</u> 2500														
Lumber, dry, machine finished, viz.: flooring, rustic, siding, ceiling, shiplap, per 1,000 feet board measure -----	 2200														
Lath, ---6,000 four foot laths will be counted the equivalent of 1,000 board feet of lumber --if greater or less than four feet, increase or decrease the number of laths proportionately	 Apply the estimated weight for the type of lumber used in the laths.														
Shakes, sawed or split, 2,500 will be counted the equivalent of 1,000 board feet -----	 Apply the estimated weight applicable to the type of lumber in shakes.														
Shingles (cedar) dry, per 1,000	150														
Shingles (cedar) green, per 1,000	210														
Shingles (pine or redwood), 8,000 will be counted the equivalent of 1,000 board feet -----	 Apply the estimated weight applicable to type of lumber used.														

ISSUANCE OF SHIPPING DOCUMENTS
(Items Nos. 190 and 195)

*1. Except as otherwise provided in paragraphs 2 and 3 hereof, a freight bill shall be issued by the carrier to the shipper for each shipment received for transportation. A freight bill in manifest form may be issued for more than one shipment received from one consignor at one point of origin. Each freight bill shall show the following information for each shipment:

- (a) Date of issuance.
- (b) Name and address of party against whom charges are assessed.
- (c) Date of tender of the shipment.
- (d) Name of consignor.
- (e) Point of origin.
- (f) Name of consignee.
- (g) Point of destination.
- (h) Description of the articles received for shipment.
- (i) Weight of shipment.
- (j) Rate and charge assessed.
- (k) Time at point of loading or point of unloading in excess of free time as set forth in governing tariff and the cause therefor.
- (1) When services of unloading or segregating of pool cars or stacking and assorting of shipments or any other accessorial service is performed by the carrier, the nature of the services performed and the extent thereof, and the rates and charges assessed for such services.

*190-A
cancels
190

(Continued)

*Change }
#Addition }

Decision No. **59335**

EFFECTIVE JANUARY 29, 1960

Issued by the Public Utilities Commission of the State of California,
Correction No. 16 San Francisco, California.

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">RATES BASED ON VARYING MINIMUM WEIGHTS</p> <p>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. (See Note 1.)</p> <p>#NOTE 1.-The provisions of this item will not apply in connection with charges computed under the provisions of Item No. 310 of Minimum Rate Tariff No. 9-A.</p>	<p>*230-A cancels 230</p>
<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. (Component parts of split pickup or split delivery shipments as defined in Item No. 215 may be combined under the provisions of tariffs governed by this Classification.)</p>	<p>240</p>
<p style="text-align: center;">SHIPMENTS TRANSPORTED BY TWO OR MORE CARRIERS</p> <p>When a shipment in continuous through movement is transported by two or more carriers, the rates provided herein from point of origin to point of destination shall be the minimum rates for the combined transportation.</p>	<p>250</p>
<p style="text-align: center;">ACCESSORIAL CHARGES NOT TO BE OFFSET BY TRANSPORTATION CHARGES</p> <p>Accessorial charges set forth in this tariff for accessorial services not included in the rate for actual transportation shall be assessed and collected whenever such services are performed, regardless of the level of the transportation rate assessed. Such accessorial charges may not be waived on the basis that a higher-than-minimum transportation rate serves as an offset.</p>	<p>260</p>

APPLICATION OF CLASS RATES THAT ARE PERCENTAGES,
MULTIPLES OR PROPORTIONS OF SPECIFIC
CLASS RATINGS

Class ratings which are based on percentages, multiples or proportions of first class or other specified class ratings are not restricted in their application solely to the minimum class rates in the any-quantity weight brackets but will apply in connection with the minimum weight brackets set forth in this tariff applicable to the shipment transported.

270

*Change)
#Addition) Decision No. **59336**

EFFECTIVE JANUARY 29, 1960

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No.17

Item No.	Articles	Rating
	<u>Furniture, viz.: (Continued)</u>	
5510	Bins, nail, revolving, SU; Chaise lounges, Couches, Davenport, Day Beds, Divans, Lounges, Sofas or Settees, metal, not upholstered, SU; Desks, wooden, SU; Desk Sets (child's desk set and chair in same package), SU; Hall Racks (Hall Trees), SU; Baggage Stands, SU; or Surgeon's or Veterinary's Autopsy or Operating Tables, SU -----	200
5520	Chairs, (other than barber, dental or surgeons; cafeteria or school, or revolving), steel or wire, SU; -----	200
5530	Sewing Cabinets, SU; Cabinets or Lockers, Storage or Wardrobe, steel, with glass, SU; Cots, steel frame, linked or woven wire, or with coiled wire springs, thickness exceeding 12 inches; Couch Hammocks, gliding or swinging, SU; Desks, steel, SU; Map Cases, SU; Swinging Porch Seats, SU; Serving Trays, wheeled or Sewing Wagons, SU -----	150
*5540-A	Barber, Dental or Surgeons' Chairs, SU; Rustic Chairs, Settees, Tabourettes, Wooden, SU; Cradles or Cribs, or Children's Play Pens, SU; Smoking Stands, metal, other than iron or steel; Swings, SU; Chiropractic or Osteopathic Tables, SU; Tables, *with or without tops, SU-----	250
*5550-A	Chairs or Stools, folding & or not folding, aluminum and fabric, not upholstered-----	300
5560	Canvas Cots, SU, or SU-interlaced-----	400
5570	Store or Office Fixtures:	
5580	Revolving Bins, SU -----	200
5590	Show or Display Cases, Counter or Floor, or Clothing Cabinets, finished, SU -----	150
5600	Show Case Frames (show cases without glass), finished, SU -----	250
5610	<u>Furniture Parts, viz.:</u>	
5620	Aprons or Rims, Molded plywood, not nested or flat -----	250
5630	Frames:	
5640	Chair, other than spring rocking chair, steel SU -----	250
5650	Counter, steel, SU -----	200
5660	Floor Screen -----	250
5670	Furniture Frames, Wooden (other than chair seat, cot, bed spring, couch or lounge) -----	200

* Change)
 & Reduction)

Decision No.

59336

EFFECTIVE JANUARY 29, 1960

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 18

Item No.	Articles	Rating
5880	Glassware, viz.:	
5890	Aquariums or fish globes, capacity over one-half gallon -----	200
5900	Bowls, semi-indirect lighting -----	150
5910	Bulbs, incandescent, electric lamp, without metal fittings -----	200
5920	Bulbs or Tubes (other than incandescent) electric or electronic, without metal fittings or parts, greatest dimension over 7 inches -----	200
5930	Chandeliers -----	250
5940	Chimneys, lamp -----	200
5950	Cover shades, other than cut, used to protect clocks, decorations or ornaments -----	250
5960	Globes, Shades or Reflectors, lamp: Other than coppered, leaded or permanently framed glass -----	150
	Coppered, leaded or permanently framed glass --	250
5970	Lenses or lens panels, lighthouse -----	250
5980	Retorts -----	250
5990	Wool, glass, felted or laminated -----	300
6000	<u>Grain, Grain Products and Related Articles,</u> (Minimum Weight 10,000 Pounds), viz.:	
*6010-A	Grain, viz.: Barley, Buckwheat, Emmer, Oats, Rye, Spelt, Wheat, dried and threshed; Corn or Maize (except Pop Corn); Pop Corn, not popped, in bulk in bags; Darso, Durra, Egyptian Wheat, Feterita, Hegari (Hegara), Kaffir Corn, Kaoliang, Milo Maize, Shallu, Shrock Kaffir; Rice, *** cleaned, whole or broken, or Paddy; or screenings from grains specified above, unground, not containing more than 5% flaxseed -----	70
6020	Grain Products, dry, uncooked, manufactured, milled, mixed or packed directly from articles specified under "Grain", in Item No. 6010, and consisting entirely of material thereof, viz.: Bran; Brewers' Flakes; Brewers' Grain; Cake or Meal; Chaff; Chaps; Clippings; Corn Cobs; Corn Steep Water, solid, dried; Distillers' Grains; Elevator Dust; Farina; Feed, Animal or Poultry, consisting entirely of whole grain or the direct products thereof as named in this item; Feed, Gluten; Flaked Bran; Flour; Germ; Grain, broken, chopped, cracked, crimped, crushed, cut, flaked, ground, hulled, pulverized, rolled, skinned or split; Grits; Groats; Hominy; Hominy Flakes; Hulls; Malt; Malt Sprouts; Spent Grain Mash; Gluten Meal; Middlings; Mill Feed (Wheat mixed feed consisting of Bran, Shorts or Middlings); Rolled Oats; Offal; Pearled Barley; Pummies, chopped or ground; Red Dog; Scourings; Screenings, ground (not to contain more than 5% flaxseed); Semolina; Shorts; or Skimmings ----	70

* Change
 o Reduction
 ** "Brewer's" eliminated

Decision No. 59336

EFFECTIVE JANUARY 29, 1960

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 19

Item No.	Articles	Rating
6740	<u>Lumber and Forest Products, (Minimum Weight 10,000 Pounds), viz.:</u>	
* 6750	Forest Products, whether or not creosoted or otherwise chemically treated, (See #Provided Weights in Item No. 185 and Notes in Items Nos. 6770, 6780 and 6790), Viz.:	
6760	Atmospheric Water Cooling Towers, knocked down, and Iron or Steel Fixtures for same, consisting of Castings, Tie Rods not exceeding 30 feet in length, and Turnbuckles, weight of such fixtures not to exceed 10% of the total weight of shipments; Bark; Bee Hives, knocked down; Blocks, wooden paving, creosoted or uncreosoted; Bolts, wooden; Brackets, insulator (wooden); Cants, wheel, wooden, in the rough; Covers, guy wire; Cross Arms, wooden, with or without riveted ends, and with or without wooden pins attached; Heading; Honey Box Lumber; Lath; Lumber; Pencil Slats; Pickets; Piles; Pins, insulator; Pipe Material, wooden; Pipe, wooden; Poles, plant, plain, creosoted or stained; Poles, telegraph and telephone; Posts; Sawdust; Shakes; Shavings; Shingles; Ship Knees; Shook, box and crate; Silo Material, wooden, and Fixtures; Stakes, plain, creosoted or stained; Staves; Steps, pole (wooden); Stock, battery separator, machined, grooved, furrowed or corrugated, not treated with caustic soda, asphaltum or other solution; Tank Material, wooden, and Fixtures; Ties, railroad; Timbers, rough; Timbers, mining; or wedges, mine --	
6770	NOTE: The rates on Pipe Material and Wooden Pipe will include iron bands and wooden or iron connections therefor, consisting of ell, tees, crosses, reducers, bonds and weyes, the weight of the iron bands and wooden or iron connections not to exceed 10 percent of the weight of the entire shipment.	70
6780	NOTE: The rates on Silo Material and Fixtures will include doors and fixtures for same, also including iron or steel bands, hoops, lugs and bolts for same. The weight of fixtures, gauge and iron or steel bands, or hoops and lugs not to exceed 20 percent of the weight of the entire shipment.	
* Change) # Addition) Decision No. 59336		
EFFECTIVE JANUARY 29, 1960		
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 20		