

ORIGINALDecision No. 62599

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation into the rates, rules, regulations, charges, allowances and practices of all common carriers, highway carriers and city carriers relating to the transportation of any and all commodities between and within all points and places in the State of California (including, but not limited to, transportation for which rates are provided in Minimum Rate Tariff No. 2).

Case No. 5432
(Petition for Modification
No. 231)

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

Case No. 5441
(Petition for Modification
No. 52)

Arlo D. Poe, J. C. Kaspar and James Quintrall, for California Trucking Associations, Inc., petitioner.
Edwin R. Adams, for Commercial Drayage Company; W. N. Greenham, for Pacific Motor Trucking Company; Denver McCracken, for Consolidated Freightways; R. I. Prosser, for C. A. Worth & Company; J. L. Searles, for Walkup Drayage and Warehouse Company; Richard D. Stokes, for Howard Terminal; respondents.
Russell Bevans, for Draymen's Association of San Francisco; Eugene A. Read, for California Manufacturers Association; Chas. C. Miller, for San Francisco Chamber of Commerce; T. H. Grinstead, for San Francisco Port Authority; W. M. Cheatham, for Traffic Managers Conference of California; Keith M. Brown, for Spreckels Sugar Company; Clifford F. Campbell, for California Packing Corporation; C. H. Costello, for Continental Can Company, Inc.; Gordon G. Gale, for the Clorox Company; Ralph J. Graffis, for Morton Salt Company; William G. Jackson, for William Valker & Company; James J. Maney, for Coffin-Redington Corp.; Allen K. Penttila and Lowell J. Norgaard, for Sherwin Williams Company; Ben Roth and J. G. Vollmer, for Crown Zellerbach Corp.; Philip J. Ryan, for Union Oil Company of California; Alan Silvius, for Bauer-Schweitzer Malting Company and C. E. Grosjean Rice Milling Company; interested parties.
Grant L. Malquist and John W. Mallory, for the Commission staff.

O P I N I O N

By the above-designated petitions California Trucking Associations, Inc., seeks an increase of five percent in all rates and charges named in City Carriers' Tariff No. 1-A and in City Carriers' Tariff No. 2-A - Highway Carriers' Tariff No. 1-A. Petitioner seeks also an increase of five percent in the rates and charges, as set forth in Minimum Rate Tariff No. 2, governing pool car shipments and monthly vehicle unit operations in the San Francisco Bay area.^{1/}

Public hearing of the petitions was held before Examiner Carter R. Bishop at San Francisco on September 7, 1961. Evidence on behalf of petitioner was presented by its director of research. Evidence was presented also by two transportation engineers and by a rate expert from the Commission's staff.

The rates and charges here in issue were last increased in August (San Francisco and East Bay tariffs) and September (Minimum Rate Tariff No. 2), 1960. Since the time of those adjustments, the record herein shows, the for-hire city and highway carriers operating in 14 counties centering on San Francisco Bay have experienced substantial increases in operating costs. The principal item among these is that of wages, fringe benefits, and so-called payroll expense. Increases have also come about in federal highway, tire and social security taxes. The principal increases in labor expense stem from a new contract with the

^{1/} City Carriers' Tariff No. 1-A contains minimum rates, rules and regulations governing transportation of property within San Francisco. City Carriers' Tariff No. 2-A - Highway Carriers' Tariff No. 1-A contains similar provisions for transportation within the so-called East Bay drayage area. Minimum Rate Tariff No. 2 contains statewide minimum rates, rules and regulations. Petition for Modification No. 52 involves the proposed revisions in the San Francisco and East Bay tariffs, while Petition for Modification No. 231 relates to the proposed changes in Minimum Rate Tariff No. 2.

Teamsters' Union which was reached in August 1961, the provisions of which are retroactive to July 1, 1961.

The aforesaid director testified that the city and highway carriers involved cannot absorb these increased operating costs. The purpose of the petitions herein is to provide additional revenues sufficient to offset the higher operating costs which have been incurred since the effective date of the 1960 rate increases. He further indicated that, in lieu of a flat increase of five percent in every rate and charge in issue, the carriers would have no objection to the needed increase being distributed among said rates and charges in varying amounts according to the particular costs incurred in each instance.

The director introduced an exhibit showing the effect, in percentages, of the above-mentioned increases in labor expense and taxes. The exhibit also revealed the operating results of 32 carriers which transport the preponderance of the traffic in question. The weighted average operating ratios for the year 1960, as reflected by the exhibit, are as follows:

	<u>Before Income Taxes</u>	<u>After Income Taxes</u>
San Francisco (19 carriers)	97.4%	98.8%
East Bay (13 carriers)	97.1%	98.1%
Total (32 carriers)	97.3%	98.5%

The engineers from the Commission's Transportation Division introduced exhibits which were designed to revise earlier San Francisco and East Bay cost studies to give appropriate effect to increases in wages, fringe benefits and payroll taxes which have occurred subsequent to July 1, 1960. In these exhibits the increased costs were related to most of the specific services for which rates are provided in the San Francisco and East Bay drayage tariffs,

respectively. The costs thus developed reflected increases over estimated costs of record in the 1960 rate increase proceedings ranging from 2.9 to 5.6 percent in San Francisco and from 2.2 to 4.8 percent in the East Bay drayage area.

A transportation rate expert presented an exhibit containing revisions in the rates here in issue as recommended by the Commission's staff. In general, the staff proposals were developed by increasing the rates and charges in the San Francisco and East Bay tariffs by the same percentages as were reflected in the engineers' exhibits for the costs associated with the respective rates and charges. A notable exception to this procedure appears in connection with so-called parcel rates. These rates, the rate expert pointed out, have been maintained historically on the levels of the rates of the leading parcel common carriers which serve the two drayage areas. Said common carrier rates have been adjusted within the past year. The staff proposes that the parcel rates in the drayage tariff be adjusted to the current levels of the aforesaid common carrier rates.

Historically, the rates and charges for pool car shipments named in the San Francisco and East Bay drayage tariffs and in Highway Carriers' Tariff No. 2 have all been kept on a parity as among the three tariffs.^{2/} This has been made necessary for competitive reasons. For the same reason the monthly vehicle unit rates named in Minimum Rate Tariff No. 2 for the counties associated with San Francisco have customarily been kept on a parity with those in City Carriers' Tariff No. 1-A, and the rates associated with Alameda County have been maintained on a common level with those

^{2/} The pool car rates and charges provided in Minimum Rate Tariff No. 2 apply only at specified points, all of which are located in the San Francisco Bay area.

named in the East Bay drayage tariff. The staff proposal would perpetuate the foregoing practices.^{3/}

In many instances the rate increases proposed by the staff are the same as those sought by petitioner. In others, the staff increases are less than the petitioner's proposals, while in a few instances rates proposed by the staff are higher than those requested by the carriers. Also, in a few instances where increased labor costs are not involved, the staff proposes no change in rates.

In applying the cost increase percentages to class rates in both of the above-mentioned drayage tariffs the rate expert, in accordance with past practice, applied said increases to the third class rates, then expanded the other class rates in the same scales to maintain the customary percentage relationships among the several classes. In some instances this has resulted in no increase being proposed by the staff in the truckload class rates. Petitioner's witness strongly objected to this result, pointing out that the recent advance in carrier labor costs had affected truckload, as well as less-than-truckload, shipments. He suggested that the cost increase percentages be applied to the fifth class rates, following which the other class rates should be expanded to maintain the customary relationships among the several classes. This witness also suggested that the minimum charge for shipments of not over 14 pounds, in City Carriers' Tariff No. 2-A, which the staff proposes to be increased from 95 cents to 99 cents, be rounded off at 100 cents.

The record is clear that the increases in operating costs experienced by the carriers require increases in the minimum rates here under consideration. The evidence offered by the staff witnesses provides a more accurate measure of the necessary increases

^{3/} Neither petitioner nor staff proposes herein any adjustment in monthly vehicle unit rates, as provided in Minimum Rate Tariff No. 2, applicable in counties outside the above-mentioned 14 counties on San Francisco Bay.

than does that adduced by petitioner. The minimum rates in question will be adjusted as recommended by the staff, as modified by the above-mentioned suggestions of petitioner's witness concerning the truckload class rates and a minimum charge.

Upon careful consideration of all the facts and circumstances of record, the Commission hereby finds that the minimum rates established by the order which follows and by companion orders in Case No. 5441 and in Case No. 5432, will be just, reasonable and nondiscriminatory minimum rates for the transportation of property by city carriers within the City and County of San Francisco, by city carriers and highway carriers within the East Bay drayage area, and by highway carriers under the pool car and monthly vehicle unit rate provisions (Rate Bases A and B only) of Minimum Rate Tariff No. 2 and that the increases resulting from the establishment of such rates have been justified.

The order which follows will provide for the amendment of City Carriers' Tariff No. 1-A. In order to avoid duplication of tariff distribution City Carriers' Tariff No. 2-A - Highway Carriers' Tariff No. 1-A and Minimum Rate Tariff No. 2 will be amended by separate orders.

ORDER

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

IT IS ORDERED that:

1. City Carriers' Tariff No. 1-A (Appendix A of Decision No. 41363, as amended) is hereby further amended by incorporating therein, to become effective November 4, 1961, the revised pages

attached hereto and listed in Appendix A, also attached hereto, which pages and appendix are made a part hereof by this reference.

2. In all other respects, the aforesaid Decision No. 41363, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 25th day of SEPTEMBER, 1961.

Charles W. Long
President

S. Lynn Fox

George J. Grover

Fredrick B. Holbrook

Commissioners

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

APPENDIX A TO DECISION NO. 62599

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

Authorized by Said Decision

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

(End of Appendix A List)

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
60	<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates provided in this tariff are for the transportation of shipments, as defined in Item No. 10 series from point of origin to point of destination, and include tailgate loading into and tailgate unloading from the carrier's equipment with services of the driver only.</p>
70	<p style="text-align: center;">APPLICATION OF CURRENT CLASSIFICATION</p> <p>(a) Except as otherwise provided, class rates in this tariff are subject to the ratings shown in the Current Classification.</p> <p>(b) Where the ratings are in conflict with those provided in this tariff, the provisions of this tariff will apply.</p>
*60	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>1. (Not applicable on shipments subject to Section 7 rates.) For other than tailgate loading or tailgate unloading; for help in addition to driver for loading or unloading furnished by the carrier at request of consignor or consignee; for distribution, segregation, tagging, reconditioning, stacking, sorting or any other accessorial or incidental service which is not authorized to be performed under the rates named in this tariff and for which a charge is not otherwise provided, an additional charge shall be made as follows:</p> <p>(a) The time consumed by the driver in performing such services shall be charged for at the rate of ¢\$5.75 per hour, minimum charge ¢\$1.40.</p> <p>(b) The time consumed by the helper or helpers in performing such services shall be charged for at the rate of ¢\$5.75 per helper per hour, minimum charge one hour for each helper used.</p> <p>2. (Applies only on shipments subject to Section 7 rates.) An additional charge equal to 50 percent of the transportation charge shall be made for pickup or delivery requiring other than tailgate loading or tailgate unloading as defined in Item No. 20 series.</p>
	<p>* Change) ¢ Increase) Decision No. 62599</p>
EFFECTIVE NOVEMBER 4, 1961	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 335</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*90	<p style="text-align: center;">ADVANCE CHARGES</p> <p>(a) Charges directly incidental to transportation of property by the carrier may be advanced to transportation companies or warehouses for account of consignors or consignees.</p> <p>(b) A charge of 038 cents per carrier freight bill will be assessed whenever a city carrier advances charges of another carrier and performs no transportation service in connection with shipment or shipments covered by said freight bill.</p>
100	<p style="text-align: center;">CHARGES FOR SERVICE AT OTHER THAN REGULAR WORKING HOURS</p> <p>Rates named in Sections 3, 4, 5 and 6 apply to transportation, accessorial and other services specified herein during the hours 8:15 a.m. to 5:15 p.m., Monday through Friday, not including holidays as defined in Item No. 10.</p> <p>Rates named in Section 7 apply for service performed during regular working hours from 4:00 a.m. to 5:00 p.m., except Saturdays, Sundays and holidays.</p> <p>For services performed at request of consignor or consignee at other than during the times specified above, and on Saturdays, Sundays or holidays, charges shall be assessed upon the rates named in this tariff, plus an additional charge equal to the cost to the carrier of the overtime involved.</p>
*104	<p style="text-align: center;">CHARGES FOR ESCORT SERVICE</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring escort service.</p> <p>(a) A charge of 0\$5.25 per hour, plus 8 cents per actual mile, shall be made for each escort vehicle and driver furnished, for the time and distance said vehicle and driver are engaged in such service. (See Notes 1 and 2.)</p> <p>(b) A charge shall be made equal to the actual cost of any bridge or ferry tolls incurred for each escort car.</p> <p>NOTE 1.-- Service shall commence with departure of each escort vehicle from its point of dispatch and terminate with the return of each escort car to its point of dispatch, excluding off-duty hours.</p>

NOTE 2.--Charges for fractions of an hour shall be determined in accordance with the following table:

MINUTES		
Over	Not Over	
0	8 omit
8	23 shall be 1/4 hour
23	38 shall be 1/2 hour
38	53 shall be 3/4 hour
53	60 shall be 1 hour

CHARGES FOR PERMIT SHIPMENTS

In addition to all other applicable charges, the following charges shall be assessed on shipments requiring transportation permits:

- *106
- (a) A charge of \$6.30 shall be made for the service of securing each permit, and
 - (b) A charge shall be made equal to the fee, if any, assessed by the governmental agency for issuing each permit.

* Change)
 o Increase) Decision No. **62599**

EFFECTIVE NOVEMBER 4, 1961

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

Correction No. 336

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
120	<p>(1) COLLECTION OF CHARGES</p> <p>(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges accruing during a calendar month to those who undertake to pay them, such persons hereinafter being called debtors, and collection thereof made not later than the tenth day (excluding Saturdays, Sundays and legal holidays) of the calendar month following the delivery of the freight.</p> <p>(c) Where a carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the debtor, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12:00 o'clock midnight following the presentation of the subsequently presented freight bill.</p> <p>(d) Freight bills for all transportation and accessorial charges shall be presented to the debtors not later than 12:00 o'clock midnight of the fifth day (excluding Saturdays, Sundays and legal holidays) of the calendar month following the delivery of the freight.</p> <p>(e) Debtors may elect to have their freight bills presented by means of the United States mail, and when the mail service is so used, the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills.</p> <p>(f) The mailing by the debtor of valid checks, drafts, or money orders which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p> <p>(1) Will not apply to the transportation of property for the United States, state, county or municipal governments.</p>
*130	<p>COLLECTION OF LOSS AND/OR DAMAGE CLAIMS</p> <p>When incidental to transportation by the carrier, a charge of \$2.35 per claim shall be made by the carrier for the service of handling and collection of loss or damage claims against another carrier when the amount involved therein exceeds \$100.00. When the amount involved is \$100.00 or less, one percent of the amount involved shall be charged, subject to a minimum charge of 62 cents.</p>
<p>* Change ◊ Increase</p>	<p>} Decision No. 62599</p>
EFFECTIVE NOVEMBER 4, 1961	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 337</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
140	<p style="text-align: center;">DELAYS IN DELIVERY</p> <p>If the carrier, through no fault of its own, is unable to effect delivery of any shipment within 48 hours (excluding Saturdays, Sundays and holidays) after the first 7:00 a.m. following receipt of the shipment, the shipment will be placed in storage and notice will be sent or given to consignor or consignee. Thereafter the shipment will be stored at carrier's terminal subject to the rates and charges set forth below, or, at carrier's option, may be placed in a public warehouse at public storage rates.</p> <p>For each of the first five days, 5½ cents per 100 pounds.</p> <p>For the sixth and each succeeding day, 7-¾ cents per 100 pounds.</p> <p>Minimum storage charge per shipment on freight held beyond 48 hours, 5 days or less - 73 cents; 6 days or more - 112 cents.</p> <p>In computing time, any fractional part of 24 hours will be counted as one day.</p> <p>In computing charges, any fractional part of 100 pounds will be computed as 100 pounds.</p> <p>Subsequent delivery from point of storage will be charged as a new shipment.</p>
150	<p style="text-align: center;">DISPOSITION OF FRACTIONS</p> <p>In computing a rate based on a multiple of another rate, such as one and one-half times first class rate (1½), the following will govern in the disposition of fractions:</p> <p>Fractions of less than ¼ or .25 of a cent omit.</p> <p>Fractions of ¼ or .25 of a cent or greater but less than ¾ or .75 of a cent will be stated as ½ or .50 of a cent.</p> <p>Fractions of ¾ or .75 of a cent or greater, increase to next whole figure.</p>
*160	<p style="text-align: center;">EXPORT FREIGHT CLEARANCES</p> <p>When the service of clearing export freight is performed by the carrier, a charge of \$2.65 per clearance, minimum \$3.95 will be made.</p>
170	<p style="text-align: center;">GROSS WEIGHT</p> <p>Charges shall be assessed on the gross weight of the shipment. No allowance shall be made for the weight of the containers.</p>
* Change) o Increase)	Decision No. 62599
EFFECTIVE NOVEMBER 4, 1961	
<p style="text-align: center;">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 336</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)												
180	<p style="text-align: center;">GUARANTEE OF MINIMUM TONNAGE</p> <p>Rates based upon monthly or annual tonnage requirements shall apply:</p> <p>(1) When not less than the required minimum tonnage has been transported, or</p> <p>(2) When less than the required minimum tonnage has been transported under the shipper's guarantee to ship not less than said minimum tonnage. The deficiency between the actual weight of the commodities transported and the minimum tonnage requirement shall be charged for at the lowest rate in the item or items naming the applicable rates subject to monthly or annual tonnage requirements.</p>												
*190	<p style="text-align: center;">MARKING OF PACKAGES</p> <p>For the service of marking packages when incidental to transportation by the carrier, the following charges shall be made:</p> <p>3-line stencil or less - 1$\frac{1}{4}$ cents per package, minimum charge 081 cents.</p> <p>When more than one stencil is used, the minimum charge shall apply to each stencil used.</p>												
*200	<p style="text-align: center;">MINIMUM CHARGE</p> <p>Except as otherwise provided, on shipments moving under class rates the minimum charge per shipment shall be as follows:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Weight of Shipment</th> <th style="text-align: right;">Minimum Charge in Cents</th> </tr> </thead> <tbody> <tr> <td>25 pounds or less</td> <td style="text-align: right;">110</td> </tr> <tr> <td>Over 25 pounds but not over 50 pounds</td> <td style="text-align: right;">140</td> </tr> <tr> <td>" 50 " " " 75 "</td> <td style="text-align: right;">165</td> </tr> <tr> <td>" 75 " " " 100 "</td> <td style="text-align: right;">200</td> </tr> <tr> <td>" 100 "</td> <td style="text-align: right;">255</td> </tr> </tbody> </table>	Weight of Shipment	Minimum Charge in Cents	25 pounds or less	110	Over 25 pounds but not over 50 pounds	140	" 50 " " " 75 "	165	" 75 " " " 100 "	200	" 100 "	255
Weight of Shipment	Minimum Charge in Cents												
25 pounds or less	110												
Over 25 pounds but not over 50 pounds	140												
" 50 " " " 75 "	165												
" 75 " " " 100 "	200												
" 100 "	255												
205.	<p style="text-align: center;">ISSUANCE OF SHIPPING DOCUMENTS</p> <p>A shipping document (either in individual or manifest form) shall be issued by the carrier to the shipper for each shipment received for transportation. The shipping document shall show the following information:</p> <ul style="list-style-type: none"> (a) Date of issuance. (b) Name of shipper. (c) Name of consignee. (d) Point of origin. (e) Point of destination. 												

- (f) Description of the shipment.
(For transportation under Unit Rates in Section No. 5, identify equipment used and show carrying capacity thereof.)
- (g) Weight of the shipment (or other factor or measurement upon which charges are based).
- (h) Rate and charge assessed.
- (i) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge.
- (j) For the transportation of (1) permit shipments, or (2) shipments requiring escort service, the following information, wherever applicable, shall be shown on all shipping documents issued by the carrier in connection therewith and shall be in addition to all other information required to be shown thereon:
 - (1) Permit identification of all permit shipments. (See Item No. 10 series.)
 - (2) Any escort service furnished and the authority therefor. (See Item No. 10 series.)

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

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

* Change)	Decision No. 62599
o Increase		

EFFECTIVE NOVEMBER 4, 1961

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 339

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																																								
	<p style="text-align: center;">POOL SHIPMENTS (Items Nos. 220, 221 and 222) (Not applicable on shipments subject to Section 7 rates) Rates do not include transportation</p> <p>Pool shipments as described in Item No. 221 shall be subject to rates and charges as follows for the services designated, viz.:</p> <p>(a) Unloading or segregating, or unloading and segregating: Column 1 rates apply only to component parts of the pool shipment in connection with which the city carrier performs transportation. Column 2 rates apply only to component parts of the pool shipment in connection with which the city carrier does not perform transportation.</p> <p style="text-align: center;">◊ (2) Class rates in cents per 100 pounds</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2"></th> <th colspan="4" style="text-align: center;">Column 1</th> <th colspan="4" style="text-align: center;">Column 2</th> </tr> <tr> <th colspan="2"></th> <th colspan="4" style="text-align: center;">Minimum Charge 75 cents per component part</th> <th colspan="4" style="text-align: center;">Minimum Charge 145 cents per component part</th> </tr> <tr> <th colspan="2"></th> <th style="text-align: center;">1</th> <th style="text-align: center;">2</th> <th style="text-align: center;">3</th> <th style="text-align: center;">4</th> <th style="text-align: center;">1</th> <th style="text-align: center;">2</th> <th style="text-align: center;">3</th> <th style="text-align: center;">4</th> </tr> </thead> <tbody> <tr> <td style="width: 30%;">Articles for which rates are not otherwise specified in this item or Item No. 222</td> <td></td> <td style="text-align: center;">25</td> <td style="text-align: center;">23</td> <td style="text-align: center;">20</td> <td style="text-align: center;">(1)17½</td> <td style="text-align: center;">30</td> <td style="text-align: center;">27</td> <td style="text-align: center;">24</td> <td style="text-align: center;">(1)21</td> </tr> </tbody> </table>			Column 1				Column 2						Minimum Charge 75 cents per component part				Minimum Charge 145 cents per component part						1	2	3	4	1	2	3	4	Articles for which rates are not otherwise specified in this item or Item No. 222		25	23	20	(1)17½	30	27	24	(1)21
		Column 1				Column 2																																			
		Minimum Charge 75 cents per component part				Minimum Charge 145 cents per component part																																			
		1	2	3	4	1	2	3	4																																
Articles for which rates are not otherwise specified in this item or Item No. 222		25	23	20	(1)17½	30	27	24	(1)21																																
*220	<p>(1) Applies on articles rated 4th class or lower. (2) Subject to the less-than-carload ratings shown in the current Classification or in the exceptions thereto.</p>																																								
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2"></th> <th colspan="2" style="text-align: center;">◊ Commodity Rates in cents per 100 Pounds</th> </tr> <tr> <th colspan="2"></th> <th style="text-align: center;">Column 1</th> <th style="text-align: center;">Column 2</th> </tr> <tr> <th colspan="2"></th> <th style="text-align: center;">Minimum Charge 75 cents per component part</th> <th style="text-align: center;">Minimum Charge 145 cents per component part</th> </tr> </thead> <tbody> <tr> <td style="width: 70%;">Bicycles, K.D., as described in Item 92690 series in current Classification -----</td> <td></td> <td style="text-align: center;">39</td> <td style="text-align: center;">46</td> </tr> <tr> <td>Games or Toys as described under that heading in current Classification -----</td> <td></td> <td style="text-align: center;">39</td> <td style="text-align: center;">46</td> </tr> <tr> <td>Vehicles, other than motor, K.D., as described in Items 92660, 92680, 92720, 92730, 92760, 92850, 92930, 93040, 93120, 93190, 93200, 93210 and 93270 series in current Classification -----</td> <td></td> <td style="text-align: center;">39</td> <td style="text-align: center;">46</td> </tr> </tbody> </table>			◊ Commodity Rates in cents per 100 Pounds				Column 1	Column 2			Minimum Charge 75 cents per component part	Minimum Charge 145 cents per component part	Bicycles, K.D., as described in Item 92690 series in current Classification -----		39	46	Games or Toys as described under that heading in current Classification -----		39	46	Vehicles, other than motor, K.D., as described in Items 92660, 92680, 92720, 92730, 92760, 92850, 92930, 93040, 93120, 93190, 93200, 93210 and 93270 series in current Classification -----		39	46																
		◊ Commodity Rates in cents per 100 Pounds																																							
		Column 1	Column 2																																						
		Minimum Charge 75 cents per component part	Minimum Charge 145 cents per component part																																						
Bicycles, K.D., as described in Item 92690 series in current Classification -----		39	46																																						
Games or Toys as described under that heading in current Classification -----		39	46																																						
Vehicles, other than motor, K.D., as described in Items 92660, 92680, 92720, 92730, 92760, 92850, 92930, 93040, 93120, 93190, 93200, 93210 and 93270 series in current Classification -----		39	46																																						
	<p>(b) Clerical services consisting of preparing pool lot shipment file, manifesting and preparing delivery instructions, and issuance of freight bill to each subconsignee or shipper and accounting therefor, 046 cents per component part. (c) Listing and reporting market weights, gallonage or serial numbers, 1½ cents per line per package or piece, minimum charge 041 cents per component part. (d) Marking, tagging, stenciling or labeling, 1½ cents per package or piece, minimum charge 069 cents per component part. (e) Advancing, prorating and collecting inbound freight charges of other carriers, 1 percent of amount advanced, minimum charge 066 cents per component part.</p>																																								

- (f) Advancing of outbound freight charges to other carriers, 046 cents per component part.
- (g) Breaking down, leveling off, installing dunnage in pool cars stopped for partial unloading, will be charged as provided in Item 80 for helpers, plus cost of dunnage.
- (h) Storage will be charged as provided in Item No. 140 when carrier through no fault of its own is unable to effect delivery of a component part.

Minimum charge for handling pool shipment 0\$11.30.

* Change)	Decision No.	62599
oIncrease			

EFFECTIVE NOVEMBER 4, 1961

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 340

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
221	<p style="text-align: center;">POOL SHIPMENTS (Continued) (Items Nos. 220, 221 and 222)</p> <p>The term "pool shipment," as used herein, means a shipment consisting of component parts which are for reshipment to two or more points of destination, such shipment being consigned to:</p> <p>(1) A city carrier with instructions for unloading, distribution and delivery of one or more component parts to consignees, their agents, or to other carriers; or</p> <p>(2) A consignee (other than a city carrier) in connection with which pool shipment a city carrier is instructed to unload, distribute and deliver one or more component parts to the consignee, subconsignees, their agents or to other carriers.</p> <p>NOTE 1.-The rates and charges named in Items Nos. 220 and 222 shall apply (subject to Exceptions below) to:</p> <p>(a) each component part contained in the pool shipment consigned to a carrier as indicated in paragraph (1) above; and to</p> <p>(b) each component part contained in the pool shipment consigned to a consignee (other than a carrier), as indicated in paragraph (2) above, that the carrier unloads or segregates or unloads and segregates and delivers to the consignee, subconsignees, their agents, or to other carriers.</p> <p style="text-align: center;">EXCEPTIONS.</p> <p>1. In connection with pool shipments stopped for partial unloading at San Francisco the charges named in Items Nos. 220 and 222 shall apply only to the component part or parts that the carrier unloads or segregates or unloads and segregates and delivers to the consignee, subconsignees, their agents, or to other carriers.</p> <p>2. No charge shall be made on component parts weighing 20,000 pounds or more transported by the carrier.</p> <p>NOTE 2.-When a pool shipment contains one or more component parts for delivery to points beyond the commercial zone as described in (d) of this note, and the aggregate charges for unloading or segregating or unloading and segregating and other accessorial services are less</p> <p>(a) for the entire shipment,</p> <p style="text-align: center;">than</p> <p>(b) for a pool shipment of like kind and quantity, all of which is for delivery within the commercial zone described in paragraph (d) of this note, the following shall apply:</p> <p>(c) add the difference between the charges under (a) and what the charges would be under (b) to the charges applicable on the portion of the pool shipment for which rates are provided in Items Nos. 220 and 222. Such additional charges shall be assessed against the shipper or prorated among the various component parts destined within the commercial zone.</p> <p>(d) Commercial Zone Colma, Corte Madera, Daly City, Larkspur, Mill Valley, San Bruno, San Francisco, San Rafael, Sausalito, South San Francisco, Alameda, Albany, Berkeley, El Cerrito, Emeryville, Oakland, Piedmont, Richmond, and all unincorporated areas within five (5) miles of the corporate limits of San Francisco, and all of any other municipality any part of which is within five (5) miles of the corporate limits of the City of San Francisco. In the application of the foregoing mileage air line distance shall be used.</p>

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

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

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

*222

(a) Unloading or segregating, or unloading and segregating; including transportation and accessorial services described in paragraphs (b), (c) and (e) of Item No. 220, 0129 cents per 100 pounds, minimum charge 0\$2.50 per component part.

(b) Unloading or segregating, or unloading and segregating; including accessorial services described in paragraphs (b), (c) and (e) of Item No. 220, 092 cents per 100 pounds, minimum charge 0\$1.75 per component part.

* Change)
0 Increase } Decision No. **62599**

EFFECTIVE NOVEMBER 4, 1961

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

Correction No. 341

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
240	<p style="text-align: center;">RATES BASED ON VARYING MINIMUM WEIGHTS</p> <p>When the charges accruing on a shipment based upon actual weight exceed the charges computed upon a rate based upon a greater minimum weight, the latter shall apply. For the purpose of applying this rule to a mixed shipment, deficiency between actual weight of the shipment and the greater minimum weight shall be computed at the rate applicable to the lowest rated commodity in the shipment.</p>
250	<p style="text-align: center;">SHIPMENTS TO BE RATED SEPARATELY</p> <p>Each shipment shall be rated separately. Shipments shall not be consolidated or combined by the carrier. When shipments are delivered to or received from other carriers, each bill of lading, freight bill, dock receipt or dock permit shall be considered as a separate shipment and rated accordingly.</p>
*260	<p style="text-align: center;">DELAYS TO EQUIPMENT</p> <p>Delays to equipment exceeding $\frac{1}{2}$ hour at points of origin or destination for which the carrier is not responsible will be charged for at the rate of ¢\$6.85 per hour, minimum charge ¢\$1.65.</p>
	<p>* Change } ¢ Increase } Decision No. 62599</p>
EFFECTIVE NOVEMBER 4, 1961	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 342</p>	

Item No.	SECTION NO. 3 - CLASS RATES In Cents per 100 Pounds								
	Rate Basis(1)	Any Quantity				Minimum Weight 500 Pounds			
		1	2	3	4	1	2	3	4
	A	139	125	111	97	96	87	77	67
	B	145	131	116	102	99	89	79	69
	C	151	136	121	106	105	95	84	74
	Rate Basis(1)	Minimum Weight 2,000 Pounds				Minimum Weight 4,000 Pounds			
		1	2	3	4	1	2	3	4
	A	61	55	49	43	46	42	37	32
	B	63	56	50	44	51	46	41	36
	C	69	62	55	48	58	52	46	40
	Rate Basis(1)	Minimum Weight 10,000 Pounds, Except as Provided in Note 1				Minimum Weight 20,000 Pounds, Except as Provided in Notes 2 and 3			
		1	2	3	4	1	2	3	4
*360	A	39	35	31	27	36½	33	29	25½
	B	41	37	33	29	40	36	32	28
	C	46	42	37	32	41	37	33	29
	Rate Basis(1)	Minimum Weight as Provided in the Current Classification, Except as Provided in Note 3							
		5				A			
	A	22				23½			
	B	24				26			
	C	25				27			
<p>NOTE 1 - When applied in connection with carload ratings, minimum weight will be as provided in the Current Classification, but in no event less than 10,000 pounds.</p> <p>NOTE 2 - When applied in connection with carload ratings, minimum weight will be as provided in the Current Classification, but in no event less than 20,000 pounds.</p> <p>NOTE 3 - When the carload minimum weight as provided in the Current Classification exceeds 36,000 pounds, the minimum weight shall be 36,000 pounds. Fifth class rates provided herein apply in connection with Class B, C, D and E carload ratings provided in the Current Classification.</p> <p>(1) See Item No. 350.</p>									
<p>* Change) ◊ Increase, except as noted) Decision No. 62599 ◊ No Change)</p>									
EFFECTIVE NOVEMBER 4, 1961									
<p>Issued by the Public Utilities Commission of the State of California, Correction No. 343 San Francisco, California.</p>									

SECTION NO. 4 - COMMODITY RATES In cents per 100 lbs. except as noted				
Item No.	COMMODITY	RATES	Minimum Weight	
*390	CEREAL FOOD PREPARATIONS (cracked; ground, granulated, hulled or rolled cereals, partially prepared for human consumption, but requiring cooking), FLOUR, in Packages Inhaul, Shipping or City Deliveries at truck-side, platform or sidewalk:	In Cents Per Shipment		
	Over 350 pounds or less -----			290
	" 350 " but not over 500 pounds -----			375
	" 500 " " " " 750 " -----			455
	" 750 " " " " 1000 " -----			505
	" 1000 " " " " 1250 " -----			550
	" 1250 " " " " 1500 " -----			610
	" 1500 " " " " 1750 " -----			650
	" 1750 " " " " 2000 " -----			685
	" 2000 " " " " 2500 " -----			820
	" 2500 " " " " 3000 " -----			935
	" 3000 " " " " 3500 " -----			1045
	" 3500 " " " " 4000 " -----			1170
	" 4000 " " " " 4500 " -----			1305
	" 4500 " " " " 5000 " -----			1420
	" 5000 " " " " 6000 " -----			1670
	" 6000 " " " " 7000 " -----			1915
	" 7000 " " " " 8000 " -----			2055
	" 8000 " " " " 9000 " -----			2190
	" 9000 " " " " 10000 " -----			2375
	" 10000 " -----			(1)23
(1) In cents per 100 pounds				
*392	FLOUR, in Sacks City Deliveries (Not subject to Item No. 60)	In Cents Per Shipment		
	Over 500 pounds or less -----			375
	" 500 " but not over 1000 pounds -----			500
	" 1000 " " " " 1500 " -----			615
	" 1500 " " " " 2000 " -----			715
	Over 2000 pounds but not over 5000 pounds -----			In Cents Per 100 Pounds
" 5000 " " " " 10000 " -----	35			
" 10000 " -----	27			
			23	
*395	CORN GRITS, FEED, MALT, Inhaul only	17	20,000 Pounds	

* Change }
o Increase } Decision No. 62599

EFFECTIVE NOVEMBER 4, 1961

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

Correction No. 344

Cancels

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

Item No.	COMMODITY	RATES	Minimum Weight
*400	COFFEE, GREEN Inhaul only (1) Monthly tonnage is to be averaged over twelve (12) calendar months commencing with month in which property is first transported.	12	(1) 1000 tons per Calendar Month
*410	COFFEE, GREEN, in sacks - Inhaul only SPICES, viz.: All kinds, in bags,) sacks, boxes or) barrels)	15 15	1500 tons per Calendar Year, and 10,000 pounds per shipment

*Change)
◊Increase) Decision No. **62599**

EFFECTIVE . NOVEMBER 4, 1961

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

Correction No. 345

SECTION NO. 4 - COMMODITY RATES (Continued)				
In cents per 100 lbs. except as noted				
Item No.	COMMODITY	RATES		Minimum Weight
*425	<p>FREIGHT, REGARDLESS OF CLASSIFICATION, When not subject to rates and charges provided elsewhere in this section, within and between all zones and only on deliveries from manufacturers, manufacturers' agents, wholesalers, jobbers, commercial distributors and warehouses.</p> <p>Weight Per Package 70 Pounds or less -----</p> <p>The rates named in this item shall alternate with the minimum per shipment charges set forth in Item 200 of this tariff and shall not be subject to Item 60 of this tariff</p> <p>NOTE:-An additional charge of 30 cents shall be assessed for each C.O.D. collected.</p>	<p>In Cents Per Package 019 Plus 3 cents for each pound or fraction thereof (See Note)</p>		
0430	<p>GROCERY HOUSES, WHOLESALE, Commodities transported for-- COLUMN A rates in cents per 100 pounds. COLUMN B rates in cents per shipment. City Deliveries: 400 lbs. or less ----- Over 400 " but not over 1800 lbs. ----- " 1800 " " " 2000 " ----- " 2000 " " " 5000 " ----- " 5000 " " " 6000 " ----- " 6000 " -----</p> <p>Shipping: 100 lbs. or less ----- Over 100 " but not over 400 lbs. ----- " 400 " " " 1000 " ----- " 1000 " " " 1500 " ----- " 1500 " " " 2000 " ----- " 2000 " -----</p> <p>N.O.S. (including inhaul): 500 lbs. or less ----- Over 500 " but not over 1200 lbs. ----- " 1200 " " " 2000 " ----- " 2000 " -----</p>	Col. A	Col. B	1000 tons per Calendar Month
		--	160	
		41	--	
		--	540	
		27	--	
		--	1380	
		22	--	
		--	160	
		--	270	
		--	350	
		--	365	
		--	390	
19½	--			
--	320			
--	520			
--	700			
35	--			
0450	<p>HARDWARE HOUSES, WHOLESALE, Commodities transported for ----- Minimum charge 9¼ cents per shipment</p>	25		6000 tons per Calendar Year

* Change)
◊ Increase) Decision No. : **62599**
◊ Reduction)

EFFECTIVE NOVEMBER 4, 1961

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 346

SECTION NO. 4 - COMMODITY RATES (Continued)				
In cents per 100 lbs. except as noted				
Item No.	COMMODITY	♦ RATES		
		(2) In Cents per Piece		
		1st Piece	2nd Piece	Each Additional Piece
	OFFICE FURNITURE, NEW - City Deliveries (Not subject to Item No. 60)			
	Desks ---- 36 inches or less -----	245	245	155
	Over 36 " but not over 42 inches --	315	245	240
	" 42 " " " " 60 " ----	395	315	315
	" 60 " -----	540	465	465
	Tables ---- 42 " or less -----	155	155	155
	Over 42 " but not over 60 inches --	245	245	155
	" 60 " -----	315	315	285
	Glass Tops for Desks and Tables:			
	36 inches or less -----	83	83	83
	Over 36 " but not over 42 inches --	155	155	155
	" 42 " " " " 60 " ----	245	245	155
	" 60 " -----	315	245	245
	File Cabinets - weighing each 100 pounds or less -----	155	155	83
*460	weighing each over 100 pounds	245	155	83
	Letter Files - 3 drawers or less -----	155	155	83
	4 " -----	245	245	155
	Transfer Cases -----	155	no chg.	(3)
	Chairs -----	83	83	83
	Telephone Stands -----	83	83	83
	Costumers -----	83	83	83
	(2) A charge of \$2.95 per quarter hour, minimum charge \$1.50, will be assessed for time placing furniture, which will be in addi- tion to the delivery charges when the carrier performs this service.			
	(3) (3rd piece ----- ♦ 83 cents (4th " ----- no charge (each additional ----- ♦ 42 cents			
		RATE	Minimum Weight	
*470	PAPER, viz.: Newsprint, in rolls. Inhaul ----- (1) Monthly tonnage is to be averaged over twelve (12) calendar months commencing with month in which property is first transported.	♦12	500 tons per Calendar Month (1)	
* Change) ♦ Increase) Decision No. 62599				
EFFECTIVE NOVEMBER 4, 1961				
Issued by the Public Utilities Commission of the State of California; San Francisco, California.				
Correction No. 347				

Twelfth Revised Page 42

 Cancels

Eleventh Revised Page 42

CITY CARRIERS' TARIFF NO. 1-A

SECTION NO. 4 - COMMODITY RATES (Continued) In cents per 100 lbs. except as noted			
Item No.	COMMODITY	RATE	Minimum Weight
*500.	RICE AND RICE MILL PRODUCTS In Sacks -----	◊12½	20,000 Pounds
* Change) ◊ Increase) Decision No. 62599			
EFFECTIVE NOVEMBER 4, 1961			
Issued by the Public Utilities Commission of the State of California, San Francisco, California.			
Correction No. 348			

SECTION NO. 4 - COMMODITY RATES (Concluded) In cents per 100 lbs. except as noted			
Item No.	COMMODITY	RATE	Minimum Weight
*530	SUGAR, in Packages, Zone 1 (See Item No. 40 series) ----- (1) Minimum charge ◊\$1.60 per shipment	(1) ◊11½	500 tons per Calendar Month
* Change) ◊ Increase) Decision No. 62599			
EFFECTIVE NOVEMBER 4, 1961			
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 349			

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

APPLICATION OF RATES

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

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

Definitions in Item No. 10 of: Escort Service, Holidays, Permit Shipment, Point of Destination, Point of Origin, Rate, and Same Transportation; Provisions of: Item No. 100, Charges for Service at Other Than Regular Working Hours; Item No. 104, Charges for Escort Service; Item No. 106, Charges for Permit Shipments; Item No. 110, Collect on Delivery (C.O.D.) Shipments; Item No. 120, Collection of Charges; Item No. 130, Collection of Loss and/or Damage Claims; and Item No. 190, Marking of Packages.

*550

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

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

(d) Rates in this section include the services of the driver only. When, at the request of shipper, carrier furnishes help in addition to the driver, an additional charge shall be made at the rate of ¢\$5.75 per man per hour, minimum charge one hour for each helper used. The time for computing charges shall not be less than the actual time the helpers are engaged in performing the service.

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

* Change }
◊ Increase } Decision No. **62599**

EFFECTIVE NOVEMBER 4, 1961

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

Correction No. 350

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)			
*560	HOURLY VEHICLE UNIT RATES (Subject to Notes 1, 2 and 3)			◊RATES In Cents Per Hour
	(Subject to Item No. 575):			
	Minimum Charge One Hour.			
	<u>Capacity of Carrier's Equipment in Pounds</u>			
	2,500 or less -----			
	Over 2,500 but not over 4,500 -----			
	" 4,500 " " " 10,500 -----			
	" 10,500 " " " 20,500 -----			
	" 20,500 -----			
	Gantry Trucks, regardless of capacity -----			
NOTE 1. Time for hourly rates shall be computed from the time the vehicle leaves carrier's place of business until it arrives back at said place of business.				
NOTE 2. The gantry truck is a motor vehicle so designed and constructed that it straddles the load to be transported and by means of appropriate mechanism picks up the load and supports it during transportation.				
NOTE 3. The rates based on the capacity of the carrier's equipment are not applicable to gantry trucks.				
*570	MONTHLY VEHICLE UNIT RATES (Subject to Item No. 575 series) (See Note)			
	Capacity of Carrier's Equipment in Pounds	Column 01	Column 02	Column 3
	2,500 or less -----	960	1290	14 ¹ / ₂
	Over 2,500 but not over 4,500 -----	1040	1385	15 ¹ / ₂
	" 4,500 " " " 10,500 -----	1040	1385	19
	" 10,500 " " " 20,500 -----	1155	1515	24
	" 20,500 -----	1195	1570	30
	Column 1 - Rates per month in dollars per unit of carrier's equipment for service exclusive of service on Saturdays, Sundays and holidays. When equipment of capacity of 20,500 pounds or less is operated in excess of 1050 miles per month add rates shown in Column 3. When equipment of capacity exceeding 20,500 pounds is operated in excess of 672 miles per month add rates shown in Column 3.			
	Column 2 - Rates per month in dollars per unit of carrier's equipment for service including service on Saturdays, Sundays and holidays, subject to additional charges provided for in Item No. 100. When equipment of capacity 20,500 pounds or less is operated in excess of 1,250 miles per month add rates in Column 3. When equipment of capacity exceeding 20,500 pounds is operated in excess of 800 miles per month add rates shown in Column 3.			
	Column 3 - Rates in cents per mile to be added to the Columns 1 and 2 rates when the unit of carrier's equipment is operated in excess of the maximum mileage allowed thereunder.			

NOTE.-Transportation performed under the rates in this item may be combined with transportation performed under the monthly vehicle unit rates in Section 3-A of Minimum Rate Tariff No. 2 under the same written agreement. Such combined transportation shall be subject to the highest charge applicable under the provisions of either tariff.

* Change)
◊ Increase) Decision No. **62599**

EFFECTIVE NOVEMBER 4, 1961

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 351

SECTION NO. 6 - SPECIAL RATES (Concluded)

*Item No. 590

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

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

LUMBER AND FOREST PRODUCTS, viz.: The products of the forest consisting of lumber, wallboard or timbers, rough or dressed, green or seasoned, cut to dimension or shaped, laminated or not laminated, not further advanced in manufacture than by chaping, splitting, laminating, sawing, re-sawing or passing through planing machinery.	MILES (See Note 1)		◊ RATES In Cents per 1000 Feet BM (See Note 2)
	Over	But not Over	
Subject to a minimum charge based on the applicable rate for 3,000 feet BM.	0	$\frac{1}{4}$	(1)92
	$\frac{1}{4}$	1	115
	1	2	168
	2	4	203
	4	6	295
	6	8	375
	8	10	452

(1) For transportation from bulkheads, docks, piers or wharves for distances of not over 1,000 feet the rate shall be ◊ 74cents per 1,000 feet BM.

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

NOTE 2.-For handling lumber between railroad cars, trucks, carrier blocks or stacks, on the one hand, and railroad cars, trucks, carrier blocks or stacks, on the other hand, a charge of \$2.55 per 1,000 feet BM shall be assessed in addition to transportation charges. This handling charge does not include sorting, tallying, grading or other accessorial services.

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

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

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

* Change }
◊ Increase } Decision No. 62599

EFFECTIVE NOVEMBER 4, 1961

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 352

SECTION NO. 7

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

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

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

MINIMUM CHARGE

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

◊ Increase, Decision No. **62599**

EFFECTIVE NOVEMBER 4, 1961

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

Correction No. 353

SECTION NO. 7 - COMMODITY RATES - FRUITS AND VEGETABLES (Not Cold Pack nor Frozen) In cents per package, except as noted					
Column 1 Rates apply:—Between points in the same Zone.					
Column 2 Rates apply:—(Between points in Zone 1.....and points in Zone 2. (Between points in Zone 2.....and points in Zone 3.					
Column 3 Rates apply:—(Between points in Zone 1.....and points in Zone 3. (Between points in Zones 1,2,3 and points in Zone 4.					
Item No.	COMMODITY	RATES			
		Col. 1	Col. 2	Col. 3	
*600	FRUIT, CITRUS, FRESH, viz.:				
	Grapefruit... In lug or standard boxes (12" x 12" x 26") with or without lids.....	16	20	31	
	Oranges..... In lug or standard boxes (10½ x 13½" x 26") with or without lids...	17	22	34	
	Tangerines... (In boxes N.O.S. (In standard Orange boxes (12" x 12" x 26")	11½ 17	16 22	23 33	
*610	FRUIT, DECIDUOUS, FRESH, viz.:				
	(In boxes weighing less than 40 lbs.	11½	16	23	
	Apples..... (In boxes weighing 40 lbs. and over (In boxes weighing 40 lbs. and over, (Min. Wt. 20,000 lbs.....	16 15	20 17	31 30	
	Berries..... In crates weighing less than 30 lbs.	8½	12	17	
	Cranberries.. (In boxes weighing less than 40 lbs. (In boxes weighing 40 lbs. and over	8½ 16	12 20	17 31	
	(In crates weighing less than 20 lbs.	11	15	22	
	Grapes..... (In crates weighing 20 lbs. but not over 30 lbs..... (In boxes weighing over 30 lbs.....	11½ 16	16 20	23 31	
	Peaches.) (In crates weighing less than 30 lbs.	11	14½	22	
	Plums....) (In boxes weighing 30 lbs. but not over 40 lbs..... Prunes..) (In boxes weighing over 40 lbs.....	11½ 16	16 20	23 31	
	Pears..... (In boxes weighing less than 40 lbs. (In boxes weighing 40 lbs. and over	16 17	20 22	31 34	
	*620	FRUIT, TROPICAL, FRESH, viz.:			
		Avocados..... (In boxes weighing less than 20 lbs. (In boxes weighing 20 lbs. and over	8½ 12	11½ 16	17 23
Bananas(Honolulu) in bunches.....		17	22	34	
In 9-hand bunches.....		22	30	43	
In 8-hand bunches.....		17	22	33	
In pieces.....		12	16	23	
Bananas,N.O.S., In tubs.....		17	22	34	
In half tubs.....		16	20	31	
In boxes weighing 30 lbs.....		12	16	23	
In crates.....		31	34	59	
Cocoanuts.....Loose or in packages.....		22	30	43	
Pineapples....In crates weighing 50 lbs.and over		22	30	43	

* Change)
◊ Increase) Decision No. **62599**

EFFECTIVE NOVEMBER 4, 1961

Issued by the Public Utilities Commission of the State of California,
San Francisco, California.
Correction No. 354

SECTION NO. 7 - COMMODITY RATES--FRUITS AND VEGETABLES (Continued)				
(Not cold pack nor frozen)				
In cents per package, except as noted				
Column 1 Rates apply:--Between points in the same Zone.				
Column 2 Rates apply:--(Between points in Zone 1 and points in Zone 2. (Between points in Zone 2 and points in Zone 3.)				
Column 3 Rates apply:--(Between points in Zone 1 and points in Zone 3. (Between points in Zones 1,2,3.. and points in Zone 4.)				
Item No.	COMMODITY	RATES		
		Col.1	Col.2	Col.3
*630	FRUIT, FRESH, N.O.S.:			
	In boxes or crates weighing less than 30 lbs.	11	14½	22
	In boxes or crates weighing 30 lbs. but not over 40 lbs.	11½	16	23
	In boxes or crates weighing over 40 lbs.	16	20	30
*640	MELONS, viz.:			
	(In 32-lb. Flat crates	11½	16	23
	Canta- (In 57-lb. Pony crates	16	20	31
	Ioupes (In 68-lb. Standard crates	17	22	33
	(In 78-lb. Jumbo crates	17	22	34
	Casabas:			
	(In 34-lb. small crates	11½	16	23
	Honey Dew) (In 44-lb. medium crates	16	20	31
	Honey Ball) (In 54-lb. special crates	17	22	34
	Persian) (In 56-lb. large crates	17	22	34
	(Loose-In cents per 100 lbs.	43	56	90
	Watermelons..Loose-In cents per 100 lbs.	43	56	90
*650	MELONS, N.O.S.:			
	In boxes or crates weighing less than 30 lbs.	11½	16	23
	In boxes or crates weighing 30 lbs. but not over 40 lbs.	16	20	30
	In boxes or crates weighing over 40 lbs.	17	22	34
*660	VEGETABLES, FRESH, viz.:			
	Artichokes..(In boxes weighing less than 30 lbs. ..	11½	16	23
	(In boxes weighing 30 lbs. and over ..	16	20	31
	Asparagus....In crates	16	20	31
	(In bushel hampers	17	22	33
	Beans.....(In crates weighing less than 50 lbs..	16	20	31
	(In crates weighing 50 lbs. and over..	22	30	42
	(In sacks weighing 80 lbs. or less ...	22	30	42
	(In crates or sacks weighing 30 lbs.			
	(or less	11	15	22
	Beets) (In crates or sacks weighing over 30			
	Cabbage)....(but not over 50 lbs.	12	16	22
Carrots) (In crates or sacks weighing over 50				
(but not over 100 lbs.	17	22	34	
Celery.....In crates	17	22	34	

	(In Los Angeles boxes	11½	16	23
Corn.....	(In Baskets	17	22	33
	(In sacks weighing 80 lbs. or less	22	30	42
	(In boxes weighing less than 30 lbs. ..	11½	16	23
Cucumbers....	(In boxes weighing 30 lbs. and over ...	16	20	31
	(In crates or sacks weighing 30 lbs.			
Garlic)	(or less	11	15	22
Onions, dry)	(In crates or sacks weighing over 30			
Potatoes)	(but not over 50 lbs.	11½	16	23
Turnips)	(In crates or sacks weighing over 50			
	(but not over 100 lbs.	17	22	34

* Change }
 o Increase } Decision No. **62599**

EFFECTIVE NOVEMBER 4, 1961

Issued by the Public Utilities Commission of the State of California,
 San Francisco, California.
 Correction No. 355

SECTION NO. 7 - COMMODITY RATES - FRUITS AND VEGETABLES (Concluded)				
(Not cold pack nor frozen)				
In cents per package, except as noted				
Column 1 Rates apply:--Between points in the same Zone.				
Column 2 Rates apply: (Between points in Zone 1-----and points in Zone 2;				
Column 3 Rates apply: (Between points in Zone 2-----and points in Zone 3;				
Column 3 Rates apply: (Between points in Zone 1-----and points in Zone 3.				
Column 3 Rates apply: (Between points in Zones 1,2,3---and points in Zone 4.				
Item No.	COMMODITY	RATES		
		Col 1	Col 2	Col 3
*670	Lettuce---(In crates, dry packed-----	17	22	34
	(In crates, ice packed-----	22	30	41
	(In bushel hampers-----	17	22	34
	Peas----- (In crates weighing less than 50 lbs.---	16	20	31
	(In crates weighing 50 lbs. and over---	22	30	42
	(In sacks weighing 80 lbs. or less-----	22	30	42
	Peppers, green in crates-----	17	22	34
	Potatoes, (In boxes weighing 30 lbs. but			
	sweet (not over 40 lbs.-----	16	20	31
	(In boxes weighing over 40 lbs.-----	17	22	34
	Rhubarb---(In boxes weighing less than 30 lbs.---	11	15	22
	(In boxes weighing 30 lbs. and over---	16	20	31
	(In boxes or crates weighing			
	Squash---(less than 30 lbs.-----	11½	16	23
(Loose - In cents per 100 lbs.-----	43	56	90	
(In boxes or crates weighing				
Tomatoes---(40 lbs. or less-----	11	15	22	
(In boxes or crates weighing over				
(40 lbs.-----	17	22	34	
Yams----- (In bushel baskets or hampers-----	17	22	34	
*680	VEGETABLES, FRESH or GREEN, N.O.S., in boxes,			
	crates or sacks:			
	In packages weighing less than 30 lbs.-----	11½	16	23
	In packages weighing 30 lbs. but not over 40 lbs.--	16	20	31
In packages weighing over 40 lbs.-----	17	22	34	
*690	CONTAINERS, EMPTY, viz.:			
	(Los Angeles Lug, in bundles, per box-----	4½	5½	6
	(Los Angeles Lug, loose, per box-----	5½	6	9½
	(50-lb. Lug; in bundles, per box-----	6	8	11½
	(50-lb. Lug, loose, per box-----	8	9	16
	(Apple, in bdl. per box-----	4½	5½	6
	(Apple, loose, per box-----	6	8	11½
	Boxes--(Lemon, in bdl. per box-----	5½	6	9½
	(Lemon, loose, per box-----	7½	9	16
	(Orange, in bdl. per box-----	5½	6	9½
	(Orange, loose, per box-----	8	9	16
	(Pear, in bdl. per box-----	4½	5½	5½
	(Pear, loose, per box-----	6	8	11½
	(4 Basket, in bdl. per bdl.-----	7½	9	16
	(4 Basket, loose, per crate-----	4½	5½	6
	Crates--(Los Angeles; in bdl. per crate-----	6	8	11½
	(Los Angeles, loose, per crate-----	9½	11½	17
	(Banana, per crate-----	9½	11½	17
	Tubs-- Banana, per tub-----	4½	5½	5½
	In Cents Per Hour			
Straw-- Banana (in truck loads):				
1st hour or fraction thereof-----	849	849	849	
2nd and each succeeding hour-----	568	568	568	

*700	FRUIT, DECIDUOUS, FRESH, via.: Apples---) FROM Grapes---) TO Pears----) --Ice Houses;Refrigeration Plants--Steamship Docks or Piers----	In Cents Per 100 lbs. ¢ 22
* Change) ¢ Increase) Decision No. 62599		
EFFECTIVE NOVEMBER 4, 1961		
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 356		