

**ORIGINAL**Decision No. 67611

## BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation into  
 the rates, rules, regulations, charges,  
 allowances and practices of all common  
 carriers, highway carriers and city car-  
 riers relating to the transportation of  
 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. 325)

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. 80)

A. D. Poe, J. C. Kaspar and H. F. Kollmyer, for  
 California Trucking Association, petitioner.  
E. E. Crowley, for San Francisco Warehouse Co.;  
Harry J. Scherer, for Robertson Drayage Co.;  
 and Richard D. Stokes, for Haslett Warehouse  
 Co., respondents.  
Russell Bevans, for Draymen's Association of San  
 Francisco; C. H. Costello, for Continental  
 Can Co.; Charles C. Miller, for San Francisco  
 Chamber of Commerce; Omar E. Pullen, for  
 Retail Furniture Association of California;  
D. R. Ranche, for Standard Brands, Inc.;  
E. A. Read, for California Manufacturers  
 Association; Gordon A. Rodgers, for Union  
 Carbide Corporation; and K. J. Springer, for  
 J. C. Penney Co., interested parties.  
Henry E. Frank and E. M. Jennings, for the  
 Commission staff.

**O P I N I O N**

By these petitions, filed February 21, 1964, the  
 California Trucking Association seeks revisions in the minimum rates

applicable to the handling of pool car shipments named in City Carriers' Tariff No. 1-A (San Francisco drayage) and Minimum Rate Tariffs No. 1-B (East Bay drayage) and No. 2 (general commodities statewide).

Public hearing on the petitions was held at San Francisco on May 19 and 20, 1964, before Examiner Turpen. Evidence was presented by representatives of petitioner and of the Retail Furniture Association of California. Representatives of the Commission's staff assisted in developing the record.

Pursuant to Order Setting Hearing, dated April 10, 1962, in Cases Nos. 5432 and 5441, hearings were held in May 1963 to receive staff proposals for general revision of the two above-mentioned drayage tariffs, including rates and rules pertaining to pool car shipments named in those tariffs and in Minimum Rate Tariff No. 2. At the conclusion of those hearings, counsel for the California Trucking Association stated that he felt the staff studies pertaining to pool car shipments did not reflect the conditions as they then existed. He asked that no change be made in those provisions, and that the proceedings be kept open until the Association could make a study and present proposals for revision of the pool car shipment provisions. Decision No. 65834, dated August 6, 1963, revised the minimum rates, except for pool car shipments, and stated that the proceedings would not be kept open, but that when the Association completed its studies, it could file appropriate petitions. The petitions here involved are in response to that directive.

A witness from petitioner's division of transportation economics presented a study he had made of the costs of unloading and segregating pool car shipments in the San Francisco-Oakland Bay area. He said that the field investigations involved the study of 219 pool cars with an aggregate weight of almost three

million pounds of freight. The witness said he used the basic cost factors shown in the studies introduced by the Commission staff at the May 1963 hearings, adjusted to reflect labor costs effective July 1, 1964, and current payroll taxes and related items.

Another witness for petitioner presented the proposed revisions in the rates and rules in the three tariffs. The revised rates are based on petitioner's cost study. Many of the changes in the rules are proposed to make the provisions uniform in the three tariffs. The present provisions provide two scales of rates, one applicable when the carrier also performs the transportation, and a higher scale applicable when the carrier does not perform the transportation. Petitioner now proposes a single scale, but also proposes an additional accessorial charge when delivery is taken at the carrier's terminal. Rates for articles classified fifth class and Class A are also proposed to be added. The proposed rates are substantially higher than the present rates. Increases in the various accessorial services are based on the current costs of performing those services as shown in the cost study.

The traffic manager of the Retail Furniture Association of California presented an alternate proposal for the handling of pool car shipments of furniture. His proposal involves a higher rate than that proposed by petitioner, but includes all accessorial services, whereas petitioner's proposal includes only clerical services. The traffic manager said that his proposal better fits the needs of the furniture industry and that the carriers handling this traffic are in favor of his alternate proposal. The witness for petitioner said his association is agreeable to adoption of the alternate proposal in place of his own proposal.

No one opposed the changes in rates, rules and charges as proposed here by the California Trucking Association and the Retail Furniture Association of California.

The Commission finds that the study prepared by petitioner fairly presents the reasonable costs of unloading and segregating pool car shipments in the San Francisco-Oakland Bay area, that the rates and charges proposed by petitioner, except for furniture, will be reasonable minimum rates, that the rates and charges for furniture proposed by the Retail Furniture Association of California will be reasonable minimum rates, and that the increases in rates and charges hereinafter authorized are justified.

We conclude that the petitions should be granted, except that the alternate proposal of the Retail Furniture Association should be adopted. The minimum rate tariffs will be amended accordingly. In order to avoid duplication of tariff distribution, Minimum Rate Tariff No. 2 will be amended by the order herein, and City Carriers' Tariff No. 1-A and Minimum Rate Tariff No. 1-B will be amended by separate orders.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 2 (Appendix "D" of Decision No. 31606, as amended) is hereby further amended by incorporating therein, to become effective September 5, 1964, the revised pages listed in Appendix A, which pages and appendix are attached hereto and by this reference made a part hereof.

2. Tariff publications required to be made by common carriers as a result of the order herein may be made effective not earlier

than the tenth day after the effective date of this order on not less than ten days' notice to the Commission and to the public and shall be made effective not later than September 5, 1964.

3. Common carriers, in establishing and maintaining the rates authorized hereinabove, are hereby authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

4. In all other respects said Decision No. 31606, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 28th day of July, 1964.

Frederick B. Holdhoff  
President  
George H. Trover  
William W. Bennett  
Commissioners

APPENDIX A TO DECISION NO. 67611

List of Revised Pages to Minimum Rate Tariff No. 2

Authorized by Said Decision

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Twenty-seventh Revised Page 11

Nineteenth Revised Page 12

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First Revised Page 18-A

Fifth Revised Page 19-A

Second Revised Page 21-A

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Eighth Revised Page 21-C

(END OF APPENDIX A LIST)

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(1) Pickup and Delivery Zones eliminated effective  
November 1, 1964.

(2) Effective November 1, 1964.

∅ Change            ) Decision No. 67611  
\* Addition         )

EFFECTIVE SEPTEMBER 5, 1964  
(EXCEPT AS NOTED)

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 1532

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION
	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS §(Items Nos. 10, 11 and 12)</p> <p>ARMORED CAR means any motor truck and/or other highway vehicle which has been armored with bullet resistant metal and/or bullet proof glass, and which is manned by an armed crew.</p> <p>CARRIER means a radial highway common carrier, a highway contract carrier or a cement contract carrier as defined in the Highway Carriers' Act, or a household goods carrier as defined in the Household Goods Carriers Act.</p> <p>CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles operated as a single unit.</p> <p>COMMON CARRIER RATE means any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment; any interstate or foreign rate or rates of any common carrier railroad or railroads applying between points in California by an interstate or foreign route, lawfully in effect at time of shipment; also any interstate or foreign rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, applying between points in California and in effect at time of shipment and covering transportation exempt from rate regulation of the Interstate Commerce Commission under Section 203(b)(6) or Section 203(b)(8) of Part II of the Interstate Commerce Act.</p> <p>CONSIGNOR means the person, firm or corporation shown on the shipping document as the shipper of the property received by the carrier for transportation.</p> <p>DANGEROUS ARTICLES means articles described in Motor Carriers' Explosives and Dangerous Articles Tariff 11, Cal.P.U.C. 6 of American Trucking Associations, Inc., Agent, and supplements thereto or reissues thereof.</p> <p>§(1)DISTANCE TABLE means Distance Table No. 4, amendments thereto or reissues thereof.</p> <p>*§(2)DISTANCE TABLE means Distance Table No. 5.</p> <p>ESCORT SERVICE means the furnishing of pilot cars or vehicles by a carrier as may be required by any governmental agency to accompany a shipment for highway safety.</p> <p>ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p>EXCEPTION RATINGS TARIFF means Exception Ratings Tariff No. 1 issued by the Commission.</p> <p>GOVERNING CLASSIFICATION means National Motor Freight Classification A-7(CAL) as governed by National Motor Freight Classification A-7.</p> <p>INDEPENDENT-CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.</p>

§10



MULTIPLE LOT SHIPMENT means a shipment transported in accordance with the provisions of Item No. 85.

PALLETIZED SHIPMENT means a shipment tendered to and transported by the carrier on pallets (elevating-truck pallets or platforms or lift-truck skids, with or without standing sides or ends, but without tops).

PERMIT SHIPMENT means a shipment which because of its width, length, height, weight or size requires special authority from a governmental agency regulating the use of highways, roads or streets for the transportation of such shipment in whole or in part.

PICKUP AND DELIVERY CHARGE means the full charge applicable without the deduction authorized by Item No. 110.

POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent. All points within a single industrial plant or receiving area of one consignee shall be considered as one point of destination. An industrial plant or receiving area of one consignee shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.

POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation. All points within a single industrial plant or shipping area of one consignor shall be considered as one point of origin. An industrial plant or shipping area of one consignor shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.

(Continued in Item No. 11)

- (1) Distance Table No. 4 eliminated effective November 1, 1964.  
(2) Effective November 1, 1964.  
ø Change )  
\* Addition ) Decision No. 67611

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(EXCEPT AS NOTED)

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Correction No. 1533

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p data-bbox="461 437 1238 507">DEFINITION OF TECHNICAL TERMS (Continued) ø(Items Nos. 10, 11 and 12)</p> <p data-bbox="367 541 1494 651">ø(1) POOL SHIPMENT means a shipment consisting of component parts which are for reshipment to two or more points of destination, such shipment being consigned to:</p> <ol data-bbox="452 677 1434 976" style="list-style-type: none"> <li data-bbox="452 677 1434 807">1. A carrier with instructions for unloading, distribution and delivery of one or more component parts to consignees, their agents, or to other carriers; or</li> <li data-bbox="452 807 1434 976">2. A consignee (other than a carrier) in connection with which pool shipment a carrier is instructed to unload, distribute and deliver one or more component parts to the consignee, subconsignees, their agents or to other carriers.</li> </ol> <p data-bbox="367 1002 1477 1132">(1) The term "delivery" as used in this definition means relinquishing the property to the consignee, his agent, or another carrier entitled to receive such property, whether at the point of distribution or elsewhere.</p> <p data-bbox="213 1158 1460 1262">ø11 POWER EQUIPMENT means any gasoline, diesel, electric or gas driven equipment including electric powered cranes and lift-truck equipment.</p> <p data-bbox="367 1288 1494 1458">RAILHEAD means a point at which facilities are maintained for the loading of property into or upon, or the unloading of property from, rail cars or vessels. It also includes truck loading facilities of plants or industries located at such rail or vessel loading or unloading point.</p> <p data-bbox="367 1484 1511 1588">RATE includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p data-bbox="367 1614 1494 1757">SAME TRANSPORTATION means transportation of the same kind and quantity of property between the same points, and subject to the same limitations, conditions and privileges, but not necessarily in an identical type of equipment.</p> <p data-bbox="367 1783 1477 1992">SHIPMENT means a quantity of property physically tendered by one consignor at one point of origin at one time for one consignee at one point of destination, for which a single shipping document has been issued. (See also exceptions in rules and definitions for multiple lot, split pickup and split delivery shipments.)</p> <p data-bbox="367 2018 1460 2278">SPLIT PICKUP SHIPMENT means a shipment consisting of two or more component parts picked up by a carrier within a period of two calendar days from one consignor at more than one point of origin, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 5,000 pounds, said shipment being consigned and delivered to one consignee at one point of destination. (See Note)</p>

NOTE.-In addition to the component parts picked up by the carrier, a split pickup shipment will include other component parts delivered to carrier's established depot by the consignor or the consignor's agent.

SPLIT DELIVERY SHIPMENT means a shipment consisting of two or more component parts delivered to (a) one consignee at more than one point of destination, or (b) more than one consignee at one or more points of destination, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 5,000 pounds, said shipment being shipped by one consignor from one point of origin. (See Note)

NOTE.-All charges must be prepaid, and the carrier may not collect charges of any nature from any consignee.

(Continued in Item No. 12)

- (1) Definition of "Pool Shipment" and the term "Delivery" formerly appeared on First Revised Page 21-A.
  - (2) Definition of certain technical terms formerly shown on this page transferred to Seventh Revised Page 12-A.
- ø Change, Decision No. 67611

EFFECTIVE SEPTEMBER 5, 1964

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 1534

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
(1)12	<p data-bbox="529 421 1306 494">DEFINITION OF TECHNICAL TERMS (Concluded) (Items Nos. 10, 11 and 12)</p> <p data-bbox="358 521 1477 626">TAILGATE LOADING means loading of the shipment into or upon carrier's equipment from a point not more than 25 feet distant from said equipment.</p> <p data-bbox="358 652 1477 758">TAILGATE UNLOADING means unloading of the shipment from carrier's equipment and placing it at a point not more than 25 feet distant from said equipment.</p> <p data-bbox="358 784 1426 987">TEAM TRACK means a point at which property may be loaded into, or upon, or unloaded from rail cars by the public generally. It also includes wharves, docks and landings at which the public generally may receive and tender shipments of property from and to common carriers by vessel.</p> <p data-bbox="358 1013 1468 1152">TEMPERATURE CONTROL SERVICE means the protection from heat by the use of ice (either water or solidified carbon dioxide), by mechanical refrigeration, or by release of liquefied gases.</p>
20	<p data-bbox="649 1244 1255 1284">APPLICATION OF TARIFF - CARRIERS</p> <p data-bbox="367 1310 1494 1513">Rates provided in this tariff are minimum rates established pursuant to the Highway Carriers' Act and the Household Goods Carriers' Act and apply for transportation of property by radial highway common carriers, highway contract carriers, cement contract carriers and household goods carriers as defined in said Acts.</p> <p data-bbox="367 1539 1494 1679">When property in continuous through movement is transported by two or more such carriers, the rates (including minimum charges) provided herein shall be the minimum rates for the combined transportation.</p> <p data-bbox="367 1705 1477 1881">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="324 1974 1443 2047">(1) Definition of certain technical terms formerly appeared on Eighteenth Revised Page 12, Decision No. 67611</p>	
<p data-bbox="862 2137 1409 2179">EFFECTIVE SEPTEMBER 5, 1964</p>	
<p data-bbox="230 2210 1528 2276">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p data-bbox="230 2276 606 2316">Correction No. 1535</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">APPLICATION OF RATES-DEDUCTIONS</p> <p>ø(a) Rates provided in this tariff are for the transportation of shipments, as defined in Item No. 11 from point of origin to point of destination, subject to Items Nos. 120, 140, 142 and 143.</p> <p>(b) Subject to Notes 1, 2, 3 and 4 hereof, when point of origin or point of destination is carrier's established depot, rates shall be 5 cents per 100 pounds (or 5 cents per shipment when shipment weighs less than 100 pounds) less than those specifically named herein. When both point of origin and point of destination are carrier's established depots, rates shall be 10 cents per 100 pounds (or 10 cents per shipment when shipment weighs less than 100 pounds) less than those named herein. In no case shall the net transportation rate be less than 15 cents per 100 pounds when applying the provisions of this paragraph.</p> <p>ø110 NOTE 1.-No deduction from rates specifically named herein shall be made under this rule from rates based upon a minimum weight of 10,000 pounds or more, nor from small shipment charges provided by Item No. 149, nor from minimum charges provided by Item No. 150.</p> <p>NOTE 2.-No deduction from rates specifically named herein shall be made under this rule on shipments transported for persons, companies or corporations upon whose premises depots from or to which transportation is performed are located.</p> <p>NOTE 3.-When the commodity upon which charges are to be computed is rated as a percentage or multiple of classes 1, 2, 3 or 4, deductions under this rule shall be made from the resulting rate.</p> <p>NOTE 4.-Deductions under this rule on split pickup or split delivery shipments shall be made only on the weight of the component parts having point of origin or point of destination, or both (as the case may be), at the carrier's established depots.</p>
	<p>ø Change, Decision No. <b>67611</b></p>
	<p style="text-align: center;">EFFECTIVE SEPTEMBER 5, 1964</p>
	<p>Issued by the Public Utilities Commission of the State of California San Francisco, California</p> <p>Correction No. 1536</p>

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
*141	<p style="text-align: center;"><b>FAILURE TO ACCOMPLISH DELIVERY</b> (Applies only in connection with Items Nos. 176, 177 and 179)</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 initial attempt of delivery, 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 style="padding-left: 40px;">For each of the first five days, 5½ cents per 100 pounds. For the sixth and each succeeding day, 7 ¾ cents per 100 pounds.</p> <p style="padding-left: 40px;">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 style="padding-left: 40px;">In computing time, any fractional part of 24 hours will be counted as one day.</p> <p style="padding-left: 40px;">In computing charges, any fractional part of 100 pounds will be computed as 100 pounds.</p> <p style="padding-left: 40px;">Shipments unloaded from vehicle and reloaded on vehicle for subsequent delivery will be subject to a charge of \$1.95 per ton in addition to all other charges set forth herein.</p> <p style="padding-left: 40px;">During period in which component part is held in storage carrier's liability for loss or damage will be that of a warehouseman.</p> <p style="padding-left: 40px;">Subsequent delivery from point of storage will be charged for as a new shipment.</p>
142	<p style="text-align: center;">(1) DELAYS TO EQUIPMENT</p> <p>Except as hereinafter noted, whenever the elapsed time between commencement and completion of the loading or unloading of shipments subject to minimum weights of 10,000 pounds or more, exceeds 8 minutes per ton (based on the weight on which transportation charges are computed) additional charges for delay time in excess of 8 minutes per ton shall be assessed as provided in Item No. 145. The charge provided in Item No. 145(b) for unit of equipment shall apply only when the accessorial or incidental service requires its use or when the unit of equipment is inactivated by reason of its driver or helper being engaged in such service. The provisions of the item shall not apply in connection with the placement of units of equipment under agreement with the shipper or consignee for loading by the shipper or unloading by the consignee, when such agreement is recorded on the shipping document.</p>

By unit of equipment is meant a motor truck, trailer or semi-trailer, exclusive of motor tractors.

The provisions of this item shall also apply in connection with:

(a) Component parts of shipments transported under the provisions of Items Nos. 160 and 170, when the component part picked up or delivered weighs 10,000 pounds or more. In such instances, the charges assessed shall be based on the actual weight of the component part loaded or unloaded.

(b) Shipments transported under the provisions of Items Nos. 200, 210, 220 and 230.

(1) Does not apply on shipments of Whole Grain, in bags, subject to minimum weights of 10,000 pounds or more.

\* Addition, Decision No. 67611

EFFECTIVE SEPTEMBER 5, 1964

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 1537

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																						
175	<p style="text-align: center;">STRINGING SERVICES</p> <p>When the service of stringing (distribution in transit along a line) is performed in connection with the transportation of pipe and culvert, fencing, posts and poles, for which the class or commodity rates provided in this tariff are applicable, the class or commodity rates shall be applied to the point at which the stringing service is commenced. In addition thereto, hourly rates provided in Item No. 720 shall be assessed for the time consumed in performing the stringing service, less five minutes per ton for wooden poles and posts, and less ten minutes per ton for other commodities.</p>																						
176	<p style="text-align: center;">∅ POOL SHIPMENTS (Items Nos. 176, 177 and 179)</p> <p style="text-align: center;">Pool Shipments Unloaded And/Or Segregated At</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">Colma</td> <td style="width: 50%;">Alameda (see Exception 2)</td> </tr> <tr> <td>Daly City</td> <td>Albany (see Exception 2)</td> </tr> <tr> <td>San Bruno</td> <td>Berkeley (see Exception 2)</td> </tr> <tr> <td>San Francisco (see Exception 1)</td> <td>El Cerrito</td> </tr> <tr> <td>South San Francisco</td> <td>Emeryville (see Exception 2)</td> </tr> <tr> <td>Corte Madera</td> <td>Hayward</td> </tr> <tr> <td>Larkspur</td> <td>Oakland (see Exception 2)</td> </tr> <tr> <td>Mill Valley</td> <td>Piedmont (see Exception 2)</td> </tr> <tr> <td>San Rafael</td> <td>Richmond</td> </tr> <tr> <td>Sausalito</td> <td>San Leandro</td> </tr> <tr> <td></td> <td>San Pablo</td> </tr> </table> <p>and two or more component parts thereof are for delivery at San Francisco, Alameda, Albany, Berkeley, Emeryville, Oakland or Piedmont, such component parts shall be subject to rates and charges named in Items Nos. 177 and 179 (see Exception 3).</p> <p>EXCEPTION 1.-Does not apply when component parts are for delivery at San Francisco (see City Carriers' Tariff No. 1-A for rates and charges).</p> <p>EXCEPTION 2.-Does not apply when component parts are for delivery at Alameda, Albany, Berkeley, Emeryville, Oakland or Piedmont (see Minimum Rate Tariff No. 1-B for rates and charges).</p>	Colma	Alameda (see Exception 2)	Daly City	Albany (see Exception 2)	San Bruno	Berkeley (see Exception 2)	San Francisco (see Exception 1)	El Cerrito	South San Francisco	Emeryville (see Exception 2)	Corte Madera	Hayward	Larkspur	Oakland (see Exception 2)	Mill Valley	Piedmont (see Exception 2)	San Rafael	Richmond	Sausalito	San Leandro		San Pablo
Colma	Alameda (see Exception 2)																						
Daly City	Albany (see Exception 2)																						
San Bruno	Berkeley (see Exception 2)																						
San Francisco (see Exception 1)	El Cerrito																						
South San Francisco	Emeryville (see Exception 2)																						
Corte Madera	Hayward																						
Larkspur	Oakland (see Exception 2)																						
Mill Valley	Piedmont (see Exception 2)																						
San Rafael	Richmond																						
Sausalito	San Leandro																						
	San Pablo																						



EXCEPTION 3.-Charges apply only to the component part or parts that the carrier unloads and/or segregates at the respective points named in this item.

(Continued in Item No. 177)

∅ Change )  
◇ Increase ) Decision No. 67611

EFFECTIVE SEPTEMBER 5, 1964

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 1538

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

POOL SHIPMENTS (Continued)  
 (Items Nos. 176, 177 and 179)

Pool shipments as described in Item No. 11 shall be subject to rates and charges as follows for the services designated, viz.:

1. Unloading and/or segregating (does not include transportation).

Class rates in cents per 100 pounds					
Minimum Charge 125 cents					
per component part					
1	2	3	4	A	5

Articles for which rates are not otherwise specified in this item

35	32	28	25	23	(1)21
----	----	----	----	----	-------

- (1) Applies on articles rated 5th Class or lower.

Commodity rates in cents per 100 pounds	
Minimum Charge 125 cents	
per component part	

177

Games or Toys, as described under the heading "Games or Toys Group,"

and

Bicycles, K.D., as described in Items 188590 and 188610 series,

and

Vehicles, other than self-propelled, K.D., as described in Items 188690, 188780, 189000, 189180, 189440, 189780, 189820 and 189960 series, in the

Governing Classification.....49

Candy and Confectionery, as described under the heading "Candy Group" in the Governing Classification.....29

2. Pool Shipments of Furniture or Furniture Parts as described under the headings "Furniture Group" and "Furniture Parts Group" in the Governing Classification shall be charged as follows:

(a) Unloading and/or segregating including all accessorial services except those governed by paragraphs 3(g) and 3(h) of Item No. 179 \$1.00 per 100 pounds, minimum charge \$2.00 per component part.

(Continued in Item No. 179)

∅ Change	)	Decision No. 67611
◇ Increase	)	
⊖ Reduction	)	

EFFECTIVE SEPTEMBER 5, 1964

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 1539

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
<p>179</p>	<p style="text-align: center;">POOL SHIPMENTS (Concluded) (Items Nos. 176, 177 and 179)</p> <p>3. Accessorial Services.</p> <p>(a) Clerical services, consisting of preparing pool lot shipment file, manifesting and preparing delivery instructions, issuance of freight bill to each subconsignee or shipper and accounting therefor, 60 cents per component part.</p> <p>(b) Listing and reporting marked weights, gallonage or serial numbers, 1½ cents per line, per package or piece, minimum charge 50 cents per component part.</p> <p>(c) Marking, tagging, stenciling or labeling, 1½ cents per package or piece, minimum charge 80 cents per component part.</p> <p>(d) Advancing, prorating and collecting inbound freight charges of other carriers, 1 percent of amount advanced, minimum charge 80 cents per component part.</p> <p>(e) Advancing or prepayment of outbound freight charges to other carriers, 60 cents per component part.</p> <p>(f) Breaking down, leveling off, installing dunnage in pool cars stopped for partial unloading will be charged as provided in Item No. 145 for helpers, plus the cost of dunnage.</p> <p>(g) Storage will be charged as provided in Item No. 141 when carrier through no fault of its own is unable to effect delivery of a component part.</p> <p>*(h) Replacing damage-free equipment in pool cars, or any other accessorial service not provided for elsewhere shall be charged at the hourly rates provided in paragraph (a) of Item No. 145.</p> <p>*(i) In addition to the other accessorial charges provided herein special handling charges based on the total weight of the component part shall be assessed as follows:</p> <p>(1) For each component part on which delivery is taken at carrier's terminal; 20 cents per 100 pounds, minimum charge \$1.00.</p> <p>(2) When, through no fault of carrier, all pieces comprising one component part are not picked up at one specific time on delivery taken at carrier's terminal charges shall be assessed as set forth under paragraph (a) plus an additional charge of 20 cents per 100 pounds, minimum charge \$1.00.</p>

Change )  
\* Addition )  
◇ Increase )  
↺ Reduction )

Decision No. 67611

EFFECTIVE SEPTEMBER 5, 1964

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 1540

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.																																																									
<p>POOL SHIPMENTS (Items Nos. 280, 281 and 282)</p> <p>Pool shipments as described in Item No. 11 shall be subject to rates and charges as follows for the services designated, viz.:</p> <p>1. Unloading and/or segregating (does not include transportation).</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td colspan="7" style="text-align: center;"><u>Class rates in cents per 100 pounds</u></td> </tr> <tr> <td colspan="7" style="text-align: center;">Minimum Charge 125 cents</td> </tr> <tr> <td colspan="7" style="text-align: center;">per component part</td> </tr> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">2</td> <td style="text-align: center;">3</td> <td style="text-align: center;">4</td> <td style="text-align: center;">A</td> <td style="text-align: center;">5</td> <td></td> </tr> </table> <p>Articles for which rates are not otherwise specified in this item</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;">35</td> <td style="text-align: center;">32</td> <td style="text-align: center;">28</td> <td style="text-align: center;">25</td> <td style="text-align: center;">23</td> <td style="text-align: center;">(1)21</td> <td></td> </tr> </table> <p>(1) Applies on articles rated 5th Class or lower.</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td colspan="7" style="text-align: center;"><u>Commodity rates in cents per 100 pounds</u></td> </tr> <tr> <td colspan="7" style="text-align: center;">Minimum Charge 125 cents</td> </tr> <tr> <td colspan="7" style="text-align: center;">per component part</td> </tr> </table> <p>Games or Toys, as described under the heading "Games or Toys Group," and Bicycles, K.D., as described in Items 188590 and 188610 series, and Vehicles, other than self-propelled, K.D., as described in Items 188690, 188780, 189000, 189180, 189440, 189780, 189820 and 189960 series, in the Governing Classification ..... 49</p> <p>Candy and Confectionery, as described under the heading "Candy Group" in the Governing Classification ..... 29</p> <p>2. Pool Shipments of Furniture or Furniture Parts as described under the headings "Furniture Group" and "Furniture Parts Group" in the Governing Classification shall be charged as follows:</p> <p>(a) Unloading and/or segregating including transportation and all accessorial services except those governed by paragraphs 3 (g) and 3 (h) of Item No. 281, \$2.00 per 100 pounds, minimum charge \$3.00 per component part.</p> <p>(b) Unloading and/or segregating including all accessorial services except those governed by paragraphs 3(g) and 3(h) of Item No. 281, \$1.00 per 100 pounds, minimum charge \$2.00 per component part.</p> <p style="text-align: center;">(Continued in Item No. 281)</p>		<u>Class rates in cents per 100 pounds</u>							Minimum Charge 125 cents							per component part							1	2	3	4	A	5		35	32	28	25	23	(1)21		<u>Commodity rates in cents per 100 pounds</u>							Minimum Charge 125 cents							per component part							<p>406 280</p>
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