

**ORIGINAL**Decision No. 70991

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

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

Case No. 5441  
Petition for Modification  
No. 104

Filed March 18, 1966

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. 413

Filed March 18, 1966

Arlo D. Poe, J. C. Kaspar and H. F. Kollmyer,  
for California Trucking Association,  
petitioner.  
A. E. Norrbom, for Traffic Managers Conference  
of California; and John T. Reed, for  
California Manufacturers Association,  
protestants.  
Richard Stokes, for Haslett Company; and  
E. H. Griffiths, for Aero Special Messenger  
Service and Sparkie's Special Messenger &  
Delivery Service, respondents.  
Russell Bevans, for Draymens Association of  
San Francisco, Inc.; Charles Costello, for  
Continental Can Co., Inc.; Edward J. Mauer,  
for Delivery and Messenger Service Associa-  
tion of San Francisco, Inc.; Jefferson H.  
Myers, for San Francisco Port Authority;  
Clyde L. Elrod, for Mobil Oil Corp.; G. A.  
Rodgers, for Union Carbide Corp.; D. R.  
Ranche, for Standard Brands, Inc.; David B.  
Porter, for Cannery League of California;  
James Cooper, for San Francisco Chamber of  
Commerce; and Gordon Larsen, for American  
Can Co., interested parties.  
R. A. Lubich and R. E. Walker, for the  
Commission staff.

O P I N I O N

By these petitions, California Trucking Association seeks increases in the minimum rates set forth in City Carriers' Tariff No. 1-A (San Francisco Drayage) and Minimum Rate Tariff No. 1-B (East Bay Drayage), and in the pool car rates named in those tariffs and in Minimum Rate Tariff No. 2.

Public hearing was held before Examiner Mallory at San Francisco on May 20, 1966, and the matters were submitted on that date. Evidence was submitted by petitioner's director of transportation economics, by representatives of the Commission staff, and by a representative of the Delivery and Messenger Services Association of San Francisco. The California Manufacturers Association and the Traffic Managers Conference of California appeared as protestants, without indicating the nature of their protest.

The present minimum rates reflect cost levels as of July 1, 1965. Petitioner's witness testified that labor contracts provide for further wage increases effective July 1, 1966. He introduced an exhibit showing the effect of increases in wages, fringe benefits, workmen's compensation insurance and payroll taxes and the reduction in fuel taxes occurring since the rates were last adjusted.

Engineers from the Commission's Transportation Division staff presented exhibits showing the current costs of transportation within the San Francisco and East Bay drayage areas. The method followed was to substitute July 1966 levels of wages and other labor related costs in basic studies developed in 1962. The resulting data were compared with similar data for July 1965 to arrive at the percentage increase in costs in the year's period.

A rate expert of the Transportation Division staff introduced a study showing proposed rates calculated by increasing the present rates by the percentages set forth in the cost studies and by making minor adjustments to maintain proper relationships between rates. In several items which do not include labor, the witness proposed no changes in rates. The witness also proposed no changes in rates in items containing parcel delivery rates established on the levels of the rates of specialized parcel carriers who operate within the drayage areas and between said areas and surrounding cities. The rate witness made no proposal with respect to pool car rates. Increases in rates proposed by the staff range from 3-1/2 to 5 percent.

Petitioner's director of its division of transportation economics testified that he considered the rate proposals of the staff as set forth in the rate expert's exhibit to be reasonable, and requested that the petitions herein be amended to seek the levels of rates set forth in said exhibit, with two minor exceptions. This witness also presented an exhibit showing proposed increases in pool car rates developed by recalculating elements of costs set forth in the original study covering such services prepared by CTA in 1964.

A representative of the Delivery and Messenger Service Association of San Francisco, Inc., testified in support of an increase in the parcel rates established in Item No. 425 of the San Francisco Drayage Tariff. The witness pointed out that although city carriers had experienced increases in wage costs no changes have been proposed in the parcel rate item to compensate for said increases in cost. Evidence of the costs of providing services under the parcel rate item was not presented.

Discussion, Findings and Conclusions

The record is clear that carriers operating within the San Francisco and East Bay drayage areas and carriers performing pool car services within the metropolitan San Francisco Bay area have incurred increases in employee wages and other expenses which should be compensated for by increases in the levels of the minimum rates.

Concerning the contention that the parcel rates in Item No. 425, of the San Francisco drayage tariff should be increased, prior decisions of the Commission state that the rates in said item were established on the level of the rates maintained by United Parcel Service and should be adjusted upward when United Parcel Service rates are increased.<sup>1</sup> The rate in Item No. 425 was established to allow city carriers to compete with United Parcel Service at the rates maintained by that carrier for operation within San Francisco and between that city and adjacent communities. In the circumstances, the rate in Item No. 425 should not be increased except upon a showing that United Parcel Service rates have been increased, or upon a specific showing of the carrier costs of providing service under said item.

Upon consideration of the record herein, the Commission finds:

1. Since the minimum rates were last adjusted for services performed by carriers operating within the San Francisco and East Bay drayage areas and for services of handling pool car shipments within the San Francisco Bay metropolitan area, carriers have experienced increased costs of operation.

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<sup>1</sup> Decision No. 57544, dated November 3, 1958, in Case No. 5441, Petition No. 31 (unreported) and Decision No. 59089, dated September 29, 1959, in Case No. 5441, Petition No. 36 (unreported).

2. The minimum rates set forth in City Carriers' Tariff No. 1-A, Minimum Rate Tariff No. 1-B and the pool car shipment rates set forth in Minimum Rate Tariff No. 2 should be adjusted to reflect such increased costs of operation.

3. The increases in rates set forth in the Commission staff exhibit and as proposed by petitioner for pool car shipments are justified, and will result in just, reasonable and nondiscriminatory minimum rates.

4. To the extent that the provisions of Minimum Rate Tariffs Nos. 1-B and 2 have been found heretofore to constitute reasonable minimum rates and rules for common carriers, as defined in the Public Utilities Act, said provisions, as hereinafter adjusted, are, and will be, reasonable minimum rate provisions for said common carriers. To the extent that the existing rates of said common carriers for the transportation involved are less in volume or effect than the minimum rates and charges herein designated as reasonable for said carriers, to that same extent the rates and charges of said carriers are hereby found to be, now and for the future, unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the costs of other means of transportation.

The Commission concludes that Petition No. 104 in Case No. 5441 and Petition No. 413 in Case No. 5432 should be granted, and that City Carriers' Tariff No. 1-A, Minimum Rate Tariff No. 1-B and Minimum Rate Tariff No. 2 should be amended accordingly. In order to avoid duplication of tariff distribution, City Carriers' Tariff No. 1-A will be amended by the ensuing order and Minimum Rate Tariffs Nos. 1-B and 2 will be amended by separate order.

O R D E R

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 August 27, 1966, the revised pages attached hereto and listed in Appendix A, also attached hereto, which pages and appendix are by this reference made a part hereof.
2. In all other respects, Decision No. 41363, 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 14<sup>th</sup> day of JULY, 1966.

\_\_\_\_\_  
President  
*George J. Hoover*  
\_\_\_\_\_  
*Fredrick B. Holdhoff*  
\_\_\_\_\_  
*Augustson*  
\_\_\_\_\_  
*William W. Baird*  
Commissioners

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

APPENDIX A TO DECISION NO. 70991

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

Authorized by said Decision

Twenty-first Revised Page 16

Fourteenth Revised Page 17

Eleventh Revised Page 19

Thirteenth Revised Page 20

Eighteenth Revised Page 21

Twentieth Revised Page 23

Thirteenth Revised Page 23-A

Fourteenth Revised Page 24

Fifteenth Revised Page 36

Seventeenth Revised Page 38

Twenty-first Revised Page 39

Fifteenth Revised Page 41

Thirteenth Revised Page 43

Sixteenth Revised Page 45

Nineteenth Revised Page 46

Thirteenth Revised Page 49

(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. 20 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 GOVERNING CLASSIFICATION</p> <p>(a) Except as otherwise provided, class rates in this tariff are subject to the ratings shown in the Governing Classification.</p> <p>(b) Where the ratings are in conflict with those provided in this tariff, the provisions of this tariff will apply.</p> <p>(c) Except as otherwise provided, rates in this tariff are subject to the provisions of the following rules only of the Governing Classification:</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">80</td> </tr> <tr> <td style="text-align: center;">70</td> <td style="text-align: center;">115 (Table A)</td> </tr> <tr> <td style="text-align: center;">75</td> <td></td> </tr> </table>	1	80	70	115 (Table A)	75	
1	80						
70	115 (Table A)						
75							
75	<p style="text-align: center;">REFERENCES TO ITEMS AND OTHER TARIFFS</p> <p>Unless otherwise provided, references herein to item numbers in this or other tariffs include references to such numbers with letter suffix, and references to other tariffs or classifications include references to amendments and successive issues of such publications.</p>						
80	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>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>						



(a) The time consumed by the driver in performing such services shall be charged for at the rate of \$6.95 per hour, minimum charge \$1.75.

(b) The time consumed by the helper or helpers in performing such services shall be charged for at the rate of \$6.95 per helper per hour, minimum charge one hour for each helper used.

◇ Increase, Decision No. **70991**

EFFECTIVE AUGUST 27, 1966

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

Correction No. 535

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
090	<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 44 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 regular hours of 8:15 a.m. to 5:15 p.m. except Saturdays, Sundays and holidays as defined in Item No. 10.</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 \$6.05 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		
<u>Over</u>	<u>Not Over</u>	
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:

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- (a) A charge of \$7.25 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     )  
 ⬠ Increase   ) Decision No. **70991**

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

Correction No. 536

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
120	<p style="text-align: center;">(1) COLLECTION OF CHARGES</p> <p>(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges accruing during a calendar month to those who undertake to pay them, such persons hereinafter being called debtors, and collection thereof made not later than the tenth day (excluding Saturdays, Sundays and legal holidays) of the calendar month following the delivery of the freight.</p> <p>(c) Where a carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the debtor, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12:00 o'clock midnight following the presentation of the subsequently presented freight bill.</p> <p>(d) Freight bills for all transportation and accessorial charges shall be presented to the debtors not later than 12:00 o'clock midnight of the fifth day (excluding Saturdays, Sundays and legal holidays) of the calendar month following the delivery of the freight.</p> <p>(e) Debtors may elect to have their freight bills presented by means of the United States mail, and when the mail service is so used, the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills.</p> <p>(f) The mailing by the debtor of valid checks, drafts, or money orders which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p> <p>(1) Will not apply to the transportation of property for the United States, state, county or municipal governments.</p>

COLLECTION OF LOSS AND/OR DAMAGE CLAIMS

ø130

When incidental to transportation by the carrier, a charge of ø\$2.75 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 ø72 cents.

ø Change )  
ø Increase ) Decision No. 70991

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Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 537

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, <math>5\frac{1}{2}</math> cents per 100 pounds.</p> <p>For the sixth and each succeeding day, 8 cents per 100 pounds.</p> <p>Minimum storage charge per shipment on freight held beyond 48 hours, 5 days or less - 77 cents; 6 days or more - 118 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 (<math>1\frac{1}{2}</math>), the following will govern in the disposition of fractions:</p> <p>Fractions of less than <math>\frac{1}{4}</math> or .25 of a cent omit.</p> <p>Fractions of <math>\frac{1}{4}</math> or .25 of a cent or greater but less than <math>\frac{1}{2}</math> or .75 of a cent will be stated as <math>\frac{1}{4}</math> or .50 of a cent.</p> <p>Fractions of <math>\frac{1}{2}</math> or .75 of a cent or greater, increase to next whole figure.</p>
0160	<p style="text-align: center;">EXPORT FREIGHT CLEARANCES</p> <p>When the service of clearing export freight is performed by the carrier, a charge of \$3.05 per clearance, minimum \$4.50 will be made.</p>

GROSS WEIGHT

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

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EXCEPTION - When palletized shipments subject to minimum weights of 20,000 pounds or more are loaded or unloaded by power-loading device, the weight of the pallets (elevating truck pallets or platforms or lift truck skids) shall not be used in determining the weight of the shipment nor the charges thereon. This exception applies only in connection with rates contained in this tariff, and is not applicable to shipments of empty pallets.

◇ Increase, Decision No. **70991**

EFFECTIVE AUGUST 27, 1966

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

Correction No. 538

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)												
180	<p style="text-align: center;"><b>GUARANTEE OF MINIMUM TONNAGE</b></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;"><b>MARKING OF PACKAGES</b></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 - 2 cents per package, minimum charge 93 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;"><b>MINIMUM CHARGE</b></p> <p>Except as otherwise provided, on shipments moving under class rates the minimum charge per shipment shall be as follows:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Weight of Shipment</th> <th style="text-align: center;">Minimum Charge in Cents</th> </tr> </thead> <tbody> <tr> <td>25 pounds or less</td> <td style="text-align: right;">165</td> </tr> <tr> <td>Over 25 pounds but not over 50 pounds</td> <td style="text-align: right;">185</td> </tr> <tr> <td>" 50 " " " " 75 "</td> <td style="text-align: right;">220</td> </tr> <tr> <td>" 75 " " " " 100 "</td> <td style="text-align: right;">250</td> </tr> <tr> <td>" 100 "</td> <td style="text-align: right;">310</td> </tr> </tbody> </table>	Weight of Shipment	Minimum Charge in Cents	25 pounds or less	165	Over 25 pounds but not over 50 pounds	185	" 50 " " " " 75 "	220	" 75 " " " " 100 "	250	" 100 "	310
Weight of Shipment	Minimum Charge in Cents												
25 pounds or less	165												
Over 25 pounds but not over 50 pounds	185												
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" 75 " " " " 100 "	250												
" 100 "	310												
205	<p style="text-align: center;"><b>ISSUANCE OF SHIPPING DOCUMENTS</b></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> <ol style="list-style-type: none"> <li>(a) Date of issuance.</li> <li>(b) Name of shipper.</li> <li>(c) Name of consignee.</li> <li>(d) Point of origin.</li> <li>(e) Point of destination.</li> <li>(f) Description of the shipment. (For transportation under Unit Rates in Section No. 5, identify equipment used and show carrying capacity thereof.)</li> <li>(g) Weight of the shipment (or other factor or unit of measurement upon which charges are based).</li> </ol>												



- (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.)
  - (2) Any escort service furnished and the authority therefor. (See Item No. 10.)

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

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

♂ Change     )  
 ◇ Increase   ) Decision No. 70991

EFFECTIVE AUGUST 27, 1966

Issued by the Public Utilities Commission of the State of California,  
 San Francisco, California.  
 Correction No. 539

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued).													
	<p><b>POOL SHIPMENTS</b> (Items Nos. 220, 221 and 222)</p> <p>Pool shipments as described in Item No. 10 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> <p style="text-align: right;"><u>Class rates in cents per 100 pounds</u> Minimum Charge 135 cents per component part</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-top: 1px solid black; border-bottom: 1px solid black; text-align: center;">1</td> <td style="border-top: 1px solid black; border-bottom: 1px solid black; text-align: center;">2</td> <td style="border-top: 1px solid black; border-bottom: 1px solid black; text-align: center;">3</td> <td style="border-top: 1px solid black; border-bottom: 1px solid black; text-align: center;">4</td> <td style="border-top: 1px solid black; border-bottom: 1px solid black; text-align: center;">A</td> <td style="border-top: 1px solid black; border-bottom: 1px solid black; text-align: center;">5</td> </tr> </table> <p>Articles for which rates are not otherwise specified in this item</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;"></td> <td style="width: 10%; text-align: center;">38</td> <td style="width: 10%; text-align: center;">35</td> <td style="width: 10%; text-align: center;">31</td> <td style="width: 10%; text-align: center;">27</td> <td style="width: 10%; text-align: center;">25</td> <td style="width: 10%; text-align: center;">(1) 23</td> </tr> </table> <p style="text-align: center;">(1) Applies on articles rated 5th Class or lower.</p> <p style="text-align: right;"><u>Commodity rates in cents per 100 pounds</u> Minimum Charge 135 cents per component part</p>	1	2	3	4	A	5		38	35	31	27	25	(1) 23
1	2	3	4	A	5									
	38	35	31	27	25	(1) 23								
0220	<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..... 54</p> <p>Candy and Confectionery, as described under the heading "Candy Group" in the Governing Classification..... 32</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:

(a) Unloading and/or segregating including transportation and all accessorial services except those governed by paragraphs 3 (g) and 3 (h) of Item No. 221, \$2.15 per 100 pounds, minimum charge \$3.25 per component part.

(b) Unloading and/or segregating including all accessorial services except those governed by paragraphs 3 (g) and 3 (h) of Item No. 221, \$1.10 per 100 pounds, minimum charge \$2.15 per component part.

(Continued in Item No. 221)

◇ Increase, Decision No. 70991

EFFECTIVE AUGUST 27, 1966

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

Correction No. 540

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">POOL SHIPMENTS (Continued) (Items Nos. 220, 221, and 222)</p> <p>3. Accessorial Services:</p> <p>(a) A clerical service charge of 65 cents per component part is to be assessed on each and every component that the carrier unloads and/or segregates and delivers to the consignee, subconsignee, their agents or to other carriers. This charge covers the services of preparing delivery instructions, issuance of freight bills to each subconsignee or shipper and accounting therefor, and/or the processing of similar documents prepared by the shipper and accounting therefor.</p> <p>(b) Listing and reporting marked weights, gallonage or serial numbers, 1-3/4 cents per line, per package or piece, minimum charge 55 cents per component part.</p> <p>(c) Marking, tagging, stenciling or labeling, 1-3/4 cents per package or piece, minimum charge 90 cents per component part.</p> <p>(d) Advancing, prorating and collecting inbound freight charges of other carriers, 1 percent of amount advanced, minimum charge 90 cents per component part.</p> <p>(e) Advancing or prepayment of outbound freight charges to other carriers, 65 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. 80 for helpers, plus the cost of dunnage.</p> <p>(g) 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.</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 (b) of Item No. 80.</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 style="padding-left: 40px;">(1) For each component part on which delivery is taken at carrier's terminal; 23 cents per 100 pounds, minimum charge \$1.10.</p>

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(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 subparagraph (1) hereof plus an additional charge of 23 cents per 100 pounds, minimum charge \$1.10.

(Continued in Item No. 222)

◆Increase, Decision No. 70991

EFFECTIVE AUGUST 27, 1966

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 541

Item No.	SECTION NO. 1--RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
235	<p style="text-align: center;">UNITS OF MEASUREMENT TO BE OBSERVED</p> <p>Rates or accessorial charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the minimum rates and charges in this tariff are stated.</p>
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 <math>\frac{1}{2}</math> hour at points of origin or destination for which the carrier is not responsible will be charged for at the rate of \$7.95 per hour, minimum charge \$2.00.</p>
<p>◇ Increase, Decision No. <b>70991</b></p>	
<p style="text-align: center;">EFFECTIVE AUGUST 27, 1966</p>	
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California Correction No. 542</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 -----	170	153	136	119	108	97	86	75	
	B -----	180	162	144	126	111	100	89	78	
	C -----	198	178	158	138	119	107	95	83	
	Rate Basis(1)	Minimum Weight 2,000 Pounds				Minimum Weight 4,000 Pounds				
		1	2	3	4	1	2	3	4	
	A -----	64	58	52	45	53	47	42	37	
	B -----	68	61	54	47	54	49	43	38	
	C -----	75	68	60	53	65	59	52	45	
	Rate Basis(1)	Minimum Weight 10,000 Pounds, Except as Provided in Note 1				Minimum Weight 20,000 Pounds, Except as Provided in Notes 2 and 3				
		1	2	3	4	1	2	3	4	
	A -----	46	42	37	32	44	40	35	31	
	B -----	50	45	40	35	46	42	37	33	
	C -----	59	53	47	41	50	45	40	35	
	Rate Basis(1)	Minimum Weight as Provided in the Governing Classification, Except as Provided in Note 3								
		5				A				
	A -----	26½				28½				
	B -----	27½				30				
	C -----	30				33				
	<p>NOTE 1.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, but in no event less than 10,000 pounds.</p> <p>NOTE 2.--When applied in connection with truckload ratings, minimum weight will be as provided in the Governing Classification, but in no event less than 20,000 pounds.</p>									

360

NOTE 3.—When the truckload minimum weight as provided in the Governing Classification exceeds 40,000 pounds, the minimum weight shall be 40,000 pounds. Fifth class rates provided herein apply in connection with Class B, C, D and E truckload ratings provided in the Governing Classification.

(1) See Item No. 350.

◇ Increase, Decision No.

**70991**

EFFECTIVE AUGUST 27, 1966

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 543



SECTION NO. 4 - COMMODITY RATES  
In Cents Per 100 Pounds

Item No.	COMMODITY	RATES	Minimum Weight In Pounds
6392	CEREAL FOOD PREPARATIONS (cracked, ground, granulated, hulled or rolled cereals, partially prepared for human consumption, but requiring cooking),  FLOUR City Deliveries (Not subject to Item No. 60)  (1) Minimum charge \$3.65 per shipment	(1) 121 76 58 45 34 28 23½	Any Quantity 500 1,000 2,000 5,000 10,000 20,000

◊ Change            )  
 ◊ Increase        ) Decision No.   **70991**

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Issued by the Public Utilities Commission of the State of California,  
 San Francisco, California.  
 Correction No. 544

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

Item No.	COMMODITY	◇ RATES	Minimum Weight
396	<p>CIGARS, CIGARETTES, SNUFF OR MANUFACTURED TOBACCO, as described under the heading "Cigars and Cigarettes Group" in the Governing Classification.</p> <p>Applies from public warehouses to points and places located within Zone 1.</p> <p>Over 25 pounds or less</p> <p>25 pounds but not over 50 pounds</p> <p>50 " " " " 75 "</p> <p>75 " " " " 100 "</p> <p>100 " " " " 500 "</p> <p>500 " " " " 1000 "</p> <p>1000 " " " " 2000 "</p> <p>2000 " " " " 4000 "</p> <p>4000 pounds .....</p>	<p>In Cents per Shipment</p> <p>130</p> <p>150</p> <p>180</p> <p>215</p> <p>285</p> <p>--</p> <p>In Cents per 100 Pounds</p> <p>57</p> <p>45</p> <p>37</p> <p>33</p>	<p>75,000 Pounds per Month</p>
400	<p>COFFEE, GREEN ..... Inhaul only</p> <p>(1) Monthly tonnage is to be averaged over twelve (12) calendar months commencing with month in which property is first transported.</p>	<p>15½</p>	<p>(1) 1000 Tons per Calendar Month</p>
410	<p>COFFEE, GREEN, in sacks - Inhaul only</p> <p>SPICES, viz.:</p> <p>All kinds, in bags, sacks, boxes or barrels } - Inhaul only</p>	<p>18½</p> <p>18½</p>	<p>1500 Tons per Calendar Year, and 10,000 Pounds per Shipment</p>
<p>◇ Change } Decision No. 70991</p> <p>◇ Increase }</p>			
<p>EFFECTIVE AUGUST 27, 1966</p>			
<p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> <p>Correction No. 545</p>			

SECTION NO. 4--COMMODITY RATES (Continued)  
 In cents per 100 pounds, 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 -----	275	275	170
	Over 36 " but not over 42 inches ---	350	275	270
	" 42 " " " " 60 " ---	440	350	350
	" 60 " -----	600	520	520
	Tables --- 42 " or less -----	170	170	170
	Over 42 " but not over 60 inches ---	275	275	170
	" 60 " -----	350	350	315
	File Cabinets - weighing each 100 pounds or less	170	170	93
	weighing each over 100 pounds ---	275	170	93
460	Letter Files - 3 drawers or less -----	170	170	93
	4 " -----	275	275	170
	Transfer Cases -----	170	no charge	(3)
	Chairs -----	93	93	93
	Telephone Stands -----	93	93	93
	Costumers -----	93	93	93
	<p>ø(2) A charge of ø\$3.30 per quarter hour, minimum charge ø\$1.65, will be assessed for time placing furniture, which will be in addition to the delivery charges when the carrier performs this service.</p> <p>ø(3) (3rd piece ----- ø93 cents          (4th " ----- no charge          (each additional ----- ø47 cents</p>			

Item No.	COMMODITY	RATE : Minimum Weight	
470	PAPER, viz.: Newsprint, in rolls. Inhaul and from public warehouses to newspaper plants -----	14	500 tons per Calendar Month (1)
	(1) Monthly tonnage is to be averaged over twelve (12) calendar months commencing with month in which property is first transported.		

ø Change ) Decision No. 70991  
 ø Increase )

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 San Francisco, California.  
 Correction No. 546

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

Item No.	COMMODITY	◇RATE	Minimum Weight
6530	SUGAR, in packages. Within Zone 1 (See Item No. 40) ----- (1) Minimum charge ◇\$2.40 per shipment.	(1)17	500 tons per Calendar Month

◇ Change } Decision No. 70991  
 ◇ Increase }

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Issued by the Public Utilities Commission of the State of California,  
 San Francisco, California.  
 Correction No. 547

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS
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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; Items Nos. 110, 111 and 112, 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.

(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.

6550

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

(d) Rates in this section include the services of the driver only. When, at the request of shipper, carrier furnishes help in addition to the driver, an additional charge shall be made at the rate of \$6.95 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. 70991

EFFECTIVE AUGUST 27, 1966

Issued by the Public Utilities Commission of the State of California,  
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Correction No. 518

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)	
6560	HOURLY VEHICLE UNIT RATES (Subject to Notes 1 and 2).  Minimum Charge One Hour.  Capacity of Carrier's Equipment in Pounds	RATES In Cents Per Hour
	2,500 or less -----	900
	Over 2,500 but not over 4,500 -----	925
	" 4,500 " " " 10,500 -----	950
	" 10,500 " " " 20,500 -----	1055
	" 20,500 " " " 30,000 -----	1105
" 30,000 -----	1155	
<p>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.</p> <p>NOTE 2.-The normal carrying capacity of each vehicle unit shall be determined by the carrier based upon that amount of property in pounds, which physically can be loaded therein and safely transported under normal conditions.</p>		
<p>Change )            Increase ) Decision No. 70991</p>		
<p>EFFECTIVE AUGUST 27, 1966</p>		
<p>Issued by the Public Utilities Commission of the State of California,            San Francisco, California.            Correction No. 549</p>		

CITY CARRIERS' TARIFF NO. 1-A

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 shaping, splitting, laminating, sawing, resawing, or passing through planing machinery.	MILES (See Note 1) But not		RATES In Cents per 1000 Feet BM (See Note 2)
	Over	Over	
	0	$\frac{1}{4}$	(1) 103
	$\frac{1}{4}$	1	128
	1	2	188
	2	4	227
	4	6	329
	6	8	419
	8	10	515

Subject to a minimum charge based on the applicable rate for 3,000 feet BM.

(1) For transportation from bulkheads, docks, piers or wharves for distances of not over 1,000 feet the rate shall be 08 $\frac{3}{4}$  cents per 1,000 feet BM.

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

NOTE 2.-For handling lumber between railroad cars, trucks, carrier blocks or stacks, on the one hand, and railroad cars, trucks, carrier blocks or stacks, on the other hand, a charge of 032.90 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 $\frac{1}{2}$ " or 1 $\frac{1}{2}$ " x 8'	25' BM
$\frac{3}{8}$ " x 1 $\frac{1}{2}$ " 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 -----		12½' BM
Cedar -----		40' BM
Shingles, in bundles -----		25' BM
Wallboard:		Per 1000' SM
Thickness ½" or less -----		500' BM
Thickness over ½" but not over ¾" --		667' BM
Thickness over ¾" but not over 1" --		1000' BM
	" denotes inches.	BM--board measure.
	' denotes feet.	SM--surface measure.

Change )  
 Increase ) Decision No. 70991

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