

Decision No. 75516**ORIGINAL**

## 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 car-  
riers 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. 524  
(Filed December 10, 1968)

In the Matter of the Investigation  
into the rates, rules, regulations,  
charges, allowances and practices of  
all common carriers, highway car-  
riers 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. 154  
(Filed December 10, 1968)

Arlo D. Poe, J. C. Kaspar and H. F. Kollmyer, for  
California Trucking Association, petitioner.  
Richard D. Stokes, Edward J. Maurer, and E. H.  
Griffiths, for various carrier respondents.  
Russell Bevans, John T. Reed, Jefferson H. Meyers,  
Ronald W. Zaller, and William D. Mayer, for  
various organizations and shippers, interested  
parties.  
Robert E. Walker and R. J. Carberry, for the  
Commission staff.

O P I N I O N

By these petitions, the California Trucking Association  
seeks upward adjustments of five percent in the minimum rates named  
in Minimum Rate Tariff 19 (San Francisco Drayage) and Minimum Rate

Tariff No. 1-B (East Bay Drayage Area), and additional adjustments in the pool shipment rates named in those tariffs and in Minimum Rate Tariff No. 2.

Public hearing was held on January 17, 1969, at San Francisco, before Examiner Turpen. Evidence was presented by petitioner's director of transportation economics and by representatives of the Commission's Transportation Division staff.

The present minimum rates reflect the cost levels as of April 1, 1968. Petitioner's witness testified that the labor contracts signed in 1967 provide for additional wage increases effective April 1, 1969. He introduced an exhibit showing the effect of the wage increases along with the effect of increases in payroll taxes and changes in workmen's compensation insurance.

An engineer from the Commission's Transportation Division presented exhibits showing the cost of transporting property in San Francisco and the East Bay. This witness explained that he took the basic cost studies prepared in 1962 and substituted the current wage cost figures and calculated the percentage increase over the 1968 costs. A rate expert from the Commission's Transportation Division introduced an exhibit showing his proposed rates calculated by increasing the present rates by the percentages shown in the cost studies, making minor adjustments to retain proper relationships between the rates. In several items, which do not involve labor, the witness proposed no changes in the present rates. The staff proposed increases of approximately 2 to 5 percent. Petitioner's director of transportation economics stated that although he felt that the staff's cost studies did not reflect all the cost increases incurred, he would be willing to accept as reasonable the rates proposed by the staff in place of the flat percentage increase proposed in the petition.

Petitioner's witness proposed increases in the pool car rates in the tariffs of 15 to 20 percent based on the same method of recalculating the 1964 cost study originally prepared by petitioner. The greater amount of increase is due to there having been no change in these rates since 1966.

No one opposed the sought increases.

The evidence is clear, and the Commission finds, that the carriers engaged in transportation subject to the minimum rates here involved will experience increased costs, effective April 1, 1969, to the extent set forth in the exhibits introduced into the record herein.

Upon consideration of all the facts of record, the Commission finds that the increases in rates as set forth in the staff's exhibit and as proposed by petitioner for pool car shipments are justified and will result in just, reasonable, and nondiscriminatory minimum rates.

The Commission further finds that to the extent that the provisions of Minimum Rate Tariffs Nos. 1-B, 2 and 19 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 and charges 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 Petitions for Modification No. 154, in Case No. 5441, and No. 524, in Case No. 5432, should be granted and that Minimum Rate Tariffs Nos. 1-B, 2 and 19 should be amended accordingly. In order to avoid duplication of tariff distribution, Minimum Rate Tariff No. 1-B will be amended by the ensuing order and Minimum Rate Tariffs Nos. 2 and 19 will be amended by separate orders.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff No. 1-B (Appendix B of Decision No. 65834, as amended) is further amended by incorporating therein, to become effective May 10, 1969, the revised pages attached hereto and listed in Appendix A, also attached hereto, which pages and appendix by this reference are made a part hereof.
2. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to said Decision No. 65834, as amended, be and they are hereby directed to establish in their tariffs the increases necessary to conform with the further adjustments herein of that decision.
3. Any provisions concurrently maintained in common carrier tariffs which are more restrictive than, or which produce charges greater than, those contained in Minimum Rate Tariff No. 1-B, are authorized to be maintained in connection with the increased rates and charges directed to be established by ordering paragraph 2 hereof.
4. The increases in rates, minimum charges and accessorial service charges directed to be established by ordering paragraph 2

hereof be and they are authorized to be made applicable also for the transportation of all traffic now subject to class or commodity rates in common carrier tariffs:

- (a) For which minimum commodity rates have been established;
- (b) For which minimum rates have not been established; and
- (c) For which rates have been established based upon Minimum Rate Tariff No. 1-B.

5. Tariff publications resulting in increases required or authorized to be made by common carriers as a result of the order herein shall be filed not earlier than the effective date of this order and 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; such tariff publications as are required shall be made effective not later than May 10, 1969; as to increases which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date of this order; and tariff publications resulting in reductions may be made effective not earlier than the tenth day after the effective date of this order, and may be made effective on not less than ten days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order.

6. 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.

7. In all other respects said Decision No. 65834, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 1<sup>st</sup>  
day of APRIL, 1969.

William J. Quinn  
President

August

Robert P. Morrison

W. J. Quinn

Commissioners

APPENDIX A TO DECISION NO. ~~75516~~

List of Revised Pages to Minimum Rate Tariff No. 1-B

Authorized by Said Decision

Seventeenth Revised Page 19

Seventh Revised Page 23

Seventh Revised Page 24

Eighth Revised Page 25

Sixth Revised Page 26

Seventh Revised Page 27

Eighth Revised Page 38

First Revised Page 38-A

Seventh Revised Page 40

Seventh Revised Page 41

Seventh Revised Page 42

Seventh Revised Page 47

(End of Appendix A List)

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p align="center"><b>APPLICATION OF RATES</b></p> <p>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 and include tailgate loading into and tailgate unloading from the carrier's equipment. (See Item No. 110.)</p>	90
<p align="center"><b>APPLICATION OF GOVERNING PUBLICATIONS</b></p> <p>(a) Except as otherwise provided, class rates in this tariff are subject to the ratings shown in:</p> <p>(1) The Governing Classification.</p> <p>(2) Sections Nos. 2-A, 2-B and 2-C only of the Exception Ratings Tariffs.</p> <p>(b) Except as otherwise provided, rates in this tariff are subject to the provisions of the following items (rules) only of the Governing Classification:</p> <p align="center">381                      845 420                      997 (Table A)</p> <p>(c) Where the ratings are in conflict with those provided in this tariff, the provisions of this tariff will apply.</p> <p>(d) Commodity rates named in this tariff are governed by the Governing Classification to the extent that commodity rate items make specific reference thereto.</p>	100
<p align="center"><b>ACCESSORIAL CHARGES</b></p> <p>(a) For pickup or delivery or for stacking, sorting or other accessorial 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 of \$8.25 per man per hour, minimum charge \$2.05 shall be made.</p> <p>(b) When carrier is required to provide additional labor, at point of origin or point of destination, for the handling of articles or packages which, because of their weight or bulk, cannot be handled by one man, an additional charge of \$8.15 per man per hour, minimum charge \$8.15 shall be made.</p> <p>(c) On shipments of glass as described under the heading "Glass" in the Governing Classification in packages named therein exceeding 120 united inches, add 6½ cents per 100 pounds to applicable class rates. (See Note.)</p> <p>NOTE--Will not apply where crane facilities are available without cost to carrier or loading and/or unloading is performed by shipper and/or consignee, at both pickup and delivery points.</p>	110
<p align="center"><b>ADVANCE CHARGES</b></p> <p>All charges on shipments advanced by a carrier for the account of a shipper or consignee will be payable on demand of the carrier making the advance.</p>	120



ALTERNATIVE APPLICATION OF COMMON CARRIER RATES

Common carrier rates may be applied in lieu of the rates provided in this tariff when such common carrier rates produce a lower aggregate charge for the same transportation between the same points of origin and destination and for the same accessorial services than results from the application of the rates herein provided. (See Exception.)

When the common carrier rate used does not include accessorial services performed by the carrier, the following charges for such accessorial services shall be added: (See Note)

(a) For loading onto carrier's equipment, the charges provided in paragraph (d).

(b) For unloading from carrier's equipment, the charges provided in paragraph (d).

(c) For other accessorial services for which charges are provided in this tariff, the additional charge or charges so provided.

(d) 5 cents per 100 pounds.

NOTE--In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.

EXCEPTION: The provisions of this item do not apply on services performed under the provisions of Item No. 900.

130

CHARGES FOR SERVICE AT OTHER THAN REGULAR WORKING HOURS

Rates named in Sections 2, 3, 4 and 5 apply for service performed during regular working hours of 8:00 a.m. to 5:00 p.m. except Saturdays, Sundays and holidays as defined in Item No. 10.

For services performed at the request of the shipper or consignee at other than those hours specified above and on Saturdays, Sundays or holidays, an additional charge equal to the cost of overtime will be made.

140

ø Change )  
ø Increase ) Decision No. 75516

EFFECTIVE MAY 10, 1969

Issued by the Public Utilities Commission of the State of California,  
Correction No. 221 San Francisco, California.

SECTION NO. 1 - RULES AND REGULATIONS (Continued)		Item No.																						
<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 \$7.15 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> <p>NOTE 2.-Charges for fractions of an hour shall be determined in accordance with the following table:</p> <table><tr><th colspan="2">MINUTES</th><th></th></tr><tr><th>Over</th><th>But Not Over</th><th></th></tr><tr><td>0</td><td>8</td><td>----- omit</td></tr><tr><td>8</td><td>23</td><td>----- shall be 1/4 hour</td></tr><tr><td>23</td><td>38</td><td>----- shall be 1/2 hour</td></tr><tr><td>38</td><td>53</td><td>----- shall be 3/4 hour</td></tr><tr><td>53</td><td>60</td><td>----- shall be 1 hour</td></tr></table>			MINUTES			Over	But 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	ø160
MINUTES																								
Over	But Not Over																							
0	8	----- omit																						
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23	38	----- shall be 1/2 hour																						
38	53	----- shall be 3/4 hour																						
53	60	----- shall be 1 hour																						
<p style="text-align: center;">CHARGES FOR PERMIT SHIPMENTS</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring transportation permits:</p> <p>(a) A charge of \$8.60 shall be made for the service of securing each permit, and</p> <p>(b) A charge shall be made equal to the fee, if any, assessed by the governmental agency for issuing each permit.</p>			ø170																					

FAILURE TO ACCOMPLISH DELIVERY

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 receipt of the shipment, notice will be sent or given to consignor or consignee that the shipment is being placed in storage. 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 public warehouse.

For each of the first five days, 5-3/4 cents per 100 pounds.

For the sixth and each succeeding day, 8 cents per 100 pounds.

Minimum storage charge per shipment on freight held beyond 48 hours, 5 days or less, 77 cents; 6 days or more, \$1.18.

In computing time, any fractional part of 24 hours will be counted as one day.

ø180

In computing charges, any fractional part of 100 pounds will be computed as 100 pounds.

Shipments unloaded from vehicle and reloaded on vehicle will be subject to a charge of \$2.65 per ton in addition to all other charges.

Subsequent delivery from point of storage will be charged as a new shipment.

ø Change )  
◇ Increase ) Decision No. 75516

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San Francisco, California.  
Correction No. 222

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p style="text-align: center;">DELAYS TO EQUIPMENT</p> <p>Delays at place of pickup and/or delivery, exclusive of the time actually consumed in loading or unloading, resulting from any cause not the fault of and beyond the control of carrier which exceed one-half hour will be charged for at the rate of \$9.20 per hour for all time over one-half hour, minimum charge \$2.30.</p>	190
<p style="text-align: center;">DISPOSITION OF FRACTIONS</p> <p>In computing a rate based on a multiple of another rate, such as one hundred fifty percent of Class 100 (150), 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.  Fractions of <math>\frac{1}{4}</math> or .25 of a cent or greater but less than <math>\frac{3}{4}</math> or .75 of a cent will be stated as <math>\frac{1}{2}</math> or .50 of a cent.  Fractions of <math>\frac{3}{4}</math> or .75 of a cent or greater, increase to next whole figure.</p>	200
<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 \$4.35 per clearance will be made.</p>	210
<p style="text-align: center;">GROSS WEIGHT</p> <p>Charges shall be assessed on gross weight of the shipment. No allowance shall be made for the weight of the containers. (See Exception)</p> <p>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. When rail rates are used under the provisions of Item No. 130 of this tariff, the weight of the pallets shall be included or excluded in accordance with the provisions of the governing rail tariff.</p>	220

GUARANTEE OF MINIMUM TONNAGE

Rates based on weekly, monthly, yearly or per job minimum tonnage requirements will apply only when hauled by one carrier for one shipper or consignee and when carrier is furnished with a satisfactory guarantee that the minimum tonnage requirement will be shipped, or when the required tonnage has been transported.

230

The term "monthly" as used above means a calendar month or a period of 30 consecutive days.

The term "per job" as used above means a lot delivered to one or more locations on a single project within a period of not to exceed one year.

∅ Change     )  
♦ Increase    ) Decision No. 75516

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Correction No. 223

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p data-bbox="543 510 1089 546" style="text-align: center;">ISSUANCE OF SHIPPING DOCUMENT</p> <p data-bbox="223 606 1359 744">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"> <li data-bbox="322 775 713 812">(a) Name of shipper.</li> <li data-bbox="322 838 748 874">(b) Name of consignee.</li> <li data-bbox="322 900 713 937">(c) Point of origin.</li> <li data-bbox="322 963 809 999">(d) Point of destination.</li> <li data-bbox="322 1025 1299 1130">(e) Description of the shipment (in terms of the Governing Classification or as provided in this tariff).</li> <li data-bbox="322 1156 850 1192">(f) Weight of the shipment.</li> <li data-bbox="322 1218 889 1255">(g) Rate and charge assessed.</li> <li data-bbox="322 1281 1265 1385">(h) Such other information as may be necessary to an accurate determination of the applicable minimum rate and charge.</li> <li data-bbox="322 1411 1342 1645">(i) 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: <ul style="list-style-type: none"> <li data-bbox="423 1671 1282 1749">(1) Permit identification of all permit shipments. (See Item No. 10.)</li> <li data-bbox="423 1775 1265 1854">(2) Any escort service furnished and the authority therefor. (See Item No. 10.)</li> </ul> </li> </ul> <p data-bbox="235 1869 1342 1947">The form of shipping document in Item No. 1100 will be suitable and proper.</p> <p data-bbox="235 1973 1397 2294">A copy of each shipping document, freight bill, accessorial service document, weighmaster's certificate, written instructions, written agreement, written request or any other written document which supports the rates and charges assessed and which the carrier is required to issue, receive or obtain by this tariff for any transportation or accessorial service shall be retained and preserved by the carrier, at a location within the State of California, subject to the Commission's inspection, for a period of not less than three years from the date of issue.</p>	<p data-bbox="1436 1244 1496 1281" style="text-align: center;">240</p>

## LOSS AND/OR DAMAGE CLAIMS

A minimum charge of \$2.85 shall be made for the handling and collection of loss and/or damage claims against another carrier when the amount involved exceeds \$100.00. When the amount involved is \$100.00 or less, not less than 1 percent of the amount involved shall be charged subject to a minimum of 72 cents. This accessorial service shall not be rendered except upon the shipper's or consignee's request.

\$250

## MARKING OR TAGGING OF PACKAGES

For the service of marking packages, when incidental to transportation by the carrier, a charge of 3½ cents per package, minimum charge \$1.60 shall be made. When more than one stencil is used, the minimum charge shall apply to each stencil used.

\$260

## MINIMUM CHARGE

Except as otherwise provided, on shipments moving under class rates the minimum charge per shipment shall be as follows:

Weight of Shipment (In Pounds)		Minimum Charge (In Cents)	
Over	Not Over		
0	25	-----	185
25	50	-----	205
50	75	-----	250
75	100	-----	285
100	-	-----	355

\$270

\$ Change    )  
 \$ Increase   ) Decision No. 75516

EFFECTIVE MAY 10, 1969

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 San Francisco, California.  
 Correction No. 224





(b) Unloading and/or segregating including all accessorial services except those governed by paragraphs 3(g) and 3(h) of Item No. 281, \$1.30 per 100 pounds, minimum charge \$2.50 per component part.

(Continued in Item No. 281)

◇ Increase	)	
** 50-l scale of rates	)	
eliminated	)	Decision No. 75516
*** Commodity rate eliminated	)	

EFFECTIVE MAY 10, 1969

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

Correction No. 225

SECTION NO. 1 - RULES AND REGULATIONS (Continued)	Item No.
<p data-bbox="479 463 1014 528">POOL SHIPMENTS (Continued) (Items Nos. 280, 281 and 282)</p> <p data-bbox="339 588 809 622">3. Accessorial Services:</p> <p data-bbox="242 653 1364 947">(a) A clerical service charge of 75 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 data-bbox="242 981 1342 1080">(b) Listing and reporting marked weights, gallonage or serial numbers, 2 cents per line, per package or piece, minimum charge 65 cents per component part.</p> <p data-bbox="242 1111 1248 1210">(c) Marking, tagging, stenciling or labeling, 2 cents per package or piece, minimum charge \$1.05 per component part.</p> <p data-bbox="242 1242 1269 1341">(d) Advancing, prorating and collecting inbound freight charges of other carriers, 1 percent of amount advanced, minimum charge \$1.05 per component part.</p> <p data-bbox="242 1372 1284 1440">(e) Advancing or prepayment of outbound freight charges to other carriers, 75 cents per component part.</p> <p data-bbox="242 1471 1345 1596">(f) Breaking down, leveling off, installing dunnage in pool cars stopped for partial unloading will be charged as provided in Item No. 110 for helpers, plus the cost of dunnage.</p> <p data-bbox="242 1627 1327 1726">(g) Storage will be charged as provided in Item No. 180 when carrier through no fault of its own is unable to effect delivery of a component part.</p> <p data-bbox="242 1757 1287 1893">(h) Replacing damage-free equipment in pool cars, or any other accessorial service not provided for elsewhere shall be charged at the hourly rate provided in paragraph (b) of Item No. 110.</p> <p data-bbox="242 1924 1289 2049">(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 data-bbox="336 2083 1291 2182">1. For each component part on which delivery is taken at carrier's terminal: 27 cents per 100 pounds, minimum charge \$1.25.</p>	<p data-bbox="1422 1078 1496 1106">0281</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 subparagraph (1) hereof plus an additional charge of 27 cents per 100 pounds, minimum charge of \$1.10.

(Continued in Item No. 282)

◊ Increase, except as noted )	Decision No. 75516
○ No change )	

EFFECTIVE MAY 10, 1969

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 226

**SECTION NO. 2 - CLASS RATES (Continued) In Cents per 100 Pounds										Item No.	
(1) Rate Basis	Any Quantity									◇730	
	100	92½	85	77½	70	65	60	55	50		
A	224	213	201	190	179	173	166	157	152		
B	244	232	219	207	195	188	181	171	166		
(1) Rate Basis	Minimum Weight 500 Pounds										
	100	92½	85	77½	70	65	60	55	50		
A	121	115	109	103	97	94	90	85	82		
B	135	128	122	115	108	104	100	95	92		
(1) Rate Basis	Minimum Weight 2,000 Pounds										
	100	92½	85	77½	70	65	60	55	50		
A	74	70	66	62	59	57	55	52	50		
B	80	76	72	68	64	62	60	56	54		
(1) Rate Basis	Minimum Weight 4,000 Pounds										
	100	92½	85	77½	70	65	60	55	50		
A	59	56	53	50	47	46	44	41	40		
B	65	62	58	55	52	50	48	46	45		
(1) See Item No. 700											
◇ Increase ) ** 50.1 scale of rates ) Decision No. 75516 eliminated. )											
EFFECTIVE MAY 10, 1969											
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 227											



◇ Increase )  
\*\* 50.1 scale of rates ) Decision No. 75516  
eliminated. )

EFFECTIVE MAY 10, 1969

Issued by the Public Utilities Commission of the State of California,  
San Francisco, California.  
Correction No. 228

SECTION NO. 3 - COMMODITY RATES (Continued) In cents per 100 pounds, except as noted		Item No.
COMMODITY	♦RATE	
CANNED GOODS, Pickles, Preserves, in earthenware, glass or metal cans, boxed, or in pails or tubs, crated, or in bulk in barrels or kegs, as de- scribed under that heading in Item No. 400  FRUIT, DRIED, in boxes or sacks.		ø800
Applies only within ZONE 1  Shipments on Platforms, loaded by Shipper and unloaded by Consignee Minimum 6,000 tons per year, subject to Item No. 230 -----	In Cents Per Ton  104	
CASTING, Iron or Steel (See Note). City Deliveries. Minimum 1,500 tons per year, subject to Item No. 230  NOTE.--Rates will also apply on Foundry Patterns, gross weight of which does not exceed 10% of gross weight of total shipment.		
BETWEEN	AND	
All Zones in Alameda, Albany, Berkeley, Emeryville, Oakland	All Zones in Alameda, Albany, Berkeley, Emeryville, Oakland	ø810
SHIPMENTS WEIGHING		
2,000 pounds and under -----	(1) 70	
Over 2,000 pounds but not over 4,000 pounds -----	38	
Over 4,000 pounds but not over 6,000 pounds -----	29	
Over 6,000 pounds -----	21	
(1) Minimum charge ø\$1.90 per shipment.		
ø Change       ) ♦ Increase     ) Decision No. 75516		
EFFECTIVE MAY 10, 1969		
Issued by the Public Utilities Commission of the State of California, San Francisco, California. Correction No. 229		

SECTION NO. 3 - COMMODITY RATES (Continued) In cents per 100 pounds, except as noted		Item No.																		
COMMODITY	RATE																			
<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 the Oakland Jobber Zone described below:</p> <p>Minimum 75,000 pounds per month</p> <table><tr><td>25 pounds or less -----</td><td>190</td></tr><tr><td>Over 25 pounds but not over 50 pounds -----</td><td>200</td></tr><tr><td>Over 50 pounds but not over 75 pounds -----</td><td>215</td></tr><tr><td>Over 75 pounds but not over 100 pounds ----</td><td>240</td></tr><tr><td>Over 100 pounds but not over 500 pounds ----</td><td>280</td></tr></table> <p>In Cents per Shipment</p> <p>In Cents per 100 Pounds</p> <table><tr><td>Over 500 pounds but not over 1000 pounds --</td><td>57</td></tr><tr><td>Over 1000 pounds but not over 2000 pounds --</td><td>45</td></tr><tr><td>Over 2000 pounds but not over 4000 pounds --</td><td>37</td></tr><tr><td>Over 4000 *pounds-----</td><td>34</td></tr></table> <p>The OAKLAND JOBBER ZONE consists of the area bounded as follows:</p> <p>Beginning at the intersection of San Francisco Bay and Oakland approach to the San Francisco-Oakland Bay Bridge; northeast along said bridge approach to the intersection of 32nd Street; northeast on 32nd Street to Peralta Street; south on Peralta Street to 30th Street; east on 30th Street to Broadway; south on Broadway to 26th Street; east on 26th Street to Harrison Street; south on Harrison Street to Lakeside Drive; southeast on Lakeside Drive to Oak Street; south on Oak Street to 12th Street; east on 12th Street to Fallon Street; south on Fallon Street to Estuary; west on Estuary to Waterfront and north to point of beginning, including both sides of designated streets.</p>	25 pounds or less -----	190	Over 25 pounds but not over 50 pounds -----	200	Over 50 pounds but not over 75 pounds -----	215	Over 75 pounds but not over 100 pounds ----	240	Over 100 pounds but not over 500 pounds ----	280	Over 500 pounds but not over 1000 pounds --	57	Over 1000 pounds but not over 2000 pounds --	45	Over 2000 pounds but not over 4000 pounds --	37	Over 4000 *pounds-----	34	<p>ø820</p>	
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<p>ø Change ) * Addition ) Decision No. 75516 ø Increase )</p>																				
EFFECTIVE MAY 10, 1969																				
Issued by the Public Utilities Commission of the State of California, San Francisco, California.																				
Correction No. 230																				



SECTION NO. 3 - COMMODITY RATES In cents per 100 pounds, except as noted			Item No.
COMMODITY	ORATE	Minimum Weight In Pounds Per Shipment	
GRAIN PRODUCTS, as described under the heading "GRAIN PRODUCTS GROUP" in the Governing Classification.  Except as noted, rates include inside delivery and piling of flour not exceeding ten sacks high.			
FROM	TO		
Warehouses in ZONE 1 - Oakland	Alameda - All points. ZONE 1 - Oakland - that portion southerly from a line begin- ning at the intersection of Yerba Buena Avenue and San Francisco Bay, easterly along Yerba Buena Avenue and its projected line to 40th Street; thence easterly along 40th Street to Piedmont Avenue; and northwesterly from a line be- ginning at the intersection of 29th Avenue and the Oakland City limits, easterly along 29th Avenue to 23rd Avenue; thence northerly along 23rd Avenue to Foothill Boulevard.	(1)(3)100 Any Quantity (3) 59 500 (3) 45 1,000 (3) 36 2,000 (3) 28½ 5,000 (3) 25½ 10,000 (3) 19½ 20,000	ø830
	All points in ZONES 1, 2 and 3 (except Alameda, Albany and that portion of ZONE 1 - Oak- land described above).	(2)(3)112 Any Quantity (3) 68 500 (3) 49 1,000 (3) 37 2,000 (3) 31 5,000 (3) 30 10,000 (3) 24½ 20,000	
(1) Minimum charge ø\$3.00 per shipment. (2) Minimum charge ø\$3.35 per shipment. (3) For shipping and marking add ø14½ cents per 100 pounds, minimum charge ø\$1.45.			
ø Change     ) ø Increase    ) Decision No.			75516
EFFECTIVE MAY 10, 1969			
Issued by the Public Utilities Commission of the State of California, San Francisco, California.			
Correction No. 231			

