

ORIGINAL

Decision No. 29217

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Establishment of maximum or minimum, or maximum and minimum rates, rules and regulations for the transportation of property, for compensation or hire, over the public highways, by all Radial Highway Common Carriers and Highway Contract Carriers between, and by all City Carriers within the cities of Oakland, Albany, Alameda, Berkeley, Emeryville, and Piedmont, in the County of Alameda.

Case No. 4108.

In the Matter of the Investigation and establishment of rates, charges, classifications, rules, regulations, contracts and practices, or any thereof, of EAST BAY DRAYAGE & WAREHOUSE CO., HASLETT WAREHOUSE COMPANY, INTER-URBAN EXPRESS CORPORATION, KELLOGG'S EXPRESS & DRAYING CO., MERCHANTS EXPRESS CORPORATION, PEOPLES EXPRESS, SPECIAL DELIVERY SERVICE CO., UNITED PARCEL SERVICE, UNITED TRANSFER COMPANY, and WEST BERKELEY EXPRESS & DRAYING COMPANY, operating as Highway Common Carriers, for transportation of property, for compensation over the public highways of the State of California, between the cities of Oakland, Albany, Alameda, Berkeley, Emeryville and Piedmont, in the County of Alameda, and for accessorial services incident to such transportation.

Case No. 4109.

E. E. Hart, for Draymen's Association of Alameda County,
Douglas Brookman, for United Parcel Service.
Sanborn & Roehl, by Clair MacLeod, and Ray Shibert, for
Special Delivery Service.
Gerald E. Duffy and Berne Levy, for The Atchison, Topeka
and Santa Fe Railway Company.
J. F. Vizzard, for Draymen's Association of San Francisco.
Roy B. Thompson, for Truck Owners' Association of California.
J. B. Costello and N. R. Moon, for Sperry Flour Company.
J. L. Rooney, for Sussman, Wormser & Company and Equitable
Cash Grocery.
L. R. Keith, for California Packing Corporation.
Edwin G. Wilcox, for Oakland Chamber of Commerce.

E. J. McGovenney and J. M. Brose, for Valley Express Co.
Sanborn & Roehl and Clair MacLeod, for West Berkeley
Express and Drayage.
E. W. Hollingsworth, for Motor Carriers' Traffic Council.
S. N. Heck and Ed Stern, for Railway Express Agency.
Gwyn H. Baker, for Berkeley Port Terminal.

DEVLIN, Commissioner:

O P I N I O N

The Highway Carriers' Act (Chapter 223, Statutes of 1935) and the City Carriers' Act (Chapter 312, Statutes of 1935) provide, among other things, that this Commission shall establish or approve just, reasonable and non-discriminatory maximum or minimum or maximum and minimum rates to be charged by carriers subject to said Acts for the transportation of property and for accessorial services performed by such carriers and that it shall make such rules and regulations as may be necessary to the application of the rates established or approved pursuant thereto.¹

Shortly after these Acts became effective, the Draymen's Association of Alameda County, representing numerous carriers engaged in the transportation of merchandise in and between the cities of Oakland, Albany, Alameda, Berkeley, Emeryville and Piedmont, in the county of Alameda, requested the establishment or approval of minimum rates for transportation of property over the public highways in and between said cities. It alleged that the establishment of such rates was in the public interest, and was necessary to eliminate unfair and harmful competition. A schedule of proposed rates was

¹ A further discussion of the purposes and provisions of the Highway Carriers' Act will be found in Decision No. 28761, dated April 27, 1936, in Case No. 4088 (Part "A"), 39 C.R.C. 732, and of the City Carriers' Act in Decision No. 28632, dated March 16, 1936, in Case No. 4084, 39 C.R.C. 665.

submitted with the application for the Commission's approval.

Pursuant to this request, the Commission issued its order instituting an investigation (Case 4108) for the purpose of establishing or approving rates for radial highway common, highway contract and city carriers and at the same time instituted an investigation (Case 4109) embracing the rates of highway common carriers for the purpose, among others, of providing "an equality of transportation rates for the transportation of property between all such competing agencies of transportation."

Public hearings were had at San Francisco. The proceedings were consolidated and heard upon a common record.

The Commission has heretofore established minimum rates for transportation of asphaltic concrete, building materials, decomposed granite, excavated material, gravel, road building material, rock, sand and stabilizing material in dump trucks,² and for transportation of used household goods, personal effects, furniture, musical instruments, radios, office and store fixtures and equipment.³ It now has under submission Case No. 4079 involving transportation rates for petroleum and petroleum products in tank trucks.⁴ No evidence was submitted to cover the transportation of parcels delivered for retail stores (parcel city delivery), property transported in special messenger service or the picking up and delivering of shipments transported for common carriers from or to points outside of the

² Decision No. 28625 of March 9, 1936 (39 C.R.C. 617), Decision No. 28636 of May 25, 1936 (40 C.R.C. 21), and Decision No. 29172 of October 13, 1936, in Case No. 4087.

³ Decision No. 28610 of May 11, 1936, in Case No. 4086 (40 C.R.C.12).

⁴ In re investigation on the Commission's own motion into the rates, etc., of Carriers engaged in the transportation of Petroleum and Petroleum Products.

area involved in these proceedings under through pick-up and delivery rates. Nor were rates for such services provided for in the respondents' proposals. For these reasons rates for such services have been eliminated from consideration in these proceedings.

The Association's proposed tariff, as amended at the hearings, provides both class and commodity rates. The territory involved is divided into three zones. Four scales of class rates are named for application within and between said zones. For lots of 1,000 pounds or over, class rates are stated in cents per 100 pounds, while for quantities of less than 1,000 pounds specific charges are provided on a so-called "grasshopper scale." The tariff contains a classification of articles said to be transported most frequently and provides that the Western Classification⁵ shall apply on all other commodities.

Numerous special commodity rates are provided, many of which are predicated on minimum tonnages of specified commodities or on particular types of business or for particular hauls within or between the established territorial zones. The proposed tariff also contains rates for pool car distribution, the delivery of parcels from wholesale houses to points within the area involved, property transported between wharves for account of steamship companies and for the transportation of property in competition with railroad switching. Rates for transportation on an hourly or monthly basis are likewise proposed.

With respect to its form the proposed tariff is said to be modelled after Pacific Motor Tariff Bureau, Tariff 6-A, C.R.C. No.

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Western Classification No. 65, C.R.C. No. 580, of M. A. Cummings, Agent.

9, filed with the Commission by E. H. Hart, Agent on behalf of a number of the respondents in Case 4109, and a tariff filed with the Code Authority under the California Industrial Recovery Act, both of which tariffs have been in use for sometime. It is also said to be similar in many respects to the one approved by the Commission in Case No. 4084, for drayage operations in San Francisco.

Railway Express Agency contends that while it is engaged in performing certain drayage operations in the East Bay, such operations are unlike those performed by other draymen, although the distinguishing features, if any, were not clearly disclosed. This carrier states that the method of constructing rates used by it in the East Bay is used generally between all points in California, and expresses a desire to continue the existing method for the sake of uniformity. It likewise desires to retain its present territorial zones and minimum charges. It contends that increases in its present rates between East Bay points would result in long and short haul violations.

Special Delivery Service Company, while agreeable to the rates proposed by the Association for wholesale parcel city delivery service, objects to the restriction of these rates to transportation for East Bay jobbers. Such a restriction, it is claimed, will prevent the application of these rates to shipments it now handles for account of San Francisco jobbers.

Haas Bros., wholesale grocers, protest the establishment of the rates proposed by the Association for the transportation of property for wholesale grocery houses, claiming that these would result in substantial increases over those it now pays for quantities in excess of the minimum provided in connection with such rates.

This shipper takes the position that the larger wholesalers who ship from eight to nine times as much as the average shipper should be accorded lower rates than those who ship in smaller quantities. In support of its position, it points out that the Commission approved materially lower rates for similar service in San Francisco for wholesalers shipping 1,000 tons a month. Lastly, it states that in the event the proposed rates are established, it will utilize its own equipment.

Gordon-Allen, Ltd., manufacturers of soap, objects to the proposed minimum class rates on the ground that they are higher than those it now pays on small shipments.

Otherwise the Association's proposals were unopposed.

During the course of the hearings, J. W. Kendall, Assistant Engineer for the Commission presented a study showing the minimum costs of transporting property in motor vehicles within the territory involved. Costs per hour and per mile are developed for trucks rated from one to six tons capacity. Average costs in cents per 100 pounds for the transportation of property rated from first to fourth class inclusive, are also shown.

Cost studies were also presented by carrier witnesses representing the Association. Witness Bigge presented computations of costs per hour for various pieces of equipment and witness Morris offered figures in support of certain volume movements of canned goods on platforms when loaded by shipper and unloaded by consignee. The Association presented no other cost study, conceding that the costs developed by the Commission's staff, while believed to be slightly low in some instances, substantially reflect conditions in the territory covered by these proceedings.

The costs per hour and per mile, with driver, are summarized as follows:

| <u>Rated Capacity of Trucks</u> | <u>Bigge's Study Per Hour</u> | <u>Total Cost</u> | |
|-------------------------------------|---------------------------------------|---------------------------|--------------------------|
| | | <u>Commission's Study</u> | <u>Per Hour Per Mile</u> |
| 1 Ton | | 1.99 | .340 |
| 2 Tons | 2.33 | 2.19 | .375 |
| 3 " | | 2.36 | .471 |
| 4 " | | 2.84 | .567 |
| 5 " | | 2.92 | .731 |
| 6 " | 3.40 | 3.33 | .888 |
| Tractor-Semi-Trailer Unit | | 2.91 | .581 |
| Derrick Truck | 4.41 | -- | -- |
| Low Bed Steam Shovel Trailer | 3.75* | -- | -- |

* Does not include cost of labor or towing unit.

The average costs in cents per 100 pounds for the various classes of freight as shown in the Commission's engineering study are:

| <u>Class</u> | <u>Average Cost in Cents Per 100 Pounds</u> |
|--------------|---|
| 1st | 13.1 |
| 2nd | 10.5 |
| 3rd | 7.9 |
| 4th | 6.2 |

The foregoing costs are for an average haul within the entire area of slightly in excess of 3 miles. Giving reasonable recognition to the volume of traffic moving within the various rate groups and the differences in the average length of the hauls

involved, the following average costs in cents per 100 pounds for the separate rate groups were developed.⁶

AVERAGE COSTS
IN CENTS PER 100 POUNDS

| <u>Class</u> | <u>A</u> | <u>B</u> | <u>C</u> | <u>D</u> |
|--------------|----------|----------|----------|----------|
| 1st | 12.9 | 14.2 | 15.1 | 16.5 |
| 2nd | 10.4 | 11.5 | 12.2 | 13.3 |
| 3rd | 7.3 | 8.6 | 9.1 | 9.9 |
| 4th | 6.1 | 6.3 | 7.2 | 7.9 |

These costs closely approximate the minimum class rates proposed by the Association for shipments of 20,000 pounds and over.⁷ The hourly costs shown by the studies of both the Commission and the Association are approximately the same as the hourly rates proposed.

A number of carrier witnesses testified that the proposed commodity rates in volume are generally the same as existing rates, are compensatory, are necessary to meet competition of other forms of transportation or the cost of transporting property in proprietary trucks, and that they will not burden other traffic.

Full consideration of the cost studies of record leads to the conclusion that in general the rates contained in the tariff proposed by the Association are not higher nor the rules more burdensome than is required to return revenue necessary to maintain "adequate and dependable service." This is particularly true when consideration is given to the numerous deviations from the scale of

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A field survey showed that 86 per cent of the tonnage analyzed moved under Group "A" rates, 13 per cent under Group "B" rates, and a negligible amount under Groups "C" and "D" rates.

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Analysis of the traffic moving in the area involved reveals that 88 per cent of the total tonnage consisted of shipments of 20,000 pounds or over.

class rates brought about by special commodity rates and exceptions to the normal classification. On the other hand they do not appear to be lower than the needs of commerce or the threat of proprietary competition seem to require. If particular rates prove to be either too high or too low, they may be brought to the Commission's attention. In certain respects however the proposed tariff should be modified.

The record does not justify the use of both the proposed classification and the Western Classification. In approving an additional classification in the San Francisco Drayage case, supra, the Commission said, "It is not apparent why the Western Classification, if suitable for use in part, could not be used to the exclusion of the proposed classification. However since its use would require the revision of the entire rate structure, which is said to be of long standing, it should not now be made mandatory." Here, however, the proponents of the separate classification state that approximately 95 per cent of the ratings set forth in said classification are identical with those provided by the Western Classification. In view of these circumstances it does not appear that the adoption of the Western Classification will materially affect the proposed rate structure. Moreover the testimony shows that the majority of the tonnage moving in the East Bay is transported by carriers also engaged in transbay service in connection with which the Western Classification is already in use.

The Association's proposal provides for an exception to the Western Classification of fourth class for inhaul and shipping of commodities transported for overall manufacturers without the requirement of a guarantee of any particular tonnage. Such an exception appears to be neither justified by the threat of proprietary competition

nor by economies which may be said to flow from the transportation of commodities in large quantities.

On this record, no justification has been shown for a lower basis of rates for the Railway Express Agency for identical drayage service than applies to other carriers involved in these proceedings. If the services rendered by this carrier are materially different from those of the other respondents, such difference should be clearly shown.

The contention of Haas Bros. with respect to a lower rate for the transportation of property for wholesale grocery houses in quantities substantially in excess of those provided in connection with the Association's proposed rates may have merit. However, on this record the rate proposed for lots of 125 tons per month is the lowest that should be established.

The proposed "grasshopper scale" for the transportation of new furniture should be modified so that charges for shipments in higher weight brackets will not exceed those accruing for two smaller shipments, the combined weight of which does not exceed that of a single shipment at greater weight.

The record contains considerable testimony as to the necessity for hourly rates for certain types of transportation, particularly for the transportation of machinery, transformers and other electrical equipment for power companies, sheet iron cornices, uncrated new furniture, stock and equipment of stores and factories, panels, sash and plywood, steam shovels, transportation involving the use of a derrick truck and movements not usually susceptible to the application of charges on a weight basis. The Association's proposals included rates to be charged for various units upon an hourly basis and with but two exceptions were shown by cost studies of record to be justified. With respect to these two exceptions, a slight downward modification of the proposed rates on derrick

trucks and extra trucks used on low bed steam shovel trailers is warranted by the evidence. A minimum hourly rate was proposed for low bed trucks irrespective of capacity. This rate was higher for small capacity trucks and lower for large capacity trucks than the minimum rates proposed for other types of vehicles. No evidence was submitted to show that the cost of operating low bed equipment differed from other equipment. Accordingly, no specific rates for this type of equipment should be approved.

The legality of the practice of the Special Delivery Service Company with respect to the handling of packages for account of San Francisco jobbers is questioned by certain of the respondents, members of the Association. This is a matter not in issue in these proceedings and will not be disposed of here. In so far as the operations in the East Bay are concerned, it has not been shown that these operations differ in any respect whether shipments are handled for East Bay jobbers or for any other jobber. Consequently, the rates for wholesale parcel delivery service should apply to all jobbers whether located in the East Bay or elsewhere, provided the transportation service is identical in every other respect.

Clarity and simplicity require other changes in the proposed tariff. These are of minor importance and do not merit detailed discussion.

Minimum rates for the transportation of property by radial highway common and highway contract carriers between certain points in California, including transportation between the cities here involved, served by common carriers, were established in Decision No. 28761 in Part "A" of Case 4068 (39 C.R.C. 732) and are now in effect in so far as lots of less than 4000 pounds are involved. The conditions surrounding the particular operations as

developed by the record herein justify the amendment and re-establishment of minimum rates differing in volume from those now in effect.

A form of shipping order and freight bill substantially in the form adopted and set forth in Decision No. 28761 in Part "A" of Case No. 4088 should be prescribed for use in connection with the transportation between the points involved herein.

The proposed minimum rates, rules and regulations as modified and set forth in Appendix "A" hereof have been justified and should be approved and established as the just, reasonable and non-discriminatory minimum rates for the transportation of the commodities here involved within the cities of Oakland, Albany, Alameda, Berkeley, Emeryville and Piedmont by carriers as defined in Chapter 312, Statutes of 1935, and between said cities by all radial highway common carriers and highway contract carriers as defined in Chapter 223, Statutes of 1935. Transportation conditions and competition do not justify the maintenance of common carrier store-door to store-door rates on the commodities and between the points here involved lower than the minimum rates set forth in Appendix "A" hereof.

I recommend the following form of order:

O R D E R

Public hearings having been held in the above entitled proceeding, and based upon the evidence received at the hearings herein and upon the conclusions set forth in the preceding opinion,

IT IS HEREBY ORDERED that the rates, rules and regulations

set forth in Appendix "A" attached hereto and made a part hereof be and they are hereby approved and established to become effective December 5, 1936, as the just, reasonable and non-discriminatory minimum rates, rules and regulations to be observed, charged and collected by carriers as defined in Chapter 312, Statutes of 1935, for the transportation of property over the public highways within the cities of Oakland, Albany, Alameda, Berkeley, Emeryville and Piedmont, and by all radial highway common carriers and highway contract carriers as defined in Chapter 223, Statutes of 1935, for the transportation of property between said cities, and for accessorial services described in said Appendix "A".

IT IS HEREBY FURTHER ORDERED that the minimum rates herein established for the transportation described in the next preceding paragraph supersede the minimum rates established in Decision No. 28761 in Case 4088 (Part "A").

IT IS HEREBY FURTHER ORDERED that East Bay Drayage & Warehouse Co., Haslett Warehouse Company, Inter-Urban Express Corporation, Kellogg's Express & Draying Co., Merchants Express Corporation, Peoples Express, Special Delivery Service Co., United Parcel Service, United Transfer Company, and West Berkeley Express & Draying Company be and they are hereby ordered to cease and desist on or before the 5th day of December, 1936, and thereafter abstain from applying, demanding, collecting or receiving for transportation in and between the cities involved, rates less than the rates set forth in Appendix "A" hereof.

IT IS HEREBY FURTHER ORDERED that the respondents named in the next preceding paragraph and each of them, be and they are hereby ordered and directed to establish on or before the 5th day of December, 1936, upon not less than five (5) days' notice to the Commission and the public for the transportation in and between the

cities described in the first ordering paragraph, rates no lower than those set forth in Appendix "A" hereof.

IT IS HEREBY FURTHER ORDERED that every radial highway common carrier and highway contract carrier as defined in Chapter 225, Statutes of 1935, and every carrier defined in Chapter 312, Statutes of 1935, shall issue to the shipper for each shipment received for transportation, a freight bill in substantially the form set forth in Appendix "B" hereof but may include in said freight bill in addition to the provisions appearing on said form such other reasonable and lawful provisions as may be deemed proper and shall retain and preserve for reference, subject to the inspection of the Commission or its employees, a copy of said freight bill for a period of not less than three (3) years from the date of its issuance.

IT IS HEREBY FURTHER ORDERED that the Commission shall, and it does hereby, retain jurisdiction of these proceedings for the purpose of establishing or approving the just, reasonable and non-discriminatory maximum or minimum, or maximum and minimum rates, charges, classifications, rules and regulations to be charged, collected and observed by radial highway common, highway contract and city carriers, both for transportation service hereinabove described and for other transportation and accessorial services as may from time to time appear proper in the light of other or further evidence received herein and for the purpose of establishing and prescribing such rates as will provide an equality of transportation rates for the transportation of the articles and commodities herein involved between all competitive agencies of transportation.

The effective date of this order shall be twenty (20) days from the date hereof.

The foregoing opinion and order are hereby approved
and ordered filed as the opinion and order of the Railroad
Commission of the State of California.

Dated at San Francisco, California, this ¹⁰26 day
October, 1936.

M. B. Harris

Leon Whitely

M. J. Kern

Walter Mann

Frank Devere

COMMISSIONERS.

APPENDIX A

APPLICATION OF RATES - EXCEPTIONS

Rates, rules, regulations and classification named in this appendix are minimum rates, rules, regulations and classification and apply to the transportation of property over the public highways within the cities of Alameda, Albany, Berkeley, Emeryville, Oakland and Piedmont, by carriers as defined in the City Carriers' Act (Chapter 312, Statutes of 1935), also for the transportation of property over the public highways between the cities shown; by Highway Contract Carriers and Radial Highway Common Carriers as defined in the Highway Carriers' Act (Chapter 223, Statutes of 1935), except as provided in Note 1.

NOTE 1. - The minimum rates, rules, regulations and classification named in this appendix do not apply to the transportation of (a) Used articles, viz.: household goods, furniture, personal effects, musical instruments, radios, office and store fixtures and equipment; (b) asphaltic concrete, building materials, decomposed granite, excavated material, gravel, road building material, rock, sand and stabilizing materials transported in dump trucks; (c) petroleum and petroleum products transported in tank vehicles; (d) property transported in special messenger service; (e) pick-up and delivery of shipments for common carriers, transported from or to points outside the area named herein under through pick-up and delivery rates; (f) parcels delivered from retail stores (Parcel City Delivery).

APPLICATION OF CURRENT CLASSIFICATION

Class rates named in this appendix are governed, except as otherwise provided, by the less than carload ratings of the current classification. Rules, regulations and other provisions and conditions of the current classification other than those specified directly in the item naming the less than carload ratings, do not apply.

Commodity rates named in this appendix are governed by the current classification only to the extent that commodity rate items make specific reference thereto.

The term "Current Classification" when used herein refers to Western Classification No. 65, C.R.C. No. 580, of F. W. Gomph, Agent, supplements thereto and successive issues thereof.

PICK-UP AND DELIVERY

Unless otherwise specifically provided, rates named in this appendix apply only for sidewalk, platform, truckside or pick-up and delivery inside shipper's and consignee's door at street level not more than 20 feet from the curb or vehicle provided there is sufficient available space to effect such pick-up or delivery, and will not include stacking, sorting or any other accessorial handling. When pick-up or delivery service other than described above is performed or when other accessorial service is rendered, a charge of \$1.25 per man per hour, minimum 25 cents, will be assessed in addition to the transportation rate.

DESCRIPTION OF ZONES FROM AND TO
WHICH RATES APPLY.

ZONE #1-

ALAMEDA:-

All of the city of Alameda, except that portion located on Bay Farm Island and the Alameda Airport.

BERKELEY:-

Beginning at the intersection of San Francisco Bay and the southerly city limits of Berkeley, easterly along said city limits to College Avenue; thence northerly along College Avenue to Bancroft Way; westerly along Bancroft Way to Dana Street; northerly along Dana Street to Allston Way; westerly along Allston Way to Oxford Street; northerly along Oxford Street to University Avenue; westerly along University Avenue to San Pablo Avenue; northerly along San Pablo Avenue to Harrison Street; thence westerly along Harrison Street to San Francisco Bay.

EMERYVILLE:-

All of the city of Emeryville.

OAKLAND:-

Beginning at the intersection of San Francisco Bay and the north-westerly city limits of Oakland, easterly and northerly along said city limits to College Avenue; thence southerly along College Avenue to Broadway, southerly along Broadway to Mather Street, easterly along Mather Street to Piedmont Avenue; southerly along Piedmont Avenue to Moss Avenue; easterly along Moss Avenue to Vernon Street; southerly along Vernon Street to Santa Clara Avenue; easterly along Santa Clara Avenue to Elwood Avenue; easterly along Elwood Avenue to Grand Avenue; northerly along Grand Avenue to Mandana Boulevard; easterly along Mandana Boulevard to Lake Shore Avenue; southerly along Lake Shore Avenue to Lake Shore Boulevard; southerly along Lake Shore Boulevard to Brooklyn Avenue; easterly along Brooklyn Avenue to Newton Avenue; southerly along Newton Avenue to Park Boulevard; southerly along Park Boulevard to 20th Street; easterly along 20th Street to 14th Avenue; southerly along 14th Avenue to Foothill Boulevard; easterly along Foothill Boulevard to the northwesterly corner of the city limits of San Leandro; southerly along the Oakland-San Leandro city line to the Southern Pacific Company right-of-way(Railroad Avenue); westerly along the Southern Pacific Company right-of-way and Railroad Avenue to 50th Avenue; thence southerly along 50th Avenue to San Leandro Bay.

ZONE #2-

ALBANY:-

All the city of Albany.

BERKELEY:-

Beginning at the intersection of San Francisco Bay and the Albany-Berkeley city line, easterly and northerly; thence easterly and southerly along the Berkeley city limits to Domingo Avenue; southerly along Domingo Avenue to Ashby Avenue; westerly along Ashby Avenue to Claremont Avenue; southerly along Claremont Avenue to the Berkeley city limits; westerly along the Berkeley city limits to College Avenue; northerly along College Avenue to Bancroft Way; westerly along Bancroft Way to Dana Street; northerly along Dana Street to Allston Way; westerly along Allston Way to Oxford Street; northerly along Oxford

ZONE #2 - cont'd.

Street to University Avenue; westerly along University Avenue to San Pablo Avenue; northerly along San Pablo Avenue to Harrison Street; thence westerly along Harrison Street to San Francisco Bay.

OAKLAND:-

Beginning at the intersection of Broadway and Broadway Terrace, southerly along Broadway to Mather Street; thence easterly along Mather Street to Piedmont Avenue; southerly along Piedmont Avenue to Moss Avenue; easterly along Moss Avenue to Vernon Street; southerly along Vernon Street to Santa Clara Avenue; easterly along Santa Clara Avenue to Elwood Avenue; easterly along Elwood Avenue to Grand Avenue; northerly along Grand Avenue to Mandana Boulevard; westerly along Mandana Boulevard to Lake Shore Avenue; southerly along Lake Shore Avenue to Lake Shore Boulevard; southerly along Lake Shore Boulevard to Brooklyn Avenue; easterly along Brooklyn Avenue to Newton Avenue; southerly along Newton Avenue to Park Boulevard; southerly along Park Boulevard to 20th Street; easterly along 20th Street to 14th Avenue; southerly along 14th Avenue to Foothill Boulevard; easterly along Foothill Boulevard to Trenor Street; westerly on Trenor Street to Seminary Avenue; northerly on Seminary Avenue to Calaveras Avenue; northerly along Calaveras Avenue to Woodland Avenue; northerly along Woodland Avenue to Mountain Boulevard; northerly along Mountain Boulevard to Sheridan Avenue; northerly along Sheridan Avenue to Redwood Road; westerly along Redwood Road to Mountain Boulevard; northerly along Mountain Boulevard to Broadway Terrace; thence westerly along Broadway Terrace to point of beginning.

Also Beginning at the mouth of San Leandro Creek in San Leandro Bay, thence easterly along San Leandro Creek to Hegenberger Road; southerly along Hegenberger Road to the Oakland City line; easterly along said city line to Southern Pacific Company right-of-way (Railroad Avenue); westerly along the Southern Pacific Company right-of-way and Railroad Avenue to 50th Avenue; thence southerly to San Leandro Bay.

PIEDMONT:-

All the city of Piedmont.

ZONE #3-

ALAMEDA:-

All of Bay Farm Island within the city of Alameda.

Also the Alameda Airport.

BERKELEY:-

Beginning at the intersection of the southerly Berkeley city line and Claremont Avenue, easterly, northerly and westerly along said city line to Domingo Avenue; thence southerly along Domingo Avenue to Ashby Avenue; westerly along Ashby Avenue to Claremont Avenue; thence southerly along Claremont Avenue to point of beginning.

ZONE #3 - cont'd.

OAKLAND:-

Beginning at the intersection of Broadway Terrace and College Avenue, northerly along College Avenue to Claremont Avenue; thence northerly along Claremont Avenue to the Oakland city line; northerly, easterly, southerly and westerly along said city line to Foothill Boulevard; thence northwesterly along Foothill Boulevard to Trenor Street; westerly on Trenor Street to Seminary Avenue; northerly on Seminary Avenue to Calaveras Avenue; northerly along Calaveras Avenue to Woodland Avenue; northerly along Woodland Avenue to Mountain Boulevard; northerly along Mountain Boulevard to Sheridan Avenue; northerly along Sheridan Avenue to Redwood Road; westerly along Redwood Road to Mountain Boulevard; northerly along Mountain Boulevard to Broadway Terrace; thence westerly along Broadway Terrace to point of beginning.

Also the Oakland Municipal Airport.

ADVANCE CHARGES

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.

CHARGES BASED ON DIFFERENT MINIMUM WEIGHTS

When two or more class or commodity rates for identical service with different minimum weights are provided herein and the charge based on actual weight (but not less than the minimum weight) and the higher rate exceeds the charge based on the lower rate subject to the higher minimum weight, the latter will apply.

CHARGES FOR SERVICE AT OTHER THAN
REGULAR WORKING HOURS

Rates named in this appendix apply for service performed during regular working hours of 8:00 A.M. to 5:00 P.M. except Sundays and the following holidays: New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day, and Christmas Day. When such holidays fall on Sunday the following Monday shall be considered a holiday. For services performed at the request of the shipper or consignee at other than those hours and on Sundays or the holidays shown, an additional charge equal to the additional cost of overtime will be made.

C. O. D. SHIPMENTS

The charge for collection and return of money on C.O.D. shipments will be as follows:

| | |
|---|----------|
| All amounts \$10.00 or less | 15 cents |
| " " over \$10.00 but not over \$ 50.00 | 25 " |
| " " " 50.00 " " " 75.00 | 30 " |
| " " " 75.00 " " " 100.00 | 35 " |
| " " " 100.00 " " " 200.00 | 50 " |
| " " " 200.00 " " " 500.00 | 75 " |
| " " " 500.00, 75 cents plus 25 cents for each \$100.00 or fraction thereof over \$500.00. | |

Carriers will, unless consignor instructs otherwise, immediately but in no event later than ten days after delivery to consignee, remit to the consignor all moneys collected on C.O.D. shipments.

EXPLANATION OF ABBREVIATIONS AND CHARACTERS

Abbreviations

C.O.D. - Collect on delivery
C.R.C. - Railroad Commission of the State of California
K.D. - Knocked down
Lbs. - Pounds
No. - Number
N.O.S. - Not otherwise specified in this appendix
Viz. - Namely

Characters

% - Per cent or per centum
\$ - Dollar
¢ - Cents
1 - First Class
2 - Second Class
3 - Third Class
4 - Fourth Class
1-1/4 - One and one-fourth times First Class
1-1/2 - One and one-half times First Class
1-3/4 - One and three-fourths times First Class
D 1 - Double First Class
2 1/2 t 1 - Two and one-half times First Class
3 t 1 - Three times First Class
3 1/2 t 1 - Three and one-half times First Class
4 t 1 - Four times First Class

EXPLANATION OF TECHNICAL TERMS

Except as otherwise provided herein, the terms used in this appendix are defined as follows:

- (a) CITY DELIVERY or CITY DELIVERIES means transportation of property to retail stores or direct consumers of the property transported when the shipment originates within the territory covered by this appendix at other than a carrier's depot, dock, wharf, pier or landing.
- (b) INHAUL means the transportation of property received from another carrier at a depot, dock, wharf, pier or landing originating beyond the limits of the territory covered by this appendix, and the transportation of property from public warehouses to wholesalers.
- (c) OUTHAUL means transportation of property in City Delivery and Shipping as defined in paragraphs (a) and (d).
- (d) SHIPPING means transportation of property to another carrier when destined beyond the territory covered by this appendix.
- (e) TON means 2,000 pounds.

DEFINITION OF SHIPMENT

Unless otherwise provided, rates named herein apply to single shipments of property. A single shipment of property is a lot received from one shipper, at one pick-up address, on one shipping order or one bill of lading, at one time, for one consignee, to one delivery address. Two or more single shipments shall not be combined and billed as one shipment, but must be carried as separate shipments, and at rates not less than the established minimum rates for each shipment.

When shipments are delivered to or received from other carriers, each bill of lading or freight bill shall be considered as a separate shipment and charges assessed accordingly.

DELAYS IN DELIVERY

If the carrier, through no fault of its own, is unable to effect delivery of a shipment at the delivery address, within a period of 48 hours from receipt of the property, every effort will be made to secure instructions from either shipper or consignee as to disposition desired; failing in this, such shipment will be stored at carrier's terminal on demurrage, or placed in suitable storage where facilities are available, at owner's risk and expense, and shipper and consignee immediately notified. If such shipment is left at the carrier's terminal, the liability of the carrier will be that of a warehouseman only, and a demurrage charge of 5 cents per ton per day inclusive of Sundays and/or Holidays will be made, plus a charge of 75 cents per ton when unloaded and reloaded on vehicle.

DELAYS TO EQUIPMENT

Delays at place of pick-up 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 1/2 hour will be charged for at the rate of \$2.00 per hour for all time over 1/2 hour, minimum charge 50 cents.

DISPOSITION OF FRACTIONS

In computing a rate based on a multiple of another rate, such as one and one-half times first class rate ($1\frac{1}{2}$) the following will govern in the disposition of fractions:

Fractions of less than $\frac{1}{4}$ or .25 of a cent omit.

Fractions of $\frac{1}{4}$ or .25 of a cent or greater but less than $\frac{3}{4}$ or .75 of a cent will be stated as $\frac{1}{4}$ or .50 of a cent.

Fractions of $\frac{3}{4}$ or .75 of a cent or greater, increase to next whole figure.

EXPORT FREIGHT CLEARANCES

When the service of clearing export freight is performed by the carrier, a charge of \$1.50 per clearance will be made.

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.

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

HANDLING AND DISTRIBUTION OF POOL CARS

The basis of rates for handling and distributing pool car shipments by carriers shall be computed as follows:

- (1) When the property is transported to sub-consignees by the carrier performing the sorting and other accessorial services, charges shall be assessed at ratings one class higher than ratings otherwise applicable.
- (2) When the property is transported to sub-consignees by a carrier, other than the one performing the sorting and other accessorial services, a charge for these accessorial services amounting to 50% of the charge provided in paragraph (1) shall be assessed.

NOTE: (a) The term "pool car" as used herein means a carload or quantity shipment consigned to or in care of a carrier for distribution to two or more sub-consignees.

(b) A "sub-consignee" is the ultimate receiver of the shipment, taking delivery from the consignee of the pool car.

HEAVY OR BULKY SHIPMENTS

Rates named in this appendix apply only on articles or packages that can be handled by one man. When additional labor is required for the handling of heavy or bulky packages, an additional charge of \$1.25 per man, per hour, minimum \$1.25, will be assessed.

MARKING OR TAGGING OF PACKAGES

The rate for marking, stenciling or tagging will be:

- 1 or 2 line stencil or marking, or for tagging, $\frac{1}{2}\%$ per pkg., minimum charge 10¢
3 lines or more, stencil or marking, 1% per pkg., minimum charge 25¢

PROGRESSION OF CLASSES ABOVE FIRST CLASS

The progression of classes above first class is $1\frac{1}{2}$, $1\frac{3}{4}$, D 1, $2\frac{1}{2}$ t 1, 3 t 1, $3\frac{1}{2}$ t 1, 4 t 1.

PACKAGES AND PACKING REQUIREMENTS

Where the container (bags, barrels, boxes, crates, etc.) or the form of shipment (loose or in bulk) is specifically provided in connection with the ratings shown in the current classification or in connection with exceptions to said classification or commodity rates provided herein, the ratings or rates shown apply only in the form or forms specified, except as otherwise provided in this rule. When the form of shipment is not specifically shown, the ratings or rates apply in any form of shipment, namely, loose or in bulk or in packages or on skids.

When articles are offered for shipment in containers (bags, barrels, boxes, crates, etc.) or forms of shipment (loose or in bulk), which are not specifically provided for in connection with the description of such articles in the Current Classification or in connection with exceptions to said classification or commodity rates provided herein, the rating or rates on such articles will be as provided below:

The various kinds of packages are classed as follows:

Class A packages, consisting of: Boxes (not chests or trunks), barrels, cartons, casks, drums, firkins, hogsheds, kegs, kits, pails, puncheons, tierces and tubs.

Class B packages, consisting of: Crates; barrels with slatted or cloth tops; boxes with slatted tops or sides; bales, machine pressed, and hampers.

Class C packages, consisting of: Bags; bales, not machine pressed; barrels, without tops; baskets; boxes, without tops; bundles; carboys; crates, without tops; reels; rolls and articles wrapped.

| | | | | |
|-------------------|---------------|---------------------|--------------------|---|
| : Ratings or | : Also apply | : Will be one | : Will be two | : |
| : rates provided: | : on the same | : class higher or | : classes higher | : |
| : for articles | : articles in | : as to commodity | : or as to com- | : |
| : in | : | : rates 25% higher: | :modity rates | : |
| : | : | : when tendered in: | : 50% higher when: | : |
| : | : | : | : tendered in | : |
| : Class A | : Other class | : Class B | : Class C | : |
| : packages | : A packages | : packages | : packages, bulk | : |
| : | : | : | : or loose | : |
| : Class B | : Class A or | : | : Class C | : |
| : packages | : other Class | : | : packages, bulk | : |
| : | : B packages | : | : or loose | : |
| : Class C | : Class A, | : Bulk or loose | : | : |
| : packages | : Class B or | : | : | : |
| : | : Class C | : | : | : |
| : | : packages | : | : | : |
| : Bulk or loose | : Class A, | : | : | : |
| : | : Class B or | : | : | : |
| : | : Class C | : | : | : |
| : | : packages | : | : | : |

Note: For progression of classes above first class see page

Articles tendered for transportation must be in such condition and so prepared for shipment as to render the transportation thereof reasonably safe and practicable, otherwise they will be refused.

EXCEPTIONS TO CURRENT CLASSIFICATION

| ARTICLE OR COMMODITY | CLASS |
|---|-----------|
| Glass, over 4 feet high | |
| Ex Rail Depots | 1 |
| Ex Water Carriers' Docks, Wharves or Piers | 1-3/4 t 1 |
| Pipe, Concrete | |
| Not over 3 feet in length | 3 |

APPLICATION OF RATE SECTIONS OF THIS
APPENDIX

SECTION 1 - Class Rates .

Rates named in this section do not apply to shipments on which commodity rates are provided in Section 2.

SECTION 2 - Commodity Rates .

When commodity rates, are named in this section, the rates contained in Section 1 will not apply.

Unless otherwise specifically provided for in individual items, rates named in this section will not apply for handling and distribution of pool car shipments; class rates will apply.

SECTION 3 - Special Commodity Rates.

If the rates provided in this section result in a lower charge than the rates set forth in Sections 1 and 2 for the same transportation of the same shipment of property, the rates contained in this section will apply.

SECTION 4 - Daily and Monthly Truck Rates.

SECTION 1 - CLASS RATES

For Description of Zones See Pages 2,3,4
For Rates See Pages 11,12

| Between And | | Z O N E S | | |
|--------------------|------------|--|---|--------------------------------|
| | | 1 | 2 | 3 |
| | | Alameda Berkeley Emeryville Oakland | Albany Berkeley Oakland Piedmont | Alameda Berkeley Oakland |
| ZONES | | R A T E G R O U P | | |
| 1 | Alameda | A A A A | B B B B | D D D |
| | Berkeley | A A A A | B B B B | C C D |
| | Emeryville | A A A A | B B B B | C C D |
| | Oakland | A A A A | B B B B | C C C |
| | | R A T E G R O U P | | |
| 2 | Albany | B B B B | B B C C | D D D |
| | Berkeley | B B B B | C C C C | D D D |
| | Oakland | B B B B | C C C C | D D D |
| | Piedmont | B B B B | C C C C | D D D |
| | | R A T E G R O U P | | |
| 3 | Alameda | D C C C | D D D D | D D D |
| | Berkeley | D C C C | D D D D | D D D |
| | Oakland | D D D C | D D D D | D D D |

SECTION 1 - CLASS RATES - Class Rates named below apply to the total weight of shipment and are subject to Note 1, below.

| UNIT OF WEIGHT PER SHIPMENT | R A T E GROUP | Rates in Cents per Unit | | | |
|---|------------------|-------------------------|-----|-----|-----|
| | | C L A S S | | | |
| | | 1 | 2 | 3 | 4 |
| 15 Pounds or less | A | 35 | 35 | 35 | 35 |
| | B | 40 | 40 | 40 | 40 |
| | C | 50 | 50 | 50 | 50 |
| | D | 100 | 100 | 100 | 100 |
| Over 15 lbs. to and including 40 lbs. | A | 45 | 45 | 45 | 45 |
| | B | 50 | 50 | 50 | 50 |
| | C | 75 | 75 | 75 | 75 |
| | D | 100 | 100 | 100 | 100 |
| Over 40 lbs. to and including 75 lbs. | A | 55 | 50 | 50 | 50 |
| | B | 60 | 60 | 60 | 60 |
| | C | 75 | 75 | 75 | 75 |
| | D | 100 | 100 | 100 | 100 |
| Over 75 lbs. to and including 100 lbs. | A | 60 | 55 | 50 | 50 |
| | B | 70 | 70 | 70 | 70 |
| | C | 75 | 75 | 75 | 75 |
| | D | 100 | 100 | 100 | 100 |
| Over 100 lbs. to and including 200 lbs. | A | 80 | 75 | 70 | 65 |
| | B | 90 | 90 | 85 | 80 |
| | C | 95 | 90 | 90 | 90 |
| | D | 100 | 100 | 100 | 100 |
| Over 200 lbs. to and including 350 lbs. | A | 100 | 85 | 75 | 70 |
| | B | 120 | 100 | 90 | 85 |
| | C | 125 | 105 | 100 | 90 |
| | D | 135 | 110 | 110 | 100 |
| Over 350 lbs. to and including 500 lbs. | A | 160 | 140 | 100 | 85 |
| | B | 175 | 150 | 120 | 100 |
| | C | 190 | 155 | 125 | 105 |
| | D | 200 | 165 | 135 | 110 |
| Over 500 lbs. to and including 750 lbs. | A | 185 | 165 | 135 | 110 |
| | B | 200 | 180 | 145 | 125 |
| | C | 215 | 190 | 150 | 135 |
| | D | 225 | 200 | 165 | 150 |
| Over 750 lbs. to and including 999 lbs. | A | 200 | 175 | 150 | 125 |
| | B | 225 | 200 | 175 | 150 |
| | C | 250 | 225 | 200 | 175 |
| | D | 300 | 275 | 250 | 225 |

NOTE 1: (a) When a single shipment moving under class rates subject to this note contains articles of two or more classes, charges will be assessed at the rating provided for the highest classed article in the shipment, except when a lower charge results by treating articles taking different class ratings as separate shipments, apply the lower charge.

(b) In the event a lower charge is made by the application of the rates and minimum weights applicable to such rates, as shown on page 12, the lower charge shown on page 12 will apply.

SECTION 1 - CLASS RATES (Concluded)

Class Rates Named Below Apply to Total Weight of
Shipment and are subject to Note 2 below.

| IN LOTS OF NOT LESS THAN | RATE GROUP | Rates in Cents per 100 Pounds | | | |
|--------------------------------|---------------|-------------------------------|-----|-----|-----|
| | | C L A S S | | | |
| | | 1 | 2 | 3 | 4 |
| 1000 Pounds | A | 20 | 17½ | 15 | 12½ |
| | B | 22½ | 20 | 17½ | 15 |
| | C | 25 | 22½ | 20 | 17½ |
| | D | 30 | 27½ | 25 | 22½ |
| 2000 Pounds | A | 17½ | 15 | 13½ | 12 |
| | B | 20 | 16½ | 14½ | 13 |
| | C | 22½ | 19 | 17 | 15½ |
| | D | 27½ | 24 | 22 | 19½ |
| 4000 Pounds | A | 15 | 13½ | 12½ | 10 |
| | B | 17½ | 15 | 13½ | 12 |
| | C | 20 | 17 | 15 | 13½ |
| | D | 25 | 22 | 19 | 16 |
| 6000 Pounds | A | 13½ | 12½ | 10 | 8 |
| | B | 15 | 13½ | 11 | 9 |
| | C | 16½ | 14½ | 11½ | 10 |
| | D | 21½ | 19½ | 16½ | 13½ |
| 10000 Pounds | A | 13 | 11 | 8½ | 7½ |
| | B | 14 | 12 | 9 | 8 |
| | C | 15 | 13 | 10 | 9 |
| | D | 19 | 16 | 13½ | 10½ |
| 20000 Pounds | A | 12½ | 10 | 7½ | 6½ |
| | B | 14 | 11½ | 8½ | 7½ |
| | C | 14½ | 11½ | 9½ | 8½ |
| | D | 17½ | 14 | 11 | 9½ |

NOTE 2: (a) When a single shipment moving under class rates subject to this note contains articles of two or more classes shipped loose or when each class is in a separate package, charges will be assessed at actual or authorized estimated weight at the rate applicable to each class for the total weight of the shipment.

SECTION 2 - COMMODITY RATES

RATES ARE IN CENTS PER 100 POUNDS
UNLESS OTHERWISE INDICATED

| COMMODITY | RATE | MINIMUM WEIGHT |
|--|------|----------------------------|
| Automobile Gear Frames, with or without Attachments, | | |
| From Water Carriers' Docks, Wharves or Piers to Automobile Plants within Zone 1, consignee to unload | 10 | --- |
| To and from Automobile Plants within Zone 1, shipper to load and consignee to unload | 5 | --- |
| Automobile Gear Frame Side Members, Cross Bars and Brackets, | | |
| From Water Carriers' Docks, Wharves or Piers to Automobile Plants within Zone 1, consignee to unload | 7½ | --- |
| To and from Automobile Plants within Zone 1, shipper to load and consignee to unload | 5 | --- |
| Bleaching Compound Manufacturers, commodities transported for | | |
| # Applies only within Zone 1, and when loading is performed by shipper. | #3 | 1,000 tons per month |

SECTION 2 - COMMODITY RATES

RATES ARE IN CENTS PER 100 POUNDS
UNLESS OTHERWISE INDICATED

| COMMODITY | RATE | MINIMUM WEIGHT |
|--|-------|----------------------------|
| Candy and Confectionery, N.O.S. | * 12½ | --- |
| * Applies for pool car distribution only, and the minimum charge per shipment shall be 50 cents except that where a consignee receives for his account more than one shipment consigned direct to him and picked up at one address at one time, the minimum charge will apply to the aggregate weight of such shipments. | | |
| Dog and Cat Food Manufacturers, commodities transported for | # 5 | 500 Tons Per Week |
| # Applies only within Zone 1, and on shipping only. | | |

SECTION 2 - COMMODITY RATES

RATES ARE IN CENTS PER 100 POUNDS
UNLESS OTHERWISE INDICATED

| COMMODITY | RATE | MINIMUM WEIGHT |
|---|---------------------------------|--|
| <p>Flour and Baker Supplies, Except as otherwise provided in this item, rates shown include in- side delivery and piling of flour not exceeding ten sacks high</p> | | |
| <p>(a) From water carriers' docks, wharves or piers, and warehouses in Zone 1, Oakland to all points in Alameda and that portion of Zone 1 - Oakland southerly from a line beginning at the intersection of Yerba Buena Avenue and San Fran- cisco 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 beginning at the intersection of 29th Avenue and the Oakland city limits, east- only along 29th Avenue to 23rd Avenue; thence northerly along 23rd Avenue to Foothill Boulevard. - - - - -</p> | | |
| (1) Minimum charge 50 cents. | (1) 8-3/4 | ---- |
| (2) Shipping and marking 5 cents per 100 pounds, minimum charge 50 cents. | (2) 8-1/4 | 6000 pounds per ship- ment |
| <p>(b) From water carriers' docks, wharves or piers, and warehouses in Zone 1, Oakland to all points in Zones 1, 2 or 3 not included in Par- agraph (a), except Albany - - - - -</p> | | |
| (3) Minimum charge 75 cents. | (3) 11-1/4 | ---- |
| (4) Shipping and marking 5 cents per 100 pounds, minimum charge 50 cents. | (4) 8-3/4 | 6000 pounds per ship- ment |
| <p>(c) From railroad depots or water car- riers' docks, wharves or piers to all points in all zones - - - - -</p> | | |
| (5) Where two men are required to perform inside delivery and piling of flour not exceed- ing 10 sacks high or where block and tackle are used, or where upstairs or basement delivery is performed, an ad- ditional charge of 2 1/2 cents per 100 pounds will be made. | (5) Apply 4th Class Rates | ---- |
| | (6) 5 | 20,000 pounds per ship- ment |
| <p>(6) Applies only when placed on platforms and not including inside delivery. When inside delivery and piling not ex- ceeding 10 sacks high is per- formed, an additional charge of 2 cents per 100 pounds will be made.</p> | | |

SECTION 2 - COMMODITY RATES

RATES ARE IN CENTS PER 100 POUNDS
UNLESS OTHERWISE INDICATED

| COMMODITY | RATE | MINIMUM WEIGHT |
|--|--------------------|----------------|
| Food Products, edible, in earthen ware, glass or metal cans, boxed; or in pails or tubs, crated; or in bulk in barrels or kogs | | |
| Fruit, dried, in boxes | | |
| For account of Canneries and Dried Fruit Packing Houses | | |
| BETWEEN Zone A | AND Zone O or H | PER TON |
| " F | " O or H | 90 |
| " B | " H | 125 |
| " C | " O | 70 |
| " C | " H | 90 |
| " G | " O | 80 |
| " G | " H | 135 |
| " H | " O | 125 |
| " H | " H | 80 |
| " H | " A | 65 |
| " D | " H | 90 |
| " D | " O | 105 |
| Zones B-C-D-E | | 113 |
| F-G-H-O | " RR | 100 |

On platforms, loaded by Shipper and unloaded by Consignee, and within Zone 1

| | |
|-----|-------------------------------|
| 38½ | 20,000 Tons per Year |
|-----|-------------------------------|

DEFINED LIMITS OF ABOVE ZONES ARE AS FOLLOWS

ZONE "A"

Beginning at the intersection of the Oakland Outer Harbor and the line of 34th Street projected, easterly along said projected line of 34th Street to 22nd Street; thence easterly along 22nd Street to Peralta Street; southerly along Peralta Street to Southern Pacific Company right-of-way at 3rd Street; thence westerly along the Southern Pacific Company right-of-way (Belle Street) to the Oakland Outer Harbor.

ZONE "B"

Beginning at the intersection of 14th Street, and Peralta Street, easterly along 14th Street and its projected line to Lake Merritt; thence southerly along Lake Merritt and its outlet to the projected line of 1st Street; westerly along said projected line of 1st Street and 1st Street to the projected line of Peralta Street; thence northerly to point of beginning.

ZONE "C"

Beginning at the intersection of the projected line of 22nd Street and San Francisco Bay, easterly along said projected line of 22nd Street, 22nd Street and the Key Route right-of-way to Broadway; thence northerly along Broadway to Patton Street; thence northerly along Patton Street to Chabot Road; westerly along Chabot Road to Claremont Avenue; northerly along Claremont Avenue to 60th Street; westerly along 60th Street and the projected line of said street to San Pablo Avenue; southerly along San Pablo Avenue to 59th Street; thence westerly along 59th Street and its projected line to San Francisco Bay.

ZONE "D"

Beginning at the intersection of University Avenue and the San Francisco Bay, easterly along University Avenue to Oxford Street; thence southerly along Oxford Street to Allston Way; easterly along Allston Way to Telegraph Avenue; southerly along Telegraph Avenue to 60th Street; westerly along 60th Street and the projected line of said street to San Pablo Avenue; southerly along San Pablo Avenue to 59th Street; thence westerly along 59th Street and its projected line to San Francisco Bay.

ZONE "E"

Beginning at the intersection of Fruitvale Avenue and the Oakland city limits, northeasterly along Fruitvale Avenue to 14th Street; thence westerly along 14th Street and its projected line to Lake Merritt; southerly along Lake Merritt and its outlet to the Oakland city limits; thence easterly along the Oakland city line to Fruitvale Avenue.

ZONE "F"

Beginning at the intersection of Fruitvale Avenue and the Oakland city limits, northeasterly along Fruitvale Avenue to 14th Street; thence southerly along 14th Street to 90th Avenue; westerly along 90th Avenue and its projected line to San Leandro Creek; thence northerly along San Leandro Creek, San Leandro Bay and Oakland city line to point of beginning.

ZONE "G"

Beginning at the intersection of 14th Street and 90th Avenue, westerly along 90th Avenue and its projected line to San Leandro Creek; thence southeasterly along San Leandro Creek to the Oakland city line; easterly along the Oakland city line to 14th Street; northerly along 14th Street to point of beginning.

ZONE "H"

Beginning at the intersection of Webster Street with the Oakland Inner Harbor, southerly along Webster Street to Buena Vista Avenue; thence easterly along Buena Vista Avenue to Versailles Avenue; thence northerly along Versailles Avenue to the Oakland Inner Harbor.

ZONE "O"

Beginning at the intersection of the projected line of 1st Street with the outlet from Lake Merritt, westerly along 1st Street and said projected line to the northeasterly corner of Middle Harbor; thence southerly along the easterly line of Middle Harbor and a southerly projection of said easterly line to the Oakland Inner Harbor; thence easterly along the Oakland Inner Harbor and the outlet from Lake Merritt to point of beginning.

ZONE "R.R."

The location of the nearest railroad freight station of the rail carrier handling the shipment.

SECTION 2 - COMMODITY RATES

RATES ARE IN CENTS PER 100 POUNDS

UNLESS OTHERWISE INDICATED

| COMMODITY | RATE | MINIMUM WEIGHT |
|-----------|------|-------------------|
|-----------|------|-------------------|

Furniture, N.O.S. New, Wrapped or Crated in accordance with packing requirements of current Western classification,

Inhaul and City Deliveries
(Exclusive of Pool Car Dis-
tribution)

Per
Shipment

| | | |
|-------------|--------|-----|
| 1 to 50 | Pounds | 50 |
| 51 " 200 | " | 100 |
| 201 " 300 | " | 125 |
| 301 " 500 | " | 175 |
| 501 " 800 | " | 225 |
| 801 " 1200 | " | 275 |
| 1201 " 1250 | " | 325 |
| 1251 " 1500 | " | 350 |
| 1501 " 1550 | " | 400 |
| 1551 " 1750 | " | 425 |
| 1751 " 1800 | " | 475 |
| 1801 " 2000 | " | 500 |
| Over " | | *25 |

Pool Car Distribution

* Cents per 100 Pounds

*
** 35

** Minimum Charge Per
Shipment 75 Cents.

Grocery Houses, wholesale,
commodities Transported for

| | | |
|---------------------|--------|-----------------------|
| Inhaul and shipping | (1) 6½ | 125 Tons per Month |
| City Deliveries | (2) 10 | 50 Tons per Month |

(1) Minimum per shipment, 25 cents.

(2) Minimum per shipment, 25 cents, except that where a consignee receives for his account more than one shipment consigned direct to him and picked up at one address at one time, the minimum charge will apply to the aggregate weight of such shipments.

All of above rates apply within and between all zones.

SECTION 2 - COMMODITY RATES
 RATES ARE IN CENTS PER 100 POUNDS
 UNLESS OTHERWISE INDICATED.

| COMMODITY | RATE | MINIMUM WEIGHT |
|--|-------------|------------------------------|
| Hardwood Lumber Dealers, Commodities transported for | (1) 4½ | 1,000 Tons Per Year |
| (1) Applies only within Zone 1 | | |
| Iron and Steel, Structural | 5 (2) 4½ | Per Job 10 Tons 500 " |
| (2) Includes distribution at point of delivery and applies within and between all Zones. | | |
| Kalsomino, in Bags, Boxes or Barrels; Soda, Caustic; in Drums or Barrels; Soda, Silicate of, in Drums or Barrels..... | (3) 5 | 1,000 Tons |
| Straight or Mixed Shipments | #(4) 7½ | Per |
| Shipping and Inhaul | (5) 10 | Year |
| (3) Applies within that part of Zone 1, within Berkeley only. | | |
| (4) Applies from all Zones in Berkeley to all Zones in Emeryville and Alameda, and that part of Oakland West of 9th Avenue. | | |
| (5) Applies from all Zones in Berkeley to Piedmont and that part of Oakland East of 9th Avenue to San Leandro Line. | | |
| # Minimum charge 50 cents per shipment. | | |
| Metal Product Manufacturers and Foundries, Commodities transported for | | |
| Inhaul, Shipping and City Deliveries, within and between all Zones in Alameda, Albany, Berkeley, Emeryville and Oakland. | | |
| Under 2,000 Pounds | (1) 12½ | 1,500 Tons |
| Over 2,000 Pounds to and including 4,000 Pounds | 10 | Per Year |
| " 4,000 Pounds to and including 6,000 Pounds | 7½ | |
| " 6,000 Pounds | 6½ | |
| Rates include Foundry Supplies and Patterns up to 10% of the Weight of Iron or Steel Castings. | | |
| (1) Minimum charge 50 cents Per Shipment, except that where a consignee receives for his account more than one shipment consigned direct to him and picked up at one address at one time, the minimum charge will apply to the aggregate weight of such shipments. | | |

SECTION 2 - COMMODITY RATES

RATES ARE IN CENTS PER 100 POUNDS

UNLESS OTHERWISE INDICATED

| COMMODITY | RATE | MINIMUM WEIGHT |
|---|------------------------------------|--------------------------|
| Oils, Vegetable, and Oil Products, viz.: Butter Substitutes, Mayonnaise, Salad Dressing, Salad Oil, Shortening, Vegetable Meal, Vegetable Oil. | | |
| Shipping and Inhaul | (6)(5) 10 (6)(4) 7½ (6)(3) 5 | 3500 Tons per Year |
| (5) Applies from all Zones in Berkeley to Piedmont and that part of Oak- land east of Ninth Avenue to San Lean- dro line. | | |
| (4) Applies from all Zones in Berkeley to all Zones in Emeryville and Alameda and that part of Oakland west of Ninth Avenue. | | |
| (3) Applies within Zone 1. | | |
| (6) Minimum charge 50 cents per shipment. | | |
| All above rates in- clude return of empty used containers at 10 cents each, minimum charge 25 cents. | | |

SECTION 2 - COMMODITY RATES

RATES ARE IN CENTS PER 100 POUNDS

UNLESS OTHERWISE INDICATED

| COMMODITY | RATE | MINIMUM WEIGHT |
|--|-----------------------|---------------------|
| Oxygen, Acetylene and Carbide and Welding Equipment Manufacturers, commodities transported for | | |
| Shipping and Inhaul | 4 $\frac{1}{2}$ | 500 tons |
| City Deliveries | 6 $\frac{1}{2}$ | per month |
| Applies within and between all Zones. | | |
| Paper Box Manufacturers, commodities transported for | | |
| In rolls, inhaul only, unloading to be performed by consignee and applies within Zone 1 only | 3-3/4 | 1000 tons per month |
| Paper Boxes K. D. Flat, shipping only | Apply 4th class rate | |
| Paper, News Print | | |
| (a) Inhaul only and applies only when originating and destined within that portion of Zone 1 northerly from a line beginning 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, | 4 $\frac{1}{2}$ | 1500 tons per year |
| (b) Inhaul only and applies only when origin and destination are in that portion of Zone 1 not included in Paragraph (a) | 4 $\frac{1}{2}$ | 1500 tons per year |
| Paper and Paper Article Houses, Wholesale, Commodities transported for inhaul | Apply 4th Class Rates | 100 Tons Per month |

SECTION 2 - COMMODITY RATES

RATES ARE IN CENTS PER 100 POUNDS

UNLESS OTHERWISE INDICATED

| COMMODITY | RATE | MINIMUM WEIGHT |
|--|-------------|-----------------------------|
| Parcel City Delivery (Wholesale Only) | | |
| Within and between all zones, and applies on packages containing property, weighing not to exceed (1) 40 pounds per package, and only on deliveries from jobbers, wholesalers, industries and retail stores to other jobbers, wholesalers, industries and retail stores. | | |
| | Per package | |
| 1 to 50 packages per month | 30 | --- |
| 51 " 100 " " " | 25 | --- |
| 101 " 400 " " " | 20 | --- |
| Over 400 " " " | 15 | --- |
| (1) On all packages exceeding 40 pounds each in weight, each additional 25 pounds or fraction thereof shall be considered an additional package and charge will be at the rates applicable for a 40 pound package. | | |
| Pipe, Concrete, over 3 feet in length and under 9 feet in length | 5 4½ | Per Job 50 tons 500 " |
| Rates apply within and between all zones and include distribution at place of delivery, but do not include use of derrick. | | |

Wax Paper Manufacturers, commodities transported for

| | |
|--------------------------|--------|
| 1 to 50 pounds | (25 |
| 51 " 150 " | (35 |
| 151 " 300 " | (50 |
| 301 " 500 " | #(75 |
| 501 " 1000 " | (100 |
| 1001 " 1500 " | (125 |
| 1501 " 2000 " | (150 |
| Over 2000 " | (1) 7½ |

#Rate Per Shipment.

(1)Per 100 Pounds.

SECTION 2 - COMMODITY RATES

RATES ARE IN CENTS PER 100 POUNDS

UNLESS OTHERWISE INDICATED

| COMMODITY | RATE | MINIMUM WEIGHT |
|-----------|------|-------------------|
|-----------|------|-------------------|

STEAMSHIP TRANSFER RATES

Steamship transfer means transportation of property from one water carrier's wharf, pier, dock or landing to another water carrier's wharf, pier, dock or landing when the transportation charge for this service is for the account of water carrier or carriers.

| | | |
|-------------------------|----|-----|
| Merchandise, N.O.S. | 5 | --- |
| Agricultural Implements | 10 | --- |
| Furniture | 10 | --- |
| Machinery | 10 | --- |
| Wicker Ware | 10 | --- |

Stores, Retail and/or Wholesale,
commodities transported for,
(exclusive of new furniture,
radios and new trunks)

(1) 15

25 Tons
per month

(1) 12½

1500 Tons
per month

(1) Minimum charge per shipment 25 cents, except that where a consignee receives for his account more than one shipment consigned direct to him and picked up at one address at one time, the minimum charge will apply to the aggregate weight of such shipments.

Inhaul and shipping

| | | | | | |
|------|----|------|--------|--------|--|
| 1 | to | 100 | pounds | (25 | |
| 101 | " | 200 | " | (50 | |
| 201 | " | 300 | " | (60 | |
| 301 | " | 500 | " | #(75 | |
| 501 | " | 750 | " | (100 | |
| 751 | " | 1000 | " | (150 | |
| Over | | 1000 | " | (2) 15 | |

5 Tons
per month

Rate per shipment.

(2) Per 100 pounds.

SECTION 3 - SPECIAL COMMODITY RATES

Property transported by carriers between water carriers' docks, piers or wharves on the one hand and warehouses and industries directly served by railroad spur track facilities on the other hand, viz.:

(1) Between water carriers' docks, piers or wharves and public warehouses, the minimum charge shall be the sum of the car loading or car unloading charge at the water carriers' dock, pier or wharf plus railroad switching rates plus vehicle loading or vehicle unloading charge at public warehouses. See Notes 1 and 2.

(2) Between water carriers' docks, piers or wharves and industries and between water carriers' docks, piers or wharves and warehouses, other than public warehouses, the minimum charge shall be the sum of the car loading or car unloading charge at the water carriers' dock, pier or wharf plus railroad switching rates. See Notes 1 and 2.

NOTE 1: (a) Car loading or car unloading at the water carriers' dock, pier or wharf; shall be the rates published in ENCINAL TERMINALS Tariff No. 1, C.R.C. No. 1, amendments thereto and reissues thereof.

(b) Railroad switching rates shall be as published in tariffs of rail carriers lawfully on file with the Commission, amendments thereto and reissues thereof.

(c) Vehicle loading or unloading at public warehouses shall be as published in California Warehouse Tariff Bureau Tariff 1-E, C.R.C. No. 83 of L. A. Bailey, Agent, amendments thereto and reissues thereof.

NOTE 2: Rates include inside pick-up and delivery not to exceed eight feet beyond the vehicle. Where pick-up or delivery exceeds eight feet and less than thirty-five feet beyond the vehicle, an additional charge of 50 cents per ton shall be made. Rate includes pick-up and delivery in the same condition as when received, with respect to sorting. If any additional sorting, segregation or piling is performed, an additional charge of 25 cents per ton with a minimum charge of \$1.25 per hour per man shall be made.

SECTION 4 - HOURLY AND MONTHLY TRUCK RATES

Rates named herein apply during regular working hours.
 See page 4 for additional charges for service at other than regular working hours.

| | |
|--|------------------------------|
| Hourly Vehicle Unit Rates, including Driver and all other Operating Expenses: | Rate in Cents per Hour |
|--|------------------------------|

Vehicles, N.O.S. (Subject to Note 1)

| Capacity | | | | |
|----------|--------|----------|--------|-----|
| 2500 | pounds | or less | | 200 |
| 2501 | " | to 4500 | pounds | 250 |
| 4501 | " | " 6500 | " | 300 |
| 6501 | " | " 10000 | " | 350 |
| 10001 | " | to 15500 | " | 400 |
| 15501 | " | " 20500 | " | 450 |
| | | 20500 | " | 500 |

NOTE 1: Rates subject to this note apply only on shipments not reasonably susceptible to handling on a weight basis at rates set forth in other sections of this appendix. Such shipments include those where no actual or accurate weight can be secured where there is neither a definite point of origin and/or destination nor specific time for loading or unloading and/or releasing the vehicle. Rates subject to this note must not be applied alternately with rates named in other sections of this appendix.

Derrick Trucks. A derrick truck is a truck with an automotive powered derrick and having a boom with a lateral swinging radius of not more than 180 degrees 450

Low bed steam shovel trailer with one towing unit.
 A low bed steam shovel trailer is a trailer with bed not more than 36 inches from the road level and capable of transporting a load of 20 tons or more.

| Capacity | | | | |
|----------|-------|---------|--|-----|
| 20 | tons | or less | | 700 |
| 21 | to 30 | tons | | 800 |
| Over 30 | tons | | | 850 |

Extra trucks used in towing low bed steam shovel trailers, per additional truck. 350

Minimum charge 1 hour.

Computation of Time for hourly rates shown above:
 Time shall be computed from time vehicle leaves carrier's stand (place of business) until it arrives back at said stand.

SECTION 4 - HOURLY AND MONTHLY TRUCK RATES

Rates named herein apply during regular working hours.
See page 4 for additional charges for service at other than regular working hours.

| Monthly Vehicle Unit Rates, including Driver and All other Operating Expenses. (See Title Note on this Page) | | Limited to 50 Miles per day. | Rate in Cents per Mile for Distances in Excess of 50 miles per day. # |
|--|--------------------------|------------------------------------|---|
| <u>Capacity</u> | | | |
| | 2500 lbs. and under | \$260.00 | 5 |
| Over | 2500 lbs. to 4500 lbs. | 300.00 | 7 |
| " | 4500 lbs. to 6500 lbs. | 335.00 | 9 |
| " | 6500 lbs. to 8500 lbs. | 370.00 | 13 |
| " | 8500 lbs. to 10500 lbs. | 385.00 | 17 |
| " | 10500 lbs. to 15500 lbs. | 400.00 | 20 |
| " | 15500 lbs. | 425.00 | 23 |

To be added to monthly charge for the same vehicle limited to 50 miles per day.

END OF APPENDIX A

SHIPPING ORDER AND FREIGHT BILL

Name of Carrier _____
(Name of Carrier must be same as shown on Permit)

Bill No. _____
Permit No. _____

Point of Origin _____ Date _____, 193

Shipper _____ Consignee _____

Street Address _____ Street Address _____

City _____ City _____

| Packages : | Kind : | Description of Commodities | **Weight : | Rate : | Charges |
|--|--------|----------------------------|------------|--------|---------|
| | | | | | |
| Shipper | | Check here | | | |
| By | | Origin : Destination | | | |
| (Show name in full) | | Terminal:Store:Term:Store | | | |
| Received by Carrier in good condition | | :Door:inal:Door | | | |
| except as noted | | | | | |
| By | | C. O. D. Fee | | | |
| Driver (show name in full) | | | | | |
| Received by Consignee in good condition | | * Advances | | | |
| except as noted | | * Other | | | |
| By | | Charges | | | |
| (show name in full) | | | | | |
| * Show each charge separately and what it represents. | | Prepaid | | | |
| ** If other unit of charges, show per box,crate,bundle,bag,head,etc. | | Total to collect | | | |

APPENDIX B

PLAN OF ASSIGNMENT