

Decision No. 30494

ORIGINAL

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  
of all Radial Highway Common Carriers  
and Highway Contract Carriers operat-  
ing motor vehicles over the public  
highways of the State of California,  
pursuant to Chapter 223, Statutes of  
1935, for the transportation for com-  
pensation or hire of any and all com-  
modities and accessorial services in-  
cident to such transportation.

Case No. 4088

Part "I"

In the Matter of the Investigation and  
Establishment of rates, charges,  
classifications, rules, regulations,  
contracts and practices, or any there-  
of, of Common Carriers of property.

Case No. 4145

Part "A"

For reference to appearances in these proceedings see  
Decision No. 30025 of August 9, 1937, in Part "R" of Case  
No. 4088 and Part "E" of Case No. 4145; also Decision No.  
29915 of July 1, 1937, Decision No. 30010 of August 9,  
1937, and Decision No. 30370 of November 29, 1937, in  
Parts "Q", "T" and "U" and "V" respectively of Case No.  
4088.

BY THE COMMISSION:

O P I N I O N

These proceedings involve rates for the transportation of  
property by all highway carriers and common carriers.<sup>1</sup> The instant

<sup>1</sup> Case No. 4088 was instituted pursuant to Section 10 of the High-  
way Carriers' Act (Chapter 223, Statutes of 1935). A full discus-  
sion of its purposes, the procedure to be followed and other matters  
of general concern relating to the proceeding are contained in De-  
cision No. 28761 dated April 27, 1936, in Part "A" of Case No. 4088  
(39 C.R.C. 703).

Case No. 4145 is an investigation instituted on the Commission's  
own motion into the rates, charges, classifications, rules, regula-  
tions, contracts and practices of common carriers of property for the  
purpose, if it so finds, of establishing and prescribing for such  
carriers such rates, charges, classifications, rules, regulations,  
contracts and practices as will provide an equality of transportation  
rates between all competing agencies of transportation and for the  
purpose of determining whether any rate or charge for the transporta-  
tion of any commodity is lower than reasonable or sufficient.

phases relate to the establishment and prescription of minimum rates for highway carriers and reasonable and sufficient rates for common carriers, for the transportation of lumber.<sup>2</sup> They were assigned upon the representation of The Truck Owners' Association of California, hereinafter referred to as the "Association", that rates for interstate transportation of lumber were on file with the Interstate Commerce Commission but that due to the difficulty in many instances of distinguishing between interstate and intrastate traffic, stabilization of the trucking industry required the immediate establishment of minimum rates for similar transportation in intrastate commerce.

Public hearings were held at San Francisco before Examiner Howard G. Freas. A Proposed Report was issued. Exceptions were filed thereto. Our conclusions differ in some respects from those of the examiner.

The annual lumber production in California is approximately two billion feet board measure, of which almost 50 per cent is shipped to points outside the state. The annual consumption within the state is nearly three billion feet. The deficit is supplied by imports, principally from Oregon and Washington, which are largely water-borne to San Francisco Bay ports, Los Angeles Harbor, Long Beach and San Diego. Although there is some trucking of lumber from the California lumber mills to consuming points in the state, the extent of this operation or the volume of traffic so handled is not of record. The greater portion of the lumber hauled by highway carriers is from the ports to inland lumber yards.

---

2

The term "Lumber" as used herein embraces lumber and lumber products as described in the tariffs of common carriers, particularly as described in Southern Pacific Company's Tariff 634-C, C.R.C. 2848.

Roy B. Thompson, Secretary-Manager of the "Association", submitted an estimate of the cost of transporting lumber by motor truck (Exhibit L-1). The costs therein developed were based upon an average of the actual operating costs of various truck carriers engaged in transporting lumber and box shooK. He conceded that the carriers from whom his information was principally derived operate over Pacheco Pass or Altamont Pass, that some of those carriers transport other commodities as well, and that no complete segregation of costs as between "valley" and "mountain" hauls, or as between commodities, was available.

Thompson's estimated costs, based on a load factor of 50 per cent and a payload of 20 tons, are as follows:

<u>LUMBER:</u>	<u>50 Miles</u>	<u>100 Miles</u>	<u>200 Miles</u>
Cost per round trip	\$27.43	\$48.55	\$91.95
Cost per Ton	1.37	2.43	4.60
<u>BOX SHOOK:</u>			
Cost per round trip	36.31	57.43	100.83
Cost per Ton	1.81	2.87	5.04

Witness Thompson also introduced a copy of Pacific Southwest Freight Tariff Bureau Tariff No. 6, M.F.I.C.C. No. 6 (Exhibit L-2) containing rates filed with the Interstate Commerce Commission by 11 truck carriers engaged in hauling lumber between California points in interstate commerce. He stated that these interstate rates in numerous instances were insufficient to return the costs developed in his study, but that in his opinion they were justified and required to meet railroad competition.

Fred H. Chesnut, Assistant Engineer in the Commission's Transportation Department, presented a study of the cost of transporting lumber over "valley" highways in trucks of various capacities. He used a load factor of 55 per cent and developed the following costs, (Exhibit L-3, adjusted for depreciation):

(In Dollars per Ton)

<u>Capacity</u>	<u>Length of Haul (Miles)</u>		
	<u>50</u>	<u>100</u>	<u>400</u>
20,000 Pounds	\$1.54	\$2.72	\$9.80
30,000 Pounds	1.40	2.43	8.57
40,000 Pounds	1.30	2.25	7.88

Witness Chesnut also gave consideration to the effect upon truck costs of traffic congestion in metropolitan areas, developing somewhat higher costs for hauls originating or terminating in the larger cities.

On behalf of the rail lines, witnesses testified that rail lumber traffic has shown a steady decline during the last decade. While a part of this decrease was attributed to a lessened demand in the building trades, the witnesses were of the opinion that the decrease was principally due to an increasing use of trucks. Many reasons were advanced for the diversion of this traffic from rail to truck. The most cogent, in the minds of the rail witnesses, were the superior flexibility and the lower terminal expenses experienced in connection with truck transportation. It was shown, for example, that many lumber yards are not equipped with spur track facilities, necessitating drayage from team track to yard. In such cases the cost of hauling from rail team track to the lumber yard is sometimes equal to the line haul charges by truck from point of shipment to the same lumber yard.

The evidence indicates that the decline in the volume of lumber traffic handled by the rails has not invariably caused a corresponding decrease in their revenues. The Southern Pacific Company showed a total decrease during the last ten year period of 66% in tonnage but a decrease in revenue of only 56%. Similarly, The Atchison, Topeka and Santa Fe Railway Company showed a decrease in tonnage of 46% and a decrease in revenue of but 34%. No complete explanation was advanced beyond the opinion expressed by rail wit-

nesses that such a result would follow the loss of short-haul traffic to trucks and the consequent increase in the average length of rail haul.

M. G. Smith, Commerce Agent of the Southern Pacific Company, presented comparisons of the rates in witness Thompson's Exhibit L-2 with the present rates of rail carriers. He showed that in many cases the truck rates filed with the Interstate Commerce Commission and contained in said exhibit were below the rail rates from and to the same points and thus could not be said to be required by railroad competition.

In the Proposed Report the examiner set forth a scale of rates which, in his opinion, based on the cost studies and other evidence of record, would be just, reasonable and non-discriminatory as minimum rates for highway carriers. Little objection to the general level of that scale was expressed in the several exceptions filed. The proposed scale will be adopted here (subject to a minor modification as hereinafter mentioned).

There is little evidence of record which would justify disturbing common carrier rates. However the need for a stabilized rate structure is apparent and it does not appear advisable to delay the establishment of minimum rates pending further investigation into the reasonableness of common carrier rates. On the other hand, the establishment of rates necessary to return the cost of performing the service would prejudice the truck carriers as to that traffic on which the railroads, for example, maintain relatively low rates. Under these circumstances minimum rates should be prescribed which, on the record here, would be reasonable and non-discriminatory for highway carriers in the absence of common carrier competition, and these rates should be permitted to alternate with the present rates of common carriers (other than highway common carriers).

The rates specifically set forth in the Proposed Report included the services of loading and unloading. However, an additional charge of  $\frac{1}{2}$  cent per 100 pounds for each of such services was provided, to be used where common carrier rates not including loading or unloading were applied in lieu of such specific rates. Exception was taken by trucks and rails to the volume of this charge, the former contending that it was too high and the latter that it was too low. Both asserted that such charge was not representative of the actual cost to highway carriers of performing the added service.

It seems quite evident that  $\frac{1}{2}$  cent per 100 pounds is insufficient to compensate the truck carrier for the service of loading or unloading, particularly where the help of one or more men in addition to the driver is required, or where the truck is unduly delayed at the loading or unloading points. However, no good purpose would be served by fixing the volume of the charge on a strict cost basis. The purpose of the charge being to equalize the opportunity of the truck carrier with that of the rail carrier, the proper measure is the value of the loading service to the shipper and of the unloading service to the consignee. This value may or may not be the cost of loading or unloading rail cars, depending upon loading and unloading facilities maintained by shipper and consignee, location of spur tracks and other factors. Thus, if the shipper is required to move the property to a convenient point for truck loading, he may incur as great an expense as though he had loaded a rail car. A new rule has been substituted for that proposed by the examiner, in which the addition of a loading and unloading charge is dependent upon whether or not the truck carrier renders more than a simple loading or unloading operation.

It was also urged on exception that San Francisco and Oakland should be accorded a rate parity and that other community re-

relationships maintained by the railroads should be given recognition. It is true that over a period of years common carriers have developed a complex rate structure in which distance has largely been ignored. When compared with truck operators, railroads experience high terminal costs but low line-haul costs, and it is to their advantage to build up long-haul traffic. Consequently they have adhered to a policy of according relatively low rates to outlying districts with the hope of minimizing geographical disadvantages and thus fostering long-haul transportation. This theory of rate making is at variance with the theory of basing rates upon the cost of performing the service and the advisability of incorporating it into a minimum rate structure for highway carriers is at least subject to serious question. It would require a discard of the mileage basis of stating rates and the substitution of voluminous schedules of "point-to-point" rates. The most formidable objection, however, is that truck carriers specialize in particular hauls and are not interested in maintaining differentials or building up traffic other than that in the transportation of which each may be individually engaged. Costs vary in relation to distance and the inevitable result of intermingling a community relationship basis with a plan of distance rates would be to produce rates above costs at certain points and below costs at others. However, to the extent common carrier rates become the minimum rates under the alternative application rule, the existing common carrier community relationships will be preserved.<sup>3</sup>

---

3

The Merchandise Traffic Report of the Federal Coordinator issued in March 1934, contains the following statement (at page 9):

"Highway rates have been influenced by motor-vehicle costs, by the potential capacity of the customer to furnish his own transportation, by water competition, as well as by competition within the truck industry. There has been no uniformity in truck rates, in treatment of shippers, or localities, and in the nature of things could not have been. In meeting the situation by competitive rates in particular cases, rail carriers have been unable to preserve relationships which formerly prevailed."

It was also urged on exception that the distance rates established by the Commission be set forth in 5-mile blocks in order to reflect more closely the cost of performing the service. In its recent order in Case No. 4088, Parts "U" and "V" (Decision No. 30370 of November 29, 1937), the Commission adopted 5-mile mileage blocks for distances up to 50 miles. This basis would result in but little change from the rates proposed by the examiner. It will be adopted here.

It was suggested on exception that the estimated weight for dry redwood lumber be changed to 2600 pounds per 1000 board feet, for green redwood lumber to 4100 pounds per 1000 board feet, for flooring to 2300 pounds per 1000 board feet, and that the lath equivalent of 1000 board feet be specified as 5000 lath. The suggested changes are minor. Inasmuch as the estimated weights proposed by the examiner closely follow those published by common carriers with which the minimum rates must alternate, it is not deemed advisable to alter them for the present.

Upon consideration of all the facts of record, the Commission finds:

1. That rates set forth or referred to in Appendix "A" attached hereto should be established as the just, reasonable and non-discriminatory minimum rates to be charged, collected and observed by all radial highway common carriers and highway contract carriers, for the transportation for which rates are therein provided.



2. Reasonable and sufficient rates for highway common carriers should be no lower than the rates set forth or referred to in said Appendix "A".

3. Radial highway common carriers and highway contract carriers should be required to issue to the shipper, for each shipment received for transportation, a freight bill in substantially the form set forth in Appendix "B" hereof, and to retain and preserve for reference, subject to the inspection of the Commission, a copy of said freight bill for a period of not less than three (3) years from the date of its issuance.

#### O R D E R

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

IT IS HEREBY ORDERED that the rates, rules and regulations set forth in Appendix "A" attached hereto and hereby made a part hereof be and they are hereby established and approved effective twenty (20) days from the effective date of this order as the just, reasonable and non-discriminatory minimum rates, rules and regulations to be charged, collected and observed by any and all radial highway common carriers and highway contract carriers, as defined in the Highway Carriers' Act (Chapter 223, Statutes of 1935), for the transportation of the commodities and within the territory for which rates are provided in said Appendix "A".

IT IS HEREBY FURTHER ORDERED that all highway common carriers, as defined in the Public Utilities Act, be and they are hereby ordered and directed to establish on or before twenty (20) days from the effective date of this order on not less than five (5) days notice to the Commission and to the public, rates, rules and regula-

tions no lower in volume or effect than those set forth or referred to in said Appendix "A" for the transportation of the commodities and within the territory for which rates are provided in said Appendix "A".

IT IS HEREBY FURTHER ORDERED that all radial highway common carriers and highway contract carriers, as defined in the Highway Carriers' Act, and all highway common carriers, as defined in the Public Utilities Act, be and they are hereby ordered to cease and desist on or before twenty (20) days from the effective date of this order and thereafter abstain from charging, collecting or observing rates, rules or regulations lower in volume or effect than those set forth or referred to in said Appendix "A".

IT IS HEREBY FURTHER ORDERED that to the extent the rates, rules and regulations herein established are different from those heretofore established in these or other proceedings for the same transportation, the rates, rules and regulations herein established shall apply.

IT IS HEREBY FURTHER ORDERED that every radial highway common carrier and highway contract carrier 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 in 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, 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 have 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 carriers and highway contract carriers both for transportation service hereinabove described and for such other transportation and accessorial service 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 here involved between all competing agencies of transportation.

The effective date of this order shall be twenty-five (25) days from the date hereof.

Dated at San Francisco, California, this 13<sup>th</sup> day of December, 1937.

Walter M. M.  
Leon A. M.  
Frank R. M.  
R. M. M.  
Ray & M.  
Commissioners.

APPENDIX A

Naming

JUST, REASONABLE AND NON-DISCRIMINATORY MINIMUM RATES, RULES  
AND REGULATIONS FOR RADIAL HIGHWAY COMMON CARRIERS  
AND HIGHWAY CONTRACT CARRIERS AND REASONABLE  
AND SUFFICIENT RATES FOR  
HIGHWAY COMMON CARRIERS

For the  
TRANSPORTATION OF LUMBER AND FOREST  
PRODUCTS AS DESCRIBED HEREIN

ITEM NO. 5 - EXPLANATION OF TECHNICAL TERMS

1. POINT OF ORIGIN means the precise location at which property is loaded in or on or to be loaded in or on carrier's equipment for transportation.
2. POINT OF DESTINATION means the precise location at which property is discharged or to be discharged from carrier's equipment.
3. SHIPMENT means a quantity of freight received from one shipper on one shipping order or one bill of lading at one point of origin at one time for one consignee at one destination.
4. ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by the carrier for the receipt and delivery of shipments.
5. RAILHEAD means a point at which property is usually and ordinarily loaded into or unloaded from rail cars. It includes all points served by railroad spur track, as well as all truck loading facility points immediately adjacent thereto and under the ownership or control of the plant or industry maintaining and using the spur track.
6. COMMON CARRIER RATE means any intrastate rate or rates of any common carrier or common carriers as defined in the Public Utilities Act, lawfully in effect at time of shipment, together with the minimum weights, rules and regulations which govern such rate or rates.
7. RATE includes minimum weight, rules, regulations and classification governing.
8. SAME TRANSPORTATION means transportation of the same kind and quantity of property and subject to the same limitations, conditions and privileges, although not necessarily in an identical type of equipment.
9. CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles operated by the carrier.
10. TAILGATE LOADING means loading of the shipment into carrier's equipment from a point not more than 25 feet distant from said equipment.
11. TAILGATE UNLOADING means unloading of the shipment from carrier's equipment and placing it at a point not more than 25 feet distant from said equipment.

ITEM NO. 10 - APPLICATION OF APPENDIX - TERRITORIAL

Rates in this Appendix apply between any and all points within the State of California, subject to Note 1.

NOTE 1.-Rates in this Appendix do not apply for the transportation of:

- (1) Shipments having point of origin in Alameda, Albany, Berkeley, Emeryville, Oakland or Piedmont, and point of destination in another of those cities.
- (2) Shipments between San Francisco and South San Francisco.

ITEM NO. 10 - APPLICATION OF APPENDIX - TERRITORIAL (Continued)

- (3) Shipments having point of origin in San Diego, Chula Vista, Coronado or National City, and point of destination in another of those cities.
- (4) Shipments having both point of origin and point of destination within the Industrial District of the Los Angeles Metropolitan Area, as described in Item No. 50.

ITEM NO. 15 - APPLICATION OF APPENDIX - COMMODITIES

Rates provided in this Appendix apply for the transportation of the following articles or commodities, in shipments weighing 20,000 pounds or more, or when charges are assessed on a minimum weight of 20,000 pounds.

FOREST PRODUCTS, whether or not creosoted or otherwise chemically treated, viz.:

Atmospheric Water Cooling Towers, knocked down, and Iron or Steel Fixtures for same, consisting of Castings, Tie Rods, not exceeding 30 feet in length, and Turnbuckles, weight of such fixtures not to exceed 10% of the total weight of shipment,  
Bark,  
Bee Hives, knocked down,  
Blocks, wooden paving, creosoted or uncreosoted,  
Bolts, wooden,  
Brackets, insulator (wooden)  
Cants, wheel, wooden, in the rough,  
Covers, guy wire,  
Cross Arms, wooden, with or without riveted ends, and with or without wooden pins attached,  
Heading,  
Koney Box Lumber,  
Lath,  
Lumber,  
Pencil Slats,  
Pickets,  
Piles,  
Pins, insulator,  
Pipe Material, wooden (see Note 3),  
Pipe, wooden (see Note 3),  
Poles, plant, plain, creosoted or stained,  
Poles, telegraph and telephone,  
Posts,  
Sawdust,  
Shakes,  
Shavings,  
Shingles,  
Ship Knees,  
Shook, box and crate,  
Silo Material, wooden, and Fixtures (see Note 2),  
Stakes, plain, creosoted or stained,  
Staves,  
Steps, pole (wooden),  
Stock, battery separator, machined, viz.: grooved, furrowed or corrugated, not treated with caustic soda, asphaltum or other solution,

ITEM NO. 15 - APPLICATION OF APPENDIX - COMMODITIES (Continued)

Tank Material, wooden, and Fixtures (see Note 1),  
Ties, railroad,  
Timbers, rough  
Timbers, mining,  
Wedges, mine,

--ALSO--

BUILDING WOODWORK (House Trim), not further finished than  
primed, viz.:

Astragals,  
Balusters,  
Balustrade Work,  
Base Boards,  
Beads, angle corner, cornice,  
Blinds (shutter), slatted or  
solid,  
Blocks (base, center, corner,  
head),  
Built-in Fixtures (see Note  
4), viz.:  
Book Cases,  
Breakfast Nook Sets, con-  
sisting of Seat Boards  
and Ends, Table Tops  
and Legs,  
Buffets,  
Cases or Chests of Drawers,  
China Closets,  
Cooler Closets,  
Cupboards,  
Ironing Boards,  
Kitchen Cabinets,  
Built-in Fixtures (see Note  
4), viz.:  
Mantel Shelves,  
Medicine Cabinets,  
Sideboards,  
Sinkboards,  
Sink Sets,  
Telephone Cabinets,  
Window Seats,  
Caps, column,  
Casing, door and window,  
panel,

Closet and Pantry Fittings,  
Columns,  
Cornice Brackets,  
Doors, including Glazed,  
Tin-covered Doors and  
Screen Doors,  
Frames (blind, screen and  
door),  
Frames, window, with or  
without pulleys,  
Gable Ornaments,  
Grille Work,  
Gutters,  
Hand Rails,  
Jambs, door,  
Molding, casing,  
Molding, carpenter's,  
Paneling,  
Pilasters,  
Plywood,  
Porch Work,  
Rosettes,  
Sash, including Glazed Sash,  
Screens, door and window,  
Scroll Work,  
Shelves, knocked down,  
Spindles,  
Stair Work (newels,  
risers, treads, trellises,  
railing, balusters, post  
ornaments),  
Veneering,  
Wainscoting,  
Window Stools and  
Aprons,

NOTE 1.-The rates on tank Material and Fixtures will include gauge, iron or steel bands, or hoops and lugs, the weight of fixtures, gauge and iron or steel bands, or hoops and lugs, not to exceed 20 per cent of the weight of the entire shipment.

NOTE 2.-The rates on Silo Material and Fixtures will include doors and fixtures for same, also including iron or steel bands, hoops, lugs and bolts for same. The weight of fixtures, gauge and iron or steel bands, or hoops and lugs not to exceed 20 per cent of the weight of the entire shipment.

ITEM NO. 15 - APPLICATION OF APPENDIX - COMMODITIES (Concluded)

NOTE 3.-The rates on Pipe Material and Wooden Pipe will include iron bands and wooden or iron connections therefor, consisting of ells, tees, crosses, reducers, bends and wyes, the weight of the iron bands and wooden or iron connections not to exceed 10 per cent of the weight of the entire shipment.

NOTE 4.-Rates apply only on Built-in-Fixtures as described to be built in and become a permanent part of Building Woodwork (House Trim).

ITEM NO. 20 - SHIPMENTS TO BE RATED SEPARATELY

Each shipment shall be rated separately. Shipments shall not be consolidated or combined.

ITEM NO. 25 - GROSS WEIGHT

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

ITEM NO. 30 - RATES BASED ON VARYING MINIMUM WEIGHTS

When the charges accruing on a shipment based upon actual weight exceed the charges computed upon a rate based upon a greater unit of minimum weight, the latter will apply.

ITEM NO. 35 - COMPUTATION OF DISTANCES

Distances shall be computed in accordance with Decision No. 30000, dated August 9, 1937, or as may be amended, in Case No. 4088, Part "N". (See Note 1.)

NOTE 1.--(a) Distances from or to points located within any incorporated city other than those cities partially or wholly within the Los Angeles Pick-Up and Delivery Zone as defined and bounded in Item No. 55, shall be computed from or to the point designated within the incorporated city limits by a triangle circumscribed by a circle, as shown on the map appended to Decision No. 30000.

(b) Distances from or to points located within Los Angeles Pick-Up and Delivery Zone as defined and bounded in Item No. 55, shall be computed from or to the intersection of 1st and Main Streets, Los Angeles.

ITEM NO. 40 - CHARGES FOR WEIGHING SHIPMENTS

The initial weighing of shipments may be performed by the carrier and at carrier's expense. In event shipper or consignee desires that a shipment be reweighed, the cost of such reweighing shall be assessed against the shipment.

ITEM NO. 45 - METHOD OF SECURING WEIGHT WHEN NO SCALE IS AVAILABLE

When no scale or other means of ascertaining actual weight is available, the following estimated weights shall be used:

	<u>Pounds</u>
Lumber, not otherwise specified, seasoned, cedar, cottonwood, fir, hemlock, pine and spruce per 1,000 feet board measure	2500



ITEM NO. 45 - METHOD OF SECURING WEIGHT WHEN NO SCALE IS AVAILABLE (Concluded)

Lumber, green, cedar, cottonwood, fir, hemlock, pine, redwood and spruce per 1000 feet board measure	<u>Pounds</u>  3300
Lumber, dry, machine finished, viz.: flooring, rustic, siding, ceiling, shiplap per 1000 feet board measure	  2200
Lath, - 6000 four foot laths will be counted the equivalent of 1000 board feet of lumber - if greater or less than four feet, increase or decrease the number of laths proportionately	Apply the estimated weight for the type of lumber used in the laths.
Shakes, sawed or split, 2500 will be counted the equivalent of 1000 board feet	Apply the estimated weight applicable to the type of lumber in shakes.
Shingles (cedar) dry, per 1000	150
" " green, per 1000	210
" (pine or redwood), 8000 will be counted the equivalent of 1000 board feet	Apply the estimated weight applicable to type of lumber used.

ITEM NO. 50 - DESCRIPTION OF INDUSTRIAL DISTRICT OF LOS ANGELES  
METROPOLITAN AREA

The industrial district of the Los Angeles Metropolitan Area includes all points within the following boundaries:

Beginning at the intersection of Eastern Avenue with Valley Boulevard (Alhambra Avenue), and following southerly along Eastern Avenue to Whittier Boulevard; thence easterly along Whittier Boulevard to San Gabriel Boulevard; thence southwesterly along San Gabriel Boulevard to Anaheim-Telegraph Road; thence northwesterly along Anaheim-Telegraph Road to Paramount Boulevard; thence southwesterly along Paramount Boulevard to Stewart-and-Gray Road; thence westerly along Stewart-and-Gray Road to Atlantic Boulevard; thence southerly along Atlantic Boulevard to Century Boulevard; thence northwesterly along Century Boulevard to Alameda Street; thence northerly along Alameda Street to Firestone Boulevard; thence westerly along Firestone Boulevard to Central Avenue; thence northerly along Central Avenue to Florence Avenue; thence westerly along Florence Avenue to Van Ness Avenue; thence northerly along Van Ness Avenue to Fifty-fourth Street; thence westerly along Fifty-fourth Street to Arlington Avenue; thence northerly along Arlington Avenue to Pico Boulevard; thence westerly along Pico Boulevard to Crenshaw Street; thence northerly along Crenshaw Street to Wilshire Boulevard; thence westerly along Wilshire Boulevard to La Brea Avenue; thence northerly along La Brea Avenue to Hollywood Boulevard; thence easterly along Hollywood Boulevard to Sunset Boulevard; thence south-easterly along Sunset Boulevard to Lilac Terrace; thence easterly along Lilac Terrace to Bernard Street; thence easterly along Bernard Street

ITEM NO. 50 - DESCRIPTION OF INDUSTRIAL DISTRICT OF LOS ANGELES  
METROPOLITAN AREA (Concluded)

to North Broadway; thence easterly and northerly along North Broadway to Pasadena Avenue; thence easterly and northerly along Pasadena Avenue to San Fernando Road; thence northerly along San Fernando Road to North Figueroa Avenue (Dayton Avenue); thence easterly and northerly along North Figueroa Avenue to Pasadena Avenue; thence southerly along Pasadena Avenue to Daly Street; thence southerly along Daly Street to North Broadway; thence easterly along North Broadway to Mission Road; thence southerly and westerly along Mission Road to Valley Boulevard (Alhambra Avenue); thence easterly and northerly along Valley Boulevard to point of beginning.

ITEM NO. 55 - DESCRIPTION OF LOS ANGELES PICK-UP AND DELIVERY ZONE

Los Angeles pick-up and delivery zone includes all points within the territory bounded as follows, including both sides of the streets, boulevards, roads, avenues or highways named:

Commencing at the intersection of North Broadway and Mission Road, thence westerly on North Broadway to Daly Street, northerly on Daly Street to Pasadena Avenue, northerly on Pasadena Avenue to Dayton Avenue, southwesterly on Dayton Avenue to San Fernando Road, southeasterly on San Fernando Road to Pasadena Avenue, southwesterly on Pasadena Avenue to North Broadway, westerly and southerly on North Broadway to Bernard Street, westerly on Bernard Street to Lilac Terrace, westerly on Lilac Terrace to Sunset Boulevard, northwesterly on Sunset Boulevard to Hollywood Boulevard, westerly on Hollywood Boulevard to La Brea Avenue, southerly on La Brea Avenue to Wilshire Boulevard, easterly on Wilshire Boulevard to Crenshaw Boulevard, southerly on Crenshaw Boulevard to Pico Boulevard, easterly on Pico Boulevard to Arlington Avenue, southerly on Arlington Avenue to Fifty-fourth Street, easterly on Fifty-fourth Street to Van Ness Avenue, southerly on Van Ness Avenue to Florence Avenue, easterly on Florence Avenue to Atlantic Avenue, northerly on Atlantic Avenue to Bandini Boulevard, westerly on Bandini Boulevard to Downey Road, northerly on Downey Road to Lorena Street, northerly on Lorena Street to Whittier Boulevard, westerly on Whittier Boulevard to Euclid Avenue, northerly on Euclid Avenue to Fourth Street, westerly on Fourth Street to Evergreen Avenue, northerly on Evergreen Avenue to Wabash Avenue, easterly on Wabash Avenue to Ramona Boulevard, easterly on Ramona Boulevard to Bonnie Beach Place, northerly on Bonnie Beach Place to Alhambra Avenue, westerly on Alhambra Avenue to Mission Road, northerly on Mission Road to point of beginning.

ITEM NO. 60 - DEMURRAGE (Charge for Delays to Carrier's Equipment)

Rates in this Appendix include service of driver only for loading into and unloading from the carrier's equipment, subject to Note 1. (See Item No. 65 for charges for additional help).

NOTE 1.-When time consumed in loading or unloading carrier's equipment exceeds 20 minutes per ton (based on the weight on which transportation charges are computed) a charge of \$2.00 per hour for the additional time consumed shall be assessed.

ITEM NO. 65 - ACCESSORIAL CHARGES

An additional charge of \$1.00 per man hour shall be made for stacking, sorting, helpers for loading or unloading, or any other accessorial service for which a charge is not otherwise provided.

ITEM NO. 70 - ALTERNATIVE APPLICATION OF COMMON CARRIER RATES

Rates in this Appendix shall alternate with the lowest common carrier rates for the same transportation from and to the same points.

ITEM NO. 75 - ALTERNATIVE APPLICATION OF COMBINATIONS WITH COMMON CARRIER RATES

Rates in this Appendix may be used in combination with the lowest common carrier rates for the same transportation as follows:

1. When Point of Origin is located beyond railhead and the established depot of a common carrier, add to the common carrier rate used the rate provided in this Appendix for the distance from Point of Origin to the common carrier depot from which such common carrier rate applies. (See Notes 1 and 2.)

2. When Point of Destination is located beyond the railhead and the established depot of a common carrier, add to the common carrier rate used the rate provided in this Appendix for the distance from the common carrier depot to which such common carrier rate applies to Point of Destination. (See Notes 1 and 2.)

3. Where both Point of Origin and Point of Destination are located beyond railhead and the established depot of a common carrier, add to the common carrier rate used the rate provided in Section 1 for the distance from Point of Origin to the common carrier depot from which such common carrier rate applies, plus the rate provided in this Appendix for the distance from the common carrier depot to which such common carrier rate applies to Point of Destination. (See Notes 1 and 2.)

NOTE 1.-If the route from Point of Origin to the common carrier depot or from the common carrier depot to Point of Destination is within the corporate limits of a single incorporated city, the distance to or from such depot will be considered as not to exceed 10 miles.

NOTE 2.-When rates have been established for transportation by carriers (as defined in the City Carriers' Act, Chapter 312, Statutes of 1935, as amended) from Point of Origin to the common carrier depot or from the common carrier depot to Point of Destination, such rates may be added in lieu of the rates provided in this Appendix.

ITEM NO. 80 - ACCESSORIAL SERVICES NOT INCLUDED IN COMMON CARRIER RATES

In the event under the provisions of Items Nos. 70 and 75, a rate of a common carrier is used in constructing a rate for highway transportation, and such rate does not include accessorial services performed by the highway carrier, the following charges for such accessorial services shall be added:

ITEM NO. 80 - ACCESSORIAL SERVICES NOT INCLUDED IN COMMON CARRIER RATES (Concluded)

- (1) For tailgate loading or tailgate unloading - no additional charge.
- (2) For loading or unloading other than tailgate loading or tailgate unloading - 1 cent per 100 pounds.
- (3) For other accessorial services - an additional charge of \$1.00 per man per hour shall be assessed.

ITEM NO. 85 - MINIMUM COMMODITY DISTANCE RATES APPLYING ON LUMBER AND FOREST PRODUCTS AS DESCRIBED IN ITEM NO. 15  
(in cents per 100 pounds)

MILES		Minimum Weights	
Over	But not Over	20,000 Pounds	30,000 Pounds
0	5	5 $\frac{1}{2}$	4
5	10	5 $\frac{1}{2}$	4
10	15	6	4 $\frac{1}{2}$
15	20	6	4 $\frac{1}{2}$
20	25	6 $\frac{1}{2}$	5
25	30	6 $\frac{1}{2}$	5
30	35	7 $\frac{1}{2}$	5 $\frac{1}{2}$
35	40	7 $\frac{1}{2}$	6
40	45	8	6 $\frac{1}{2}$
45	50	8 $\frac{1}{2}$	7
50	60	9 $\frac{1}{2}$	8
60	70	10 $\frac{1}{2}$	9
70	80	12	9 $\frac{1}{2}$
80	90	13	10 $\frac{1}{2}$
90	100	14	11 $\frac{1}{2}$
100	110	15 $\frac{1}{2}$	12 $\frac{1}{2}$
110	120	16 $\frac{1}{2}$	13 $\frac{1}{2}$
120	130	17 $\frac{1}{2}$	14 $\frac{1}{2}$
130	140	18 $\frac{1}{2}$	15 $\frac{1}{2}$
140	150	20	16 $\frac{1}{2}$
150	160	21	17 $\frac{1}{2}$
160	170	22 $\frac{1}{2}$	18
170	180	23 $\frac{1}{2}$	19
180	190	25	20
190	200	26	21
200	220	27	22
220	240	29 $\frac{1}{2}$	24
240	260	32	25 $\frac{1}{2}$
260	280	34 $\frac{1}{2}$	27 $\frac{1}{2}$
280	300	36 $\frac{1}{2}$	29 $\frac{1}{2}$
300	325	39	31 $\frac{1}{2}$
325	350	42	34
350	375	45	36 $\frac{1}{2}$
375	400	48	38 $\frac{1}{2}$
400	425	51	41
425	450	54	43 $\frac{1}{2}$
450	475	57	45 $\frac{1}{2}$
475	500	60	48
500	525	63	50 $\frac{1}{2}$
525	550	65 $\frac{1}{2}$	53
550	575	68 $\frac{1}{2}$	55
575	600	71 $\frac{1}{2}$	57 $\frac{1}{2}$
600	625	74 $\frac{1}{2}$	60
625	650	77 $\frac{1}{2}$	62
650	675	80 $\frac{1}{2}$	64 $\frac{1}{2}$
675	700	83 $\frac{1}{2}$	67
Over 700 miles		(83 $\frac{1}{2}$ )	67
		(Plus 3 cents for each	
		25 miles or fraction	
		(thereof over 700 miles.	

## APPENDIX "B"

## SHIPPING ORDER AND FREIGHT BILL

SHIPPING ORDER AND FREIGHT BILL					
Name of Carrier _____ (Name of Carrier must be same as shown on Permit)				Bill No. _____ Permit No. _____	
City _____		Date _____, 193 _____			
Shipper _____		Consignee _____			
Street Address _____		Street Address _____			
City _____		City _____			
Packages	Kind	Description of Commodities	**Weight	Rate	Charges
Shipper _____  By _____ (Show name in full)			C.O.D. _____  C.O.D. Fee _____		
Received by Carrier in good condition except as noted: _____  By _____ Driver (Show name in full)			*Advances _____  *Other Charges _____		
Received by Consignee in good condition except as noted: _____  By _____ (Show name in full)			Prepaid _____  <div style="text-align: right;">Total to collect</div>		

\*Show each charge separately and what it represents.

\*\*If other unit of charges, show per hour, box, crate, bundle, bag, head, etc.