

Decision No. 32504

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Establishment of )  
just, reasonable and non-discriminatory )  
maximum or minimum or maximum and mini- )  
mum rates, rules, classifications and )  
regulations for the transportation of )  
property for compensation or hire over )  
the public highways of the City of Los )  
Angeles. )

Case No. 4221

CRAEMER, Commissioner:

Additional Appearances

Arturo, P. J., for Swift and Company  
Glanz, Arthur, for Cudahy Packing Company  
Jacobson, Phil, for Cantlay & Tanzola  
Klebenow, William C., for Southwestern Motor  
Tariff Bureau  
Scott, Frank E., for R. J. Thompson Truck  
Company  
Valentine, A. E., for Interstate Bakeries  
Venner, Max, for Venner Truck Lines

RIGHTS SUPPLEMENTAL OPINION

By previous orders in this proceeding, minimum rates, rules and regulations were established for transportation of property by radial highway common, highway contract and city carriers, within the so-called "Los Angeles drayage area."<sup>1</sup> The instant decision deals with proposals submitted at adjourned public hearings held in Los Angeles for modifications of the minimum rates, rules and regulations so established.

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<sup>1</sup> The Los Angeles drayage area is described in Items 30, 31, 32 and 33 of Appendix "A" hereto; it embraces the more centrally located manufacturing, wholesale and retail districts of the City of Los Angeles and certain contiguous territory. Included therein are the cities of Vernon, Huntington Park, Maywood and Bell, as well as various other municipalities and certain unincorporated territory. Originally, only Los Angeles city carriers were respondents herein. Subsequently, the scope of the proceeding was enlarged to include all Los Angeles County for-hire carriers.

In order to convey a clear understanding of the modifications presented for consideration, it will be necessary to describe the existing basis briefly.<sup>2</sup> Minimum rates are provided both on a cents per 100 pounds and on an hourly basis. Zoned class rates, in cents per 100 pounds, are provided for various weight minima ranging from 100 to 20,000 pounds, subject to ratings of the Western Classification and certain exceptions thereto. Rates for shipments weighing less than 100 pounds are not based upon classification or zoning and vary only according to the weight of the individual shipment. Commodity rates, subject to the zoning arrangement, are also provided for specified articles at 10,000 and 20,000 pound minimum weights, as well as for paper, paper articles and related commodities at lesser minimum weights. In addition, hourly, weekly and monthly vehicle unit rates varying with the weight of the property transported are authorized to be applied at the shipper's option in advance of shipment, in lieu of the cents per 100 pound rates otherwise applicable.

Upon the initial establishment of minimum rates in this proceeding, it was represented to the Commission by many shippers and shipper organizations that the resulting charges were excessive and that the rules and regulations prescribed to govern the minimum rates, particularly those calling for the classification of commodities and the zoning of the drayage area, were unduly complex and impracticable of application. Thereupon, further hearings were held and certain modifications were made which, it was believed, would eliminate in whole or in part many of the objections. Because of

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Rates were first established in this proceeding effective May 1, 1938, by Decision No. 30785 (41 C.R.C. 222). The rates so established have been amended from time to time. Those now in effect are set forth in Appendix "A" to Decision No. 31473 of November 25, 1938, as amended.

dissatisfaction still existing, however, the Commission assigned an associate engineer and an assistant rate expert from its staff to investigate the situation with the view of determining what further modifications should be made in the established basis. After extensive study of the problems involved, the associate engineer and assistant rate expert recommended that, for the most part, the established minimum rates were reasonable and proper but that they required modification in certain respects. The evidence in the hearings with which we are here concerned consisted largely of the cost and rate testimony of these members of the Commission's staff relative to their recommended modifications, and testimony of interested shippers and carriers with regard thereto. Although certain carriers and shippers had previously objected to minimum rates, rules and regulations other than those proposed to be changed by the Commission's representatives, they made no such objections at the further hearing. Apparently their anticipated difficulties failed to materialize or the prescribed rates proved to be less burdensome than they had expected.

The assistant rate expert presented an exhibit containing a suggested tariff in which were incorporated the minimum rates, rules and regulations heretofore established in this proceeding, modified in accordance with his findings. Many of these modifications consisted merely of minor changes deemed desirable by the witness to bring about uniformity with provisions of the Commission's orders in other proceedings. The propriety of these latter modifications was not questioned and no good purpose would be served by discussing them at length. Certain of the proposed modifications were of a substantial nature, however, and warrant more detailed discussion.

### Rates for Routed Parcel Delivery Service

The associate engineer submitted a study showing the estimated minimum cost of performing routed parcel delivery services for wholesalers, jobbers and manufacturers, in connection with shipments weighing 500 pounds or less. Costs were developed on a graduated scale dependent upon the number of "units" the carrier transports for a given shipper during a calendar month.<sup>3</sup> In explanation of the adoption of this method of allocating costs, it was explained that costs for picking up shipments not only vary with the total volume of traffic handled by the carrier as do terminal and delivery costs, but also according to the volume of traffic furnished by individual shippers.

Based upon the costs so estimated, the Commission's assistant rate expert suggested the establishment of a scale of rates in addition to the regular class rates, to apply at the shipper's option when declared in advance of shipment. Following are the costs developed by the engineer and the rates suggested by the rate witness:

Costs and rates in cents per unit		
Minimum Units per month	Estimated Costs	Proposed Rates
Any Quantity	29.23	30.0
250	27.47	27.5
750	24.95	25.5
2,000	23.46	23.5
3,500	21.41	21.5
6,000	20.10	20.0
10,000	18.81	19.0

A carrier engaged in performing routed parcel delivery services for two shippers having a substantial volume of traffic objected to the proposed rates on the ground that they were unduly low for

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For the purpose of the study the number of "units" in a shipment was determined by its weight in pounds as follows: Not over 50, 1 unit; over 50 but not over 150, 2 units; over 150 but not over 300, 3 units; and over 300 but not over 500, 4 units.

shippers having only a light volume of traffic and excessive for the larger shippers. This carrier pointed out that it was previously granted temporary authority under Section 10 of the City Carriers' Act and Section 11 of the Highway Carriers' Act to perform routed parcel delivery service for the two shippers referred to at rates lower than those here proposed (Decision No. 51486 of November 28, 1938, as amended, in Application No. 22324) and stated that any increase in the present rates would cause those shippers to commence proprietary operations. It urged that, in the event the Commission did not see fit to permit a continuation of the present temporary authority, the rates proposed by the Commission's witness be amended to a basis which, assertedly, would produce revenue aggregating approximately the same as those produced by the present basis. Following is a comparison of the rates suggested by this carrier with those proposed by the Commission's witness:

Rates in cents per unit		
Minimum Units per month	Carrier	Commission's witness.
Any Quantity	32	30
250	29	27½
750	27	25½
2,000	24½	23½
3,500	22	21½
6,000	19	20
9,000	(1) 18	-
10,000	-	19
12,000	(1) 17	-
(1) For shipments weighing more than 500 pounds transported in addition to the required number of units the following rates without regard to classification and zoning were proposed:		
Weight in Pounds		Rates in Cents
Over 500 but not over 1,000		90 per shipment
Over 1,000 but not over 1,500		110 per shipment
Over 1,500 but not over 2,000		130 per shipment
Over 2,000		6½ per 100 pounds

Representatives of the two large shippers patronizing the carrier just referred to offered testimony in support of the continuance of the Section 10 and 11 authority. One of them stated that his concern would try out the alternative proposal of the carrier, but that it was definitely committed to the commencement of proprietary operations should the rates proposed by the Commission's rate witness be adopted. The other claimed that his firm could stand no increase in its freight charges and that it would have to operate its own trucks should the proposal of the Commission's rate witness be accepted.

Certain other shippers having a lesser number of units for transportation urged the establishment of a scale of rates for shipments weighing not less than 100 pounds each, lower than the present class rates but based upon similar classification and zones. These proposed rates were identical with rates prescribed by Decision No. 31417 of October 31, 1938, in this proceeding, which were set aside prior to their effective date on the grounds that they were unduly low for miscellaneous drayage service and that the record was inadequate to determine whether or not they were proper for routed parcel delivery service. These rates ranged from a fourth class rate of 15 cents, minimum weight 100 pounds, for intra-zone movements, to a first class rate of 28 cents per 100 pounds, minimum weight 100 pounds, for movements between zones. The comparable existing rates start at a fourth class rate of 12 cents per 100 pounds, minimum weight 100 pounds, for intra-zone movements and reach a first class rate of 40 cents per 100 pounds, minimum weight 100 pounds, for movements between certain zones. Rates are also provided for a minimum weight of 500 pounds, ranging from the fourth class rate of 15 cents per 100 pounds intra-zone to the first class rate of 32 cents per 100 pounds inter-zone.

As hereinbefore indicated, the rates authorized under Section 10 and 11 of the City Carriers' and Highway Carriers' Acts, respectively, for routed parcel delivery services were granted for a temporary period and the parties were advised that these rates were subject to revision on a more comprehensive record. On the present record it is clear that the temporary rates are not justified from a cost standpoint and that revision thereof should be made.

The evidence concerning the cost of performing routed parcel delivery services was not controverted and it appears that rates of substantially the volume of those proposed by the Commission's witness would be necessary to produce compensatory operations. However, it is evident that strict adherence to cost rates would result in a substantial diversion of traffic to proprietary carriage whether or not the latter form of transportation were more or less economical. Under these circumstances, it appears that modification of the cost rates should be made, particularly in higher minimum "units" brackets where the proprietary threat is most serious. It is concluded that the rates shown in the following table will give adequate recognition to the probability of the traffic being diverted from for-hire carriers, and, at the same time, will give substantial recognition to the cost of performing the service. For convenience in comparison, rates proposed by the Commission's witness and the carrier hereinbefore mentioned are also shown.

Rates in cents per unit			
Minimum Units per month	Rates Found Justified	Rates Proposed by the carrier	Rates Proposed by the Commission's witness
Any Quantity	30	32	30
250	27½	29	27½
750	25½	27	25½
2,000	23½	24½	23½
3,500	-	22	21½
4,000	21½	-	-
6,000	20	19	20
8,000	18½	-	-
9,000	-	(1)18	-
10,000	17	-	19
12,000	-	(1)17	-
12,500	16	-	-
15,000	15	-	-

(1) Rates proposed for shipments weighing more than 500 pounds, but found not justified, are shown in a previous table.

Although the rates herein found justified are below the estimated full cost of performing the service in some instances, it does not appear that other traffic will be burdened thereby. If such rates were not authorized and the threatened diversion of traffic to proprietary carriage should materialize, it seems quite probable that the balance of the tonnage retained by the for-hire carriers might well suffer increased charges resulting from higher operating expenses occasioned by the loss of tonnage.

#### Commodity Rates for Paper and Related Articles

The Commission's rate witness recommended a scale of commodity rates for paper, paper articles and stationers' supplies. He stated that several carriers had been granted authority to charge less than the prescribed minimum rates in so far as the traffic of numerous shippers is concerned, through the medium of Section 10 and 11 applications. Asserting that the number of carriers and shippers involved was strongly indicative that any efficient carrier fortunate enough to enjoy such business would experience approximately the same costs as the carriers now authorized to deviate from the established rates, he urged that all carriers and shippers be placed on an equal footing by the approval of rates patterned after those now enjoyed by the applicants.

A witness for the Motor Truck Association of Southern California claimed that these proposed rates would not be compensatory unless the carrier enjoyed all, or nearly all, of the business of a shipper having substantial tonnage. He stated that he reached this conclusion upon being informed by the carrier who first secured authority to assess such rates that, through inadvertence, a restriction of the rates to monthly tonnage minima was not sought. The witness urged that the rates proposed by the Commission's rate witness



for shipments of 4,000 pounds and less be increased substantially. This witness also requested that corrugated paper cabinets or wardrobes, knocked down, be accorded the same rates as corrugated paper. He testified that these articles were 95 per cent corrugated paper and that they were of the same density and value.

The propriety of the establishment of commodity rates for paper and related articles is not questioned on this record. With respect to the volume of these rates for relatively small shipments, the evidence received in public hearing in support of the initial request for authority to charge less than the established minimum rates for the transportation here involved was found sufficient by the Commission to justify the sought basis without regard to the quantity transported over a given period of time. Ten carriers are now authorized to observe these rates in connection with transportation for sixty-five shippers. The mere assertion that such rates are improper because the original applicant, through inadvertence, did not seek limitation of these rates to so-called "volume" shippers fails to demonstrate their impropriety. With addition of knocked down cabinets and wardrobes to the commodity group, the rates advocated by the Commission's rate witness appear well supported by the evidence and should be approved.

#### Commodity Rates for Adhesive Paste

Commodity rates for liquid adhesive paste based on a minimum weight of 500 pounds, were proposed by a carrier engaged in transporting that commodity. No change was advocated in rates for higher weight minima. The proposed rates were of the same volume as those recommended by the Commission's rate witness for paper and paper articles in shipments of like minimum weights. A witness for the carrier submitted evidence showing that the commodity involved enjoyed lower ratings in the Western Classification than many paper

articles, and that its value was substantially less. He also testified that the carrier had lost to proprietary operations some 25 per cent of the tonnage of this commodity formerly handled, and that he expected that this traffic could be recaptured at the sought rates.

This proposal appears justified. Liquid adhesive paste should be added as a commodity to which the rates provided for paper, paper articles and related commodities will apply.

#### Commodity Rates for Cotton Piece Goods

A witness for the Motor Truck Association advocated the establishment of rates for cotton piece goods originating in public utility warehouses on the basis of the fourth class rates for shipments of less than 10,000 pounds and of commodity rates ranging from 4 to 7 cents per 100 pounds (depending upon the minimum weight and the zones within or between which the movement is made) for larger quantities. Aside from asserting that these proposed rates had received the consideration of and been approved by the members of his organization and of the Los Angeles Warehousemen's Association, however, the witness offered no evidence in support of his recommendation.

While this proposal may have merit, there is insufficient evidence on this record to permit its adoption and it should be denied without prejudice to further consideration on a more comprehensive record.

#### Commodity Rates for Iron and Steel Articles

Commodity rates are now in effect for iron and steel articles in minimum quantities of 10,000 and 20,000 pounds. The rate witness from the Commission recommended a downward revision of these rates and the addition of commodity rates for less-truckload quantities. He explained that the recommended rates were closely comparable to those which certain carriers had theretofore been authorized under Section 10 of the City Carriers' Act or Section 11 of the Highway Carriers' Act to charge in connection with transportation of iron and steel articles for

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specified shippers; that the number of carriers and shippers already enjoying Section 10 and 11 relief indicated that any efficient carrier who was able to obtain the traffic could operate at rates equivalent to those now being charged by the carriers holding the Section 10 and 11 authorities and that, therefore, inclusion of these rates in the form of commodity rates was deemed proper.

A review of the decisions in which the Section 10 and 11 authorities mentioned were granted indicates that the reduced rates were found justified by the heavy volume of tonnage which certain iron and steel manufacturers had available, making possible the obtaining of unusually favorable load and use factors; and by the fact that these particular shippers furnished facilities and performed services which the carriers would otherwise have to provide themselves. These decisions indicate, moreover, that the transportation covered by the Section 10 and 11 authorities is performed in special types of equipment which is not suitable for use in ordinary drayage service. It seems improbable that rates predicated upon the conditions described would be adequate for ordinary drayage transportation and their adoption in the form of commodity rates would depress rates for the latter type of service below the cost level. This recommendation should not be carried into effect. However, iron and steel articles should be included in a commodity item containing truckload rates similar to the existing commodity rates and less-truckload rates equivalent to the existing fourth class rates.

#### Miscellaneous Commodity Rates

In addition to the foregoing, the Commission's witness

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<sup>4</sup> Application No. 20629 of J. A. Clark, A. D. Paxton and De Lair Truck Co., to transport for Columbia Steel Co.; Application No. 20894 of Progressive Transportation Co. to transport for Bethlehem Steel Company; Application No. 21035 of Walter Woolhouse to transport for Earl M. Jorgensen Co.; Application No. 21087 of J. A. Clark Draying to transport for Columbia Steel Co.; and Application No. 22734 of De Lair Truck Co. to transport for Bethlehem Steel Company.

recommended the adoption of commodity rates for the transportation of groceries and grocers' supplies, lumber and forest products and sugar. He also proposed that less-truckload commodity rates be provided for various commodities for which special rates are now in effect in connection with minimum weights of 10,000 and 20,000 pounds. These rates were designed to harmonize rates for transportation within the Los Angeles drayage area with those established in other proceedings for similar transportation in adjacent territories, to obviate the need for exceptions to the normal classification of the commodities involved, and to give recognition to the regularity of movements and the heavy volume of tonnage in connection with the movement of certain staple commodities.

No objection was made to the establishment of these proposed commodity rates. They appear to be justified for the reasons stated by the witness.

#### Hourly, Weekly and Monthly Unit Rates

Addition of rules for the computation of time under hourly rates on the basis of the sum of loading, driving and unloading times; restriction of weekly rates to seven successive days and monthly rates to a calendar month; elimination of special rates for so-called "low-bed" trucks; addition of a new schedule of monthly rates limited to twenty-three days use of the truck per month; and establishment of a minimum charge of \$1.25 in connection with an hourly rate for quantities of 500 pounds or less, were also recommended by the Commission's rate witness. On the part of certain carriers it was urged, in addition, that the additional charge now required to be added when trucks are operated more than 50 miles per day be made applicable only when the truck is operated in excess of an average mileage of 50 miles per day during the period for which the rate applies; that a day be considered as eight consecutive hours, exclusive of time for meals; and that weekly rates be limited to six consecutive days instead of

seven.

Objections expressed to the proposals of the Commission's witness were that the proposed rule for computing time would not give recognition to nonproductive time in driving to and from the job; and that the minimum of \$1.25 to which the hourly rate for quantities of less than 500 pounds was proposed to be made subject was excessive in so far as it applied to quantities of 250 pounds or less. They suggested that driving time from and to the job be included in the time for determination of the rate, and that the minimum charge for quantities of less than 250 pounds be reduced to \$1.00. Otherwise, no objections to the rate witness' recommendation were expressed.

The suggested use of nonproductive time in computing hourly rates would manifestly favor carriers most advantageously located to the particular job. Moreover, it seems apparent that such a basis would result in other inequalities, both between shippers and between carriers, since the work assignments of particular pieces of equipment prior and subsequent to the transportation rendered under hourly rates might be so arranged, at the option of the carrier, that the resulting hourly rates would be higher or lower according to the manner in which the carrier assigned its equipment to other work. Adoption of the plan offered by the Commission's rate witness appears to be the best method disclosed by the record for achieving a uniformity of charges between shippers and a uniformity of competition between carriers. Reductions in the minimum charges for quantities of less than 500 pounds and less than 250 pounds, as proposed by the Commission and carrier witnesses, respectively, also should be adopted.

In so far as the 50 mile limitation is concerned, it seems on the record that the total mileage operated during the period covered by the rate rather than the daily mileage provides a more equitable

basis for assessing added charges for excess mileage. Likewise, it seems proper to limit weekly rates to seven successive days including Sundays and holidays. In regard to the limitation of a day to eight consecutive hours, however, no basis was submitted for the computation of charges rendered beyond such time, and, thus, although the record tends to show that carriers should receive compensation for such added service, it fails to demonstrate what a proper charge therefor would be. Consequently, this proposal must be rejected. In other respects the proposals under consideration are justified and should be adopted.

#### C.O.D. Charges

The proposed tariff of the Commission's assistant rate expert provides that the charge for collecting and remitting the sums of money involved in C.O.D. transactions be reduced to 10 cents for each \$100.00 or fraction thereof. These charges were claimed to be justified by the fact that certain parcel carriers had sought and secured authority to assess a 10-cent charge for C.O.D. amounts not exceeding \$100.00 (Decision No. 31808 of March 6, 1939, in Applications Nos. 22393 and 22489); that the costs and risks experienced by such carriers would not be materially different from those experienced by carriers generally; and that the charge for additional amounts of \$100.00 or fraction thereof should not exceed the charge for the first \$100.00.

Certain draymen and parcel delivery carriers objected to the proposed reductions. The former urged that the basis provided in Decision No. 31606 in Case No. 4246, for statewide application to general commodities be adopted for the sake of uniformity, but said that a charge of one-half of 1 per cent of the amount to be collected, minimum 10 cents, would be satisfactory. The parcel delivery carriers claimed that the basis should be one-half of 1 per cent, mini-

imum charge 10 cents, for collections of \$100.00 and less, and the existing rates for collection of greater sums.

Except for the type of service rendered by routed parcel delivery carriers, it is difficult to see why the charges for collecting C.O.D.'s in the Los Angeles drayage area should differ from those prescribed in Decision No. 31606 in Case No. 4246 for application throughout the balance of the state. Routed parcel delivery carriers, however, receive a large percentage of C.O.D. shipments and are able to arrange their clerical routines and practices to handle them expeditiously and economically. Moreover, the risk of handling C.O.D.'s may increase out of proportion to the value, since there would appear to be little incentive for pilferage until the value becomes substantial. It is concluded that the charge for the first \$100.00 should be 10 cents and that, thereafter, the basis prescribed in Decision No. 31606, supra, should be applied. It may be pointed out that this is a minimum basis only, and carriers who deem the 10-cent charge to be insufficient (as it may well be for casual C.O.D. transactions) are at liberty to assess greater amounts.

#### Pool Cars

Railway Express Agency asked that the established rates be cancelled in so far as they may apply to the handling and distribution of "pool cars" (consignments distributed by draymen) originating at points outside the state, contending that the traffic is interstate in character, and, hence, not subject to this Commission's jurisdiction, that "pool car" distribution was similar to distribution from freight forwarders' cars, and that in Case No. 4084 (the San Francisco drayage proceeding) freight forwarders' cars were exempted from the established minimum rates covered thereby.

In disposing of a similar request for exemption of pool car traffic in San Francisco, the Commission said:

"The determination as to whether traffic moves in intra-

state or interstate commerce depends upon all of the facts and circumstances in connection with any given movement and cannot be predetermined. Under some circumstances, the traffic might fall into one category, while in other cases it might fall into the other. The facts here shown do not warrant a finding that traffic distributed from pool cars now covered by the order presently in effect should be excluded for the reason that it is beyond this Commission's jurisdiction.

"Nor does it appear that traffic moving in interstate pool cars is similar to and competitive with traffic moving in interstate freight forwarders' cars. The circumstances attending the movement of these different types of traffic are entirely different and only under certain conditions may shippers employing freight forwarders to transport their shipment utilize a pool car as an alternate method of transportation. No reason appears, therefore, for according shipments handled and distributed from pool cars the same treatment as is now accorded shipments unloaded and distributed from freight forwarders' cars. The proposal will be denied." (Decision No. 32326 of September 19, 1939, in Case No. 4084.)

For the same reasons the proposal herein should be denied.

#### Rates from and to Warehouses

In recognition of insistent demands made by various warehouse interests in previous hearings in this proceeding to the effect that traffic moving to and from warehouses was entitled to lower rates than general drayage traffic, the Commission's witness suggested that a deduction of 5 cents per 100 pounds be made in connection with shipments subject to minimum weights of less than 10,000 pounds, moving into or out of public warehouses. A witness for the Motor Truck Association testified, however, that in joint meetings held by his organization and the Los Angeles Warehousemen's Association it had been concluded that there was no necessity for a difference in rates between warehouse and general drayage traffic. The warehouse interests were represented at the hearing but offered no evidence in this regard in their own behalf nor did they dispute the statement of the Motor Truck Association's witness. Under these circumstances it does not appear that the rate witness' proposal should be carried into effect.

#### Zoning

Tariff simplification and greater uniformity may be achieved



by renumbering the zones established in this proceeding so that they will conform to the numbering employed in Decision No. 31605, as amended, in Case No. 4246, in which constructive highway mileages were prescribed. Likewise, by some slight adjustments of boundaries which are not common to Decision No. 31605, supra, and the Los Angeles drayage area, closer uniformity with orders in other proceedings may be achieved. These adjustments appear to affect little, if any, drayage traffic and should be made.

As explained in the outset of this opinion, numerous proposals made in the hearing were minor in nature and were unopposed. They should be adopted. Several other suggestions for changes in existing rates were voiced by carriers and shippers but were indefinite in nature and unsupported by evidence of probative value and, hence, have not been discussed herein. Suffice it to say that all of the evidence has been given careful consideration and that failure to discuss individual portions thereof is not to be taken as an indication that such evidence has been overlooked or ignored.

### F I N D I N G S

Upon consideration of all the evidence of record, I am of the opinion and find:

1. That the ratings, rates, charges, accessorial charges, rules and regulations set forth in the tariff designated as Appendix "A" of the order herein are and will be for the future the just, reasonable and nondiscriminatory minimum rates, charges and accessorial charges to be assessed, charged and collected, and the just, reasonable and nondiscriminatory rules and regulations to be observed in applying such rates, charges and accessorial charges, by all radial

highway common carriers, highway contract carriers and city carriers.

2. That the ratings, rules and regulations contained in Western Classification No. 68, C.R.C.-W.C. No. 1 of R. C. Fyfe, Agent, Supplements Nos. 1 and 3 thereof, and Pacific Freight Tariff Bureau Exception Sheet No. 1-P, C.R.C. No. 597 (L.F. Potter series), of J. P. Haynes, Agent, Supplements Nos. 36, 37, 43, 46 and 50 thereof, and in future supplements to and reissues of said publications when approved by the Commission, except as said ratings, rules or regulations are qualified by or are inconsistent with the provisions of said tariff designated as Appendix "A" of the order herein, are and will be for the future just, reasonable and nondiscriminatory minimum ratings, rules and regulations to govern the minimum rates set forth in said tariff, and should be adopted for that purpose.

3. That, subject to the terms and conditions of Item No. 140 of said tariff designated as Appendix "A" of the order herein all radial highway common carriers, highway contract carriers and city carriers should be authorized to assess, charge and collect rates, charges and accessorial charges of common carriers, on file with this Commission and in effect on the date of shipment, and to observe the ratings, rules and regulations governing the common carrier rate, charge or accessorial charge used, whenever such rates, charges and accessorial charges applied subject to their governing ratings, rules and regulations, produce lower aggregate charges than would accrue for the same transportation under the rates, rules, regulations and accessorial charges found just, reasonable and nondiscriminatory in Findings Nos. 1 and 2.

4. That all radial highway common carriers, highway contract carriers and city carriers authorized on the effective date of the rates herein established, under the provisions of Section 11 of the Highway Carriers' Act or Section 10 of the City Carriers' Act,

to transport property at lesser rates or charges than those heretofore established in this proceeding, should be authorized to continue such transportation under the conditions and for the duration of the periods of time specified in the orders granting such authorities, but in no event for a period in excess of one (1) year from the effectiveness of the rates or charges provided by the order herein.

5. That, except as provided in Findings Nos. 3 and 4, all radial highway common carriers, highway contract carriers and city carriers should be required to assess, charge and collect, for the transportation or accessorial services to which said tariff designated as Appendix "A" of the order herein is applicable, rates, charges and accessorial charges no lower in volume or effect than those set forth or referred to in said tariff, and to observe rules and regulations no lower in volume or effect than those set forth or referred to therein.

6. That, except as provided in Finding No. 7, the existing ratings, rates, charges, rules, regulations and accessorial charges maintained for transportation within California, and for accessorial services incidental thereto, by common carriers (other than common carriers by railroad and express corporations employing common carriers by railroad as underlying carriers), are and will for the future be unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the cost of other means of transportation, in so far as they are lower in volume or effect than those set forth in the tariff designated as Appendix "A" of the order herein for the performance of the same transportation and the same accessorial services by radial highway common carriers, highway contract carriers and city carriers.

7. That all common carriers as described in Finding No. 6 should be authorized to assess, charge and collect rates, charges and accessorial charges maintained by common carriers by railroad or by express corporations employing common carriers by railroad as underlying carriers, and to observe the ratings, rules and regulations governing the common carrier rate, charge or accessorial charge used, in the same manner as herein found justified for radial highway common carriers, highway contract carriers and city carriers in Finding No. 3, subject to the terms and conditions of Item No. 140 of said tariff designated as Appendix "A" of the order herein.

8. That, except as provided in Findings Nos. 6 and 7, rates, charges, rules, regulations and accessorial charges no lower in volume or effect than those set forth in said tariff designated as Appendix "A" of the order herein will be "just, reasonable and sufficient" for common carriers as described in Finding No. 6.

9. That, except as provided in Findings Nos. 6 and 7, common carriers as described in Finding No. 6 should be required to cancel all rates, charges, rules, regulations or accessorial charges lower in volume or effect than those set forth in said tariff designated as Appendix "A" of the order herein, and to establish in their stead rates, charges, rules, regulations and accessorial charges no lower in volume or effect than those therein set forth.

10. That common carriers as described in Finding No. 6 will not for the future be justified in charging, collecting or observing rates, charges, rules, regulations or accessorial charges lower in volume or effect than those found justified in the preceding findings.

11. That the rates, charges, rules and regulations found reasonable and sufficient, or just, reasonable and nondiscriminatory in the preceding findings, will provide an equality of transportation rates between all competing agencies of transportation; and should

cancel the rates, charges, rules and regulations established or prescribed in and by Decision No. 31473, as amended by Decision No. 31919 in this proceeding.

12. That every common carrier, radial highway common carrier, highway contract carrier and city carrier should be required to issue a shipping document for each shipment received for transportation, or a shipping document in manifest form for all shipments received from one shipper at one time and at one place, showing thereon the names of the shipper and of each consignee, the point of origin and point of destination of each shipment, a description of each shipment, the rate and charge assessed, and such other information respecting each of the factors entering into the computation of the charge as may be necessary in conjunction with the tariff designated as Appendix "A" of the order herein, or said tariff as it may hereafter be modified, to verify the lawfulness of such charge, provided that said shipping documents in manifest form may be issued to the shipper without all of the required information when supplemented by the issuance to the consignee of freight bills or delivery receipts and freight bills containing the required information not shown on said shipping document in manifest form; that a copy of each of such documents, delivery receipts and freight bills shall be retained and preserved by the carrier for reference and subject to the Commission's inspection, for a period of not less than three (3) years from the date of its issuance; and that the forms of shipping documents set forth in Appendix "B" of the order herein will be suitable and proper.

13. That no radial highway common carrier, highway contract carrier or city carrier should be permitted to quote, assess, charge, collect, or observe rates, rules, regulations or accessorial charges in a unit of measurement different from that in which the rates provided as minimum for the same transportation or accessorial charges are stated.

14. That to the extent carriers affected by this order, other than those subject to the Public Utilities Act, may be deemed to be "transportation companies" within the meaning of Article XII, Section 21 of the Constitution of California, they should be authorized to charge less for longer than for shorter distances, to the extent necessary to meet the rates of competitive forms of for-hire transport for the same transportation, under the terms and conditions and in the manner provided by Item No. 140 of said tariff.

The following form of order is recommended:

#### O R D E R

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

IT IS HEREBY ORDERED,

1. That the rates, charges, accessorial charges, rules and regulations set forth in the tariff designated as Appendix "A", which by this reference is incorporated in and made a part of this order, be and they are hereby established and approved effective January 1, 1940, as the just, reasonable and nondiscriminatory minimum rates, charges and accessorial charges to be assessed, charged and collected and the rules and regulations to be observed by any and all radial highway common carriers and highway contract carriers, as defined in the Highway Carriers' Act, and by any and all carriers, as defined in the City Carriers' Act, for the transportation of the property and between the points for which rates and charges are provided in said tariff designated as Appendix "A" hereto, and for accessorial services rendered incidental thereto, except as provided in ordering paragraphs Nos. 3 and 4.

2. That the ratings, rules and regulations contained in Western Classification No. 68, C.R.C.-W.C. No. 1 of R. C. Fyfe, Agent, Supplements Nos. 1 and 3 thereof, and Pacific Freight Tariff Bureau Exception Sheet No. 1-P, C.R.C. No. 597 (L. F. Potter series) of J. P. Haynes, Agent, Supplements Nos. 36, 37, 43, 46 and 50 thereof, and in future supplements to and reissues of said publications when approved by the Commission, except as said ratings, rules or regulations are qualified by or are inconsistent with the provisions of said tariff designated as Appendix "A" hereto, be and they are hereby adopted, established and approved as the just, reasonable and nondiscriminatory ratings, rules and regulations to govern the rates set forth in said tariff designated as Appendix "A".

3. That all radial highway common carriers, highway contract carriers and carriers as defined in the City Carriers' Act be and they are hereby authorized to assess, collect and charge common carrier rates and accessorial charges, and to observe common carrier rules and regulations, on file with the Commission and in effect on the date of shipment, subject to the terms and conditions and in the manner explained in Finding No. 3 of the preceding opinion and in Item No. 140 of said tariff designated as Appendix "A" hereto.

4. That all radial highway common carriers and highway contract carriers as defined in the Highway Carriers' Act, and all carriers as defined in the City Carriers' Act, authorized under the provisions of Sections 11 and 10, respectively, of said Acts, to transport property at lessor rates or charges than those established as minimum by outstanding orders of the Commission, which rates are changed or carried forward by this order, be and they are hereby authorized to continue such transportation under the conditions and for the duration of the periods of time specified in the orders granting such authorities, but in no event

for a period in excess of one (1) year from the effectiveness of the rates provided herein.

5. That all radial highway common carriers and highway contract carriers, as defined in the Highway Carriers' Act, and all carriers as defined in the City Carriers' Act, be and they are hereby ordered and directed to cease and desist on January 1, 1940, and thereafter abstain from assessing, charging or collecting rates, charges or accessorial charges lower in volume or effect than those set forth or referred to in said tariff designated as Appendix "A" hereto, and from observing rules or regulations lower in volume or effect than those set forth or referred to therein, except as provided in ordering paragraph No. 4.

6. That all radial highway common carriers and highway contract carriers as defined in the Highway Carriers' Act, and all carriers as defined in the City Carriers' Act, be and they are hereby ordered and directed to cease and desist January 1, 1940, and thereafter abstain from quoting, assessing, charging, collecting rates or accessorial charges based upon a unit of measurement different from that in which the rates and charges herein established as minimum are stated.

7. That all common carriers (other than common carriers by railroad and express corporations employing common carriers by railroad as underlying carriers) maintaining rates, charges, rules or regulations found by Finding No. 6 in the preceding opinion to be unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the cost of other means of transportation, be and they are hereby ordered and directed to cancel said rates, charges, rules and regulations on January 1, 1940, on not less than ten (10) days' notice to the Commission and to the public, and to establish



in their stead rates, charges, rules and regulations no lower in volume or effect than those found reasonable or sufficient or justified by Findings Nos. 6 to 9, inclusive, in the opinion preceding this order.

8. That all common carriers be and they are hereby ordered and directed to cease and desist on January 1, 1940, and thereafter abstain from publishing or maintaining in their tariffs rates, charges, accessorial charges, rules or regulations lower in volume or effect than those found reasonable and sufficient, or justified, by Findings Nos. 6 to 9, inclusive, in the opinion preceding this order.

9. That, effective January 1, 1940, this order shall cancel Decision No. 31473, as amended by Decision No. 31919, in this proceeding.

10. That all carriers who may be deemed to be transportation companies, as that term is employed in Article XII, Section 21 of the Constitution of California, other than carriers subject to the Public Utilities Act, be and they are hereby authorized to charge less for longer than for shorter distances to the extent necessary to meet the rates of competitive forms of for-hire transport for the same transportation, under the terms and conditions and in the manner provided by Item No. 140 of said tariff.

11. That all common carriers, radial highway common carriers, highway contract carriers, and carriers as defined in the City Carriers' Act, be and they are and each of them is hereby ordered and directed to issue a shipping document for each shipment received for transportation, or a shipping document in manifest form for all shipments received from one shipper at one time and at one place, showing thereon the names of the shipper and each consignee, the point of origin and point of destination of each shipment, a description of each shipment, the rate and charge assessed, and

such other information respecting each of the factors entering into the computation of the charge as may be necessary, in conjunction with the tariff designated as Appendix "A" hereto, or said tariff as it may hereafter be modified, to verify the lawfulness of such charge, provided that said shipping documents in manifest form may be issued to the shipper without all of the required information, when supplemented by the issuance to the consignees of freight bills or delivery receipts and freight bills containing the required information not shown on said shipping document in manifest form; and shall retain and preserve a copy of each of such shipping documents, delivery receipts and freight bills, subject to the Commission's inspection, for a period of not less than three (3) years from the date of its issuance; and that the forms of shipping documents set forth in Appendix "B" hereto will be suitable and proper.

12. That the Commission shall have and it does hereby retain jurisdiction of this proceeding for the purpose of altering or amending the rates, charges, rules and regulations hereby established or prescribed, and for the purpose of establishing or approving such other 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 common carriers, radial highway common carriers, highway contract carriers and carriers as defined in the City Carriers' Act, both for the transportation services 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 November 28, 1939.

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 24<sup>th</sup> day of October, 1939.

Robert W. Brown  
Frank R. Brown  
Ray A. Rice  
J. H. Hall  
Justin J. Calmer  
Commissioners

APPENDIX "A"

of

DECISION NO.

In Case No. 4121

Issued by

THE RAILROAD COMMISSION

of the

STATE OF CALIFORNIA

Consisting of a Tariff naming minimum rates,  
rules and regulations for the transportation  
of property between points within defined  
territory in Los Angeles County

by

CITY CARRIERS

RADIAL HIGHWAY COMMON CARRIERS

and

HIGHWAY CONTRACT CARRIERS

Original Title Page

CITY CARRIERS' TARIFF NO. 4  
HIGHWAY CARRIERS' TARIFF NO. 5  
NAMING  
MINIMUM RATES, RULES AND REGULATIONS  
for the  
TRANSPORTATION OF PROPERTY OVER THE  
PUBLIC HIGHWAYS WITHIN  
DEFINED TERRITORY IN LOS ANGELES COUNTY

BY

CITY CARRIERS  
RADIAL HIGHWAY COMMON CARRIERS  
AND  
HIGHWAY CONTRACT CARRIERS

The original tariff contains rates, rules and regulations established in Decision No. , in Case No. 4121. Changes contained in subsequent orders will be made by reissuing the pages on which the changes occur or by issuing supplements showing the corrected items.

Governed, except as otherwise provided herein by Western Classification No. 68, C.R.C.-W.C. No. 1 of R. C. Fyfe, Agent, by Pacific Freight Tariff Bureau Exception Sheet No. 1-P, C.R.C. No. 597 (L. F. Potter Series) of J. P. Haynes, Agent, and by supplements to or reissues of said publications when the provisions of said supplements or reissues have been approved by the Commission.

EFFECTIVE JANUARY 1, 1940.

Issued by  
THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA  
State Building, Civic Center,  
San Francisco, California.

## CORRECTION NUMBER CHECKING SHEET

This tariff is issued in loose leaf form. All added and revised pages will be numbered consecutively in the lower left hand corner. These correction numbers should be checked below on this checking sheet before pages are filed in tariff.

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## INDEX OF COMMODITIES

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Bags, paper	370	Chalk	370
Bakery Goods, as described	340	Chamois, imitation	370
Bands, iron or steel	341	Channels, iron or steel	341
Bars, iron or steel, as described	341	Cheese, including cottage cheese and pot cheese	340
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INDEX OF COMMODITIES (Continued)			
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INDEX OF COMMODITIES (Concluded)			
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Rails, iron or steel	341	Tinplate	341
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ARRANGEMENT OF TARIFF

This is a loose-leaf tariff consisting  
of five sections.

SECTION NO. 1 contains rules and regulations of general  
application.

Except as otherwise specifically provided,  
the rules and regulations contained in  
Section No. 1 govern the rates in Section  
No. 3 and Section No. 4 of the tariff.

SECTION NO. 2 contains rate bases.

SECTION NO. 3 contains class rates.

SECTION NO. 4 contains commodity rates.

SECTION NO. 5 contains unit rates, rules and regulations.

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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION
	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Items Nos. 10 and 11 series)</p> <p>(a) CARRIER means a carrier, as defined in the City Carriers' Act (Chapter 312, Statutes of 1935, as amended), or a radial highway common carrier or a highway contract carrier, as defined in the Highway Carriers' Act (Chapter 223, Statutes of 1935, as amended).</p> <p>(b) 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.</p> <p>(c) COMMON CARRIER RATE means any intrastate rate or rates of any common carrier, or common carriers, as defined in the Public Utilities Act, on file with the Commission and in effect on date of shipment.</p> <p>(d) EXCEPTION SHEET means Pacific Freight Tariff Bureau Exception Sheet No. 1-P, C.R.C. No. 597 (L. F. Potter series) of J. P. Haynes, Agent, and supplements thereto or reissues thereof when the provisions of said supplements or reissues have been approved by the Commission.</p> <p>10 (e) POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent.</p> <p>(f) POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation.</p> <p>(g) RATE includes charge, and also the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>(h) 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.</p> <p>(i) SHIPMENT means a quantity of freight tendered by one shipper on one shipping document at one point of origin at one time for one consignee at one point of destination. (See also paragraph (j).)</p> <p style="text-align: center;">(Concluded on page 8)</p>
	EFFECTIVE AS SHOWN ON TITLE PAGE
	Issued by The Railroad Commission of the State of California, San Francisco, California.

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
11	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Concluded) (Items Nos. 10 and 11 series)</p> <p>(j) SPLIT DELIVERY SHIPMENT means a shipment consisting of several component parts delivered to (a) one consignee at more than one point of destination, or (b) more than one consignee at one or more points of destination, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 4,000 pounds, said shipment being shipped by one consignor at one point of origin and charges thereon being paid by the consignor when there is more than one consignee.</p> <p>(k) WESTERN CLASSIFICATION means Western Classification No. 68, C.R.C.-W.C. No. 1 of R. C. Fyfe, Agent, and supplements thereto or reissues thereof when the provisions of said supplements or reissues have been approved by the Commission.</p>
20	<p style="text-align: center;">APPLICATION OF TARIFF - CARRIERS</p> <p>Rates provided in this tariff are minimum rates, established pursuant to the City Carriers' Act (Chapter 312, Statutes of 1935, as amended), and the Highway Carriers' Act (Chapter 223, Statutes of 1935, as amended). They apply for the transportation of property by carriers as defined in said City Carriers' Act, and radial highway common carriers and highway contract carriers, as defined in said Highway Carriers' Act.</p>
<p>EFFECTIVE AS SHOWN ON TITLE PAGE</p>	
<p>Issued by The Railroad Commission of the State of California, San Francisco, California.</p>	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
30	<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL (Items Nos. 30, 31, 32 and 33 series)</p> <p>Rates in this tariff apply for transportation of shipments between points in Los Angeles County located in the zones described below. The zones hereinafter described embrace all points of origin and destination within their respective boundaries and include both sides of streets, boulevards, roads, avenues or highways named.</p> <p style="text-align: center;">Zone 1-A</p> <p>Beginning at the intersection of Washington Boulevard and Indiana Street, thence northerly on Indiana Street and its prolongation to City Terrace Drive, northerly on City Terrace Drive to Ramona Boulevard, northeasterly on Ramona Boulevard to Eastern Avenue, northerly on Eastern Avenue and Marizma Avenue to Valley Boulevard, westerly on Valley Boulevard and North Main Street to the west bank of the Los Angeles River, northerly along the west bank of the Los Angeles River to North Broadway, southwesterly on North Broadway to College Street, easterly on College Street to Alameda Street, southerly on Alameda Street to Aliso Street, westerly on Aliso Street to San Pedro Street, southwesterly on San Pedro Street to Washington Boulevard, easterly on Washington Boulevard to Soto Street, southerly on Soto Street to 26th Street, easterly on 26th Street to Downey Road, northerly on Downey Road to Washington Boulevard, easterly on Washington Boulevard to point of beginning.</p> <p style="text-align: center;">Zone 1-B</p> <p>Beginning at the intersection of Washington Boulevard and San Pedro Street, thence northeasterly on San Pedro Street to Aliso Street, easterly on Aliso Street to Alameda Street, northerly on Alameda Street to College Street, westerly on College Street to North Broadway, northeasterly on North Broadway to the west bank of the Los Angeles River, southerly along the west bank of the Los Angeles River to North Main Street, easterly on North Main Street to Mission Road, northeasterly on Mission Road to North Broadway, westerly on North Broadway to Griffin Avenue, northerly on Griffin Avenue to Avenue 35, westerly on Avenue 35 to Pasadena Avenue, northerly on Pasadena Avenue to North Figueroa Street, southwesterly on North Figueroa Street to Isabel Street, northwesterly on Isabel Street and Isabel Street to Macon Street, southwesterly on Macon Street to Cypress Avenue, northwesterly on Cypress Avenue and its prolongation to the intersection of San Fernando Road and Eagle Rock Boulevard, northwesterly on San Fernando Road to Edward</p> <p style="text-align: center;">(Continued on page 10)</p>
EFFECTIVE AS SHOWN ON TITLE PAGE	
Issued by The Railroad Commission of the State of California, San Francisco, California.	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL (Continued) (Items Nos. 30, 31, 32 and 33 series)</p> <p style="text-align: center;">Zone 1-B (Concluded)</p> <p>Avenue, northerly on Edward Avenue to Marguerite Street, southwesterly on Marguerite Street to West Avenue 32, northwesterly on West Avenue 32 to the boundary of Forest Lawn Memorial Park, southwesterly and northwesterly along the boundary of Forest Lawn Memorial Park to Rosslyn Street, southwesterly on Rosslyn Street to San Fernando Road, southeasterly on San Fernando Road to Tyburn Street, southwesterly on Tyburn Street and its prolongation across the Southern Pacific Company right of way to Casitas Avenue, southeasterly on Casitas Avenue to Fletcher Drive, southwesterly on Fletcher Drive to Glendale Boulevard, northwesterly on Glendale Boulevard and Rowena Avenue to Hyperion Avenue, southwesterly on Hyperion Avenue to Fountain Avenue, westerly on Fountain Avenue to Normandie Avenue, southerly on Normandie Avenue to Wilshire Boulevard, westerly on Wilshire Boulevard to Irolo Street, southerly on Irolo Street to Olympic Boulevard, westerly on Olympic Boulevard to Victoria Avenue, southerly on Victoria Avenue to Washington Boulevard, easterly on Washington Boulevard to point of beginning.</p> <p style="text-align: center;">Zone 1-C</p> <p>Beginning at the intersection of Washington Boulevard and Victoria Avenue, thence southerly on Victoria Avenue to Exposition Boulevard, easterly on Exposition Boulevard to Crenshaw Boulevard, southerly on Crenshaw Boulevard to Stocker Street, westerly on Stocker Street to Victoria Avenue, southerly on Victoria Avenue to Slauson Avenue, westerly on Slauson Avenue to Brynhurst Avenue, southerly on Brynhurst Avenue to 59th Street, easterly on 59th Street to Van Ness Avenue, southerly on Van Ness Avenue to 74th Street, easterly on 74th Street to Normandie Avenue, southerly on Normandie Avenue to 88th Street, easterly on 88th Street to Hoover Street, northerly on Hoover Street to 87th Street, easterly on 87th Street to Figueroa Street, southerly on Figueroa Street to 88th Street, easterly on 88th Street to San Pedro Street, northerly on San Pedro Street to 87th Place, easterly on 87th Place to Maie Avenue, southerly on Maie Avenue to 92nd Street, easterly on 92nd Street to Alameda Street, northerly on Alameda Street to Washington Boulevard, westerly on Washington Boulevard to point of beginning.</p> <p style="text-align: center;">(Continued on page 11)</p>
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
32	<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL (Continued) (Items Nos. 30, 31, 32 and 33 series)</p> <p style="text-align: center;">Zone 1-D</p> <p>Beginning at the intersection of Washington Boulevard and Alameda Street, thence southerly on Alameda Street to Century Boulevard, easterly on Century Boulevard to Santa Fe Avenue, northerly on Santa Fe Avenue to Tweedy Boulevard, easterly on Tweedy Boulevard to Stanford Avenue, northerly on Stanford Avenue to Southern Avenue, easterly on Southern Avenue to Atlantic Avenue, southerly on Atlantic Avenue to Stewart and Grey Road, easterly on Stewart and Grey Road to the west bank of the Los Angeles River, northerly along the west bank of the Los Angeles River to Gage Avenue, easterly on Gage Avenue to Garfield Avenue, northeasterly on Garfield Avenue to Anaheim Telegraph Road, southeasterly on Anaheim Telegraph Road to Church Street, north-easterly on Church Street and its prolongation across the Atchison, Topeka and Santa Fe right of way to Vail Avenue, northeasterly on Vail Avenue to Ferguson Drive, westerly on Ferguson Drive to Gerhart Street, northerly on Gerhart Street to Hubbard Avenue, westerly on Hubbard Avenue and its prolongation to Eastern Avenue, southerly on Eastern Avenue to Whittier Boulevard, westerly on Whittier Boulevard to Downey Road, northerly on Downey Road to Hubbard Avenue, westerly on Hubbard Avenue to Indiana Street, southerly on Indiana Street and its prolongation to Washington Boulevard, westerly on Washington Boulevard to Downey Road, southerly on Downey Road to 26th Street, westerly on 26th Street to Soto Street, northerly on Soto Street to Washington Boulevard, westerly on Washington Boulevard to point of beginning.</p> <p style="text-align: center;">Zone 10</p> <p>Beginning at the intersection of Cahuenga Boulevard and Mulholland Highway, thence westerly along Mulholland Highway to Coldwater Canyon Road, southerly on Coldwater Canyon Road to the boundary of the City of Beverly Hills, southeasterly along the boundary of the City of Beverly Hills to the intersection of La Cienega Boulevard and Olympic Boulevard, easterly on Olympic Boulevard to Irolo Street, northerly on Irolo Street to Wilshire Boulevard, easterly on Wilshire Boulevard to Normandie Avenue, northorly on Normandie Avenue to Fountain Avenue, easterly on Fountain Avenue to Hyperion Avenue, northeasterly on Hyperion Avenue to Rowena Avenue, southeasterly on Rowena Avenue and Glendale Boulevard to Fletcher Drive, northeasterly on Fletcher Drive to the east bank of the Los Angeles River, northorly along the east bank of the Los Angeles River to the boundary of the City of Los Angeles, westerly along the boundary of the City of Los Angeles to Barham Boulevard, southerly on Barham Boulevard to Cahuenga Boulevard, southeasterly on Cahuenga Boulevard to point of beginning.</p> <p style="text-align: center;">(Concluded on Page 12)</p>
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
33	<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL (Concluded) (Items Nos. 30, 31, 32 and 33 series)</p>
	<p style="text-align: center;">Zone 11</p> <p>Beginning at the intersection of Fletcher Drive and the east bank of the Los Angeles River, thence northeasterly on Fletcher Drive to Casitas Avenue, northwesterly on Casitas Avenue to Tyburn Street, northeasterly on Tyburn Street to its intersection with the boundary of the City of Los Angeles, northwesterly along the boundary of the City of Los Angeles to the east bank of the Los Angeles River, southerly along the east bank of the Los Angeles River to point of beginning.</p>
	<p style="text-align: center;">Zone 12</p> <p>Beginning at the intersection of the boundary of Forest Lawn Memorial Park and West Avenue 32, thence southeasterly on West Avenue 32 to Marguerite Street, northeasterly on Marguerite Street to Edward Avenue, southerly on Edward Avenue to San Fernando Road, southeasterly on San Fernando Road to the intersection of San Fernando Road and Eagle Rock Boulevard, southeasterly along the prolongation of Cypress Avenue, and Cypress Avenue to Macon Street, northeasterly on Macon Street to Isabel Street, southeasterly on Isabel Street and Anabel Street to North Figueroa Street, northeasterly on North Figueroa Street to Pasadena Avenue, southerly on Pasadena Avenue to Avenue 35, easterly on Avenue 35 to Griffin Avenue, southerly on Griffin Avenue to North Broadway, easterly on North Broadway to Mission Road, southwesterly on Mission Road to Valley Boulevard, easterly on Valley Boulevard to Marianna Avenue, southerly on Marianna Avenue to the boundary line of the City of Los Angeles, easterly, northerly and westerly along the boundary of the City of Los Angeles to the boundary of Forest Lawn Memorial Park, southwestwardly along the boundary of Forest Lawn Memorial Park to point of beginning.</p>
<p style="text-align: center;">Zone 17</p> <p>Beginning at the intersection of 88th Street and Vermont Avenue, thence southerly on Vermont Avenue to 120th Street, easterly on 120th Street and its prolongation to Alameda Street, northerly on Alameda Street to 92nd Street, westerly on 92nd Street to Maie Avenue, northwardly on Maie Avenue to 87th Place, westerly on 87th Place to San Pedro Street, southerly on San Pedro Street to 88th Street, westerly on 88th Street to Figueroa Street, northerly on Figueroa Street to 87th Street, westerly on 87th Street to Hoover Street, southerly on Hoover Street to 88th Street, westerly on 88th Street to point of beginning.</p>	
	<p style="text-align: center;">EFFECTIVE AS SHOWN ON TITLE PAGE</p> <p style="text-align: center;">Issued by The Railroad Commission of the State of California, San Francisco, California.</p>

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
40	<p style="text-align: center;">APPLICATION OF TARIFF - COMMODITIES</p> <p>Rates in this tariff apply for the transportation of all commodities except the following:</p> <p>Accessories and Supplies, motion picture,  Baggage, viz.: personal baggage and baggage containing sample merchandise, transported from or to a depot, dock or other point where passengers are discharged or received by common carriers,  Buttermilk, in milk shipping cans or in bottles in cases or crates,  Carriers (used packages), empty, returning from an outbound paying load, or being forwarded for a return paying load of traffic for which rates are not provided in this tariff (Subject to Rule No. 130 series of the Exception Sheet),  Cement, portland, building, in shipments weighing 28,500 pounds and over,  Commodities weighing 100 pounds or less per package or per piece, delivered from retail stores,  Commodities transported in bulk in tank trucks, tank trailers, tank semi-trailers, or a combination of such highway vehicles,  Commodities picked up or delivered for common carriers as defined in the Public Utilities Act, or for radial highway common or highway contract carriers as defined in the Highway Carriers' Act, when the property is in the custody of such carriers for transportation from or to points not included in the zones described in Items Nos. 30, 31, 32 and 33 series, under rates which include pickup or delivery at points within the said zones,  Cream, in milk shipping cans or in bottles in cases or crates,  Directories, telephone,  Film, motion picture,  Livestock,  Milk, in milk shipping cans or in bottles in cases or crates,  Sand, rock, gravel, road building material, excavated material, building materials, asphaltic concrete, decomposed granite and stabilizing materials when transported in dump trucks,  Used property, viz.: household goods, office and store fixtures and equipment, as described in and for which rates are provided in City Carriers' Tariff No. 3, Highway Carriers' Tariff No. 4, (Appendix "A" of Decision No. 32325 of September 19, 1939, or as amended, in Case No. 4086), and used property as described therein transported for the United States, state, county or municipal governments,  Voting Booths, ballot boxes, election tents and election supplies when transported from or to polling places.</p>
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
50	<p style="text-align: center;">APPLICATION OF WESTERN CLASSIFICATION AND EXCEPTION SHEET</p> <p>(a) This tariff is governed to the extent shown herein by the Western Classification and the Exception Sheet.</p> <p>(b) Where the ratings, rules and regulations or other provisions or conditions provided in the Western Classification or Exception Sheet are in conflict with those provided in this tariff, the provisions of this tariff will apply.</p>
60	<p style="text-align: center;">SHIPMENTS TO BE RATED SEPARATELY</p> <p>Each shipment shall be rated separately. Shipments shall not be consolidated or combined by the carrier. (Component parts of split delivery shipments, as defined in Item No. 10 (j) series, may be combined under the provisions of Item No. 130 series).</p>
70	<p style="text-align: center;">GROSS WEIGHT</p> <p>Charges shall be assessed on the gross weight of the shipment. No allowance shall be made for the weight of containers.</p>
80	<p style="text-align: center;">RATES BASED ON VARYING MINIMUM WEIGHTS</p> <p>When the charges accruing on a shipment based upon actual weight exceed the charges computed upon a rate based upon a greater minimum weight, the latter shall apply. For the purpose of applying this item to a mixed shipment, deficiency between actual weight of the shipment and the greater minimum weight shall be computed at the rate applicable to the lowest rated commodity in the shipment.</p>
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
90	<p style="text-align: center;">MIXED SHIPMENTS</p> <p>1. Commodities for which rates are provided in this tariff:</p> <p>(a) When two or more commodities for which different ratings are provided, are shipped as a mixed shipment, without actual weights being furnished or obtained for the portions shipped under the separate ratings, charges for the entire shipment will be computed at the class or commodity rate applicable to the highest classed or rated commodity contained in such mixed shipment, subject to Item No. 80 series.</p> <p>(b) When two or more commodities are included in the same shipment and separate weights thereof are furnished or obtained, charges will be computed at the separate rates applicable to such commodities in straight shipments of the combined weight of the mixed shipment. The minimum weight shall be the highest provided for any of the rates used in computing the charges, subject to Item No. 80 series. In the event a lower charge results by considering such commodities as if they were divided into two or more separate shipments, such lower charge shall apply.</p> <p>2. Commodities for which rates are provided herein, moving in mixed shipments containing commodities for which rates are provided in other effective orders of the Commission, or in mixed shipments containing commodities upon which no minimum rates or charges have been established by this Commission:</p> <p>(a) Except as otherwise provided by paragraph (b) hereof, when one or more commodities for which rates are not provided in this tariff are included in a shipment of one or more commodities for which rates are herein provided, the rate or rates applicable to the entire shipment may be determined as though all of the commodities were ratable under the provisions of this tariff; or one or more of the commodities for which rates are not provided in this tariff may be transported at the rates otherwise applicable.</p> <p>(b) When one or more commodities for which rates are provided in this tariff are included in a shipment with uncrated property, viz.: used household goods, office and store fixtures and equipment as described in and for which rates are provided in City Carriers' Tariff No. 3, Highway Carriers' Tariff No. 4, (Appendix "A" of Decision No. 32325, or as amended, in Case No. 4086), the charge on the entire shipment may be computed at the hourly rates in said tariff; or each component part of the shipment may be rated at the rates otherwise applicable thereto.</p> <p>3. Intrastate and Interstate Tonnage: When property consisting of part intrastate and part interstate tonnage is received as a single shipment, the intrastate portion may be charged for at the rate which would be applicable on such portion were the entire quantity intrastate in character. In no event shall the aggregate charge on the intrastate and interstate portions be less than the charge herein provided for an intrastate shipment of the same combined quantity.</p>
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
100	<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates provided in this tariff are for the transportation of shipments, as defined in Items Nos. 10(i) and 11(j) series from point of origin to point of destination, and include loading into and unloading from the carrier's equipment, subject to Note 1.</p> <p>NOTE 1.-When shipment is picked up at or delivered to a point not at street level, and no vehicular elevator service or vehicular ramp is provided and made available to the carrier, an additional charge of 5 cents per 100 pounds, minimum additional charge 25 cents per shipment, shall be assessed for the service of handling shipment beyond carrier's equipment; except that no additional charge shall be made for this service in connection with shipments weighing less than 100 pounds.</p>
110	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>An additional charge at the rate of \$1.00 per man per hour, minimum charge 50 cents, shall be made for stacking, sorting or any other accessorial or incidental service which is not authorized to be performed under the rates named in this tariff and for which a charge is not otherwise provided.</p>
120	<p style="text-align: center;">MINIMUM CHARGE</p> <p>The minimum charge per shipment shall be as follows:</p> <p><u>Weight of shipment</u></p> <p>Less than 100 pounds ..... See Item No. 320 series</p> <p>100 pounds and over but not over              150 pounds ..... 40 cents</p> <p>Over 150 pounds ..... 50 cents</p>
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)										
130	<p style="text-align: center;"><b>SPLIT DELIVERY</b></p> <p>The charge for a split delivery shipment, as defined in Item No. 11(j) series, shall be the charge applicable to the transportation of a single shipment of the same kind and quantity of property from point of origin to that point of destination of any component part which produces the highest charge, plus an added charge as provided in paragraph (1):</p> <p>(1) Table of added charges:</p> <table border="0" style="margin-left: 40px;"> <thead> <tr> <th style="text-align: left;"><u>Number of Deliveries</u></th> <th style="text-align: right;"><u>Added Charge</u></th> </tr> </thead> <tbody> <tr> <td>2 .....</td> <td style="text-align: right;">150 cents</td> </tr> <tr> <td>3 to and including 5 .....</td> <td style="text-align: right;">200 cents</td> </tr> <tr> <td>6 to and including 10 .....</td> <td style="text-align: right;">250 cents</td> </tr> <tr> <td>11 or more .....</td> <td style="text-align: right;">25 cents per delivery</td> </tr> </tbody> </table> <p>(2) At time of tender of shipment carrier shall issue a single bill of lading or shipping document for the composite shipment, and be furnished with manifest or written delivery instructions showing the name of each consignee, the point of destination, and the kind and quantity of property in each component part.</p> <p>(3) In the event a lower aggregate charge results from treating one or more component parts as a separate shipment, such lower basis may be applied.</p>	<u>Number of Deliveries</u>	<u>Added Charge</u>	2 .....	150 cents	3 to and including 5 .....	200 cents	6 to and including 10 .....	250 cents	11 or more .....	25 cents per delivery
<u>Number of Deliveries</u>	<u>Added Charge</u>										
2 .....	150 cents										
3 to and including 5 .....	200 cents										
6 to and including 10 .....	250 cents										
11 or more .....	25 cents per delivery										
140	<p style="text-align: center;"><b>ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</b></p> <p>Common carrier rates may be applied in lieu of the rates provided in this tariff, when such common carrier rates produce a lower aggregate charge for the same transportation between the same points of origin and destination, and for the same accessorial services, than results from the application of the rates herein provided.</p>										
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)	
	COLLECT ON DELIVERY (C.O.D.) SHIPMENTS	
	<p>(a) In the handling of C.O.D. shipments carrier shall, promptly upon collection of any and all moneys, and in no event later than ten (10) days after delivery to the consignee, unless consignor, in writing, instructs otherwise, remit to consignor all moneys collected by it on such shipments.</p> <p>(b) The charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments shall be as follows:</p>	
	<u>When the amount collected is</u>	<u>Charge for collecting and remitting will be</u>
	Not over \$100.00 .....	\$0.10
	Over \$100.00 not over \$102.50 .....	.68
	" 102.50 " " 105.00 .....	.70
	" 105.00 " " 110.00 .....	.73
	" 110.00 " " 120.00 .....	.75
	" 120.00 " " 140.00 .....	.77
	" 140.00 " " 150.00 .....	.80
150	" 150.00 " " 160.00 .....	.85
	" 160.00 " " 180.00 .....	.87
	" 180.00 " " 200.00 .....	.89
	" 200.00 " " 250.00 .....	1.00
	" 250.00 " " 300.00 .....	1.15
	" 300.00 " " 350.00 .....	1.30
	" 350.00 " " 400.00 .....	1.45
	" 400.00 " " 450.00 .....	1.60
	" 450.00 " " 500.00 .....	1.75
	" 500.00 " " 550.00 .....	1.90
	" 550.00 " " 600.00 .....	2.05
	" 600.00 " " 650.00 .....	2.20
	" 650.00 " " 700.00 .....	2.35
	" 700.00 " " 750.00 .....	2.50
	" 750.00 " " 800.00 .....	2.65
	" 800.00 " " 850.00 .....	2.80
	" 850.00 " " 900.00 .....	2.95
	" 900.00 " " 950.00 .....	3.10
	" 950.00 " " 1,000.00 .....	3.25
	" 1,000.00 at rate of \$3.25 per \$1,000.00	
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
160	<p style="text-align: center;">COLLECTION OF CHARGES</p> <p>(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges accruing during a calendar month to those who undertake to pay them, such persons hereinafter being called shippers, and collection thereof made not later than the tenth day (excluding Sundays and legal holidays other than Saturday half-holidays) of the calendar month following the delivery of the freight.</p> <p>(c) Where a carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the shipper, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12:00 o'clock midnight following the presentation of the subsequently presented freight bill.</p> <p>(d) Freight bills for all transportation and accessorial charges shall be presented to the shippers not later than 12:00 o'clock midnight of the fifth day (excluding Sundays and legal holidays other than Saturday half-holidays) of the calendar month following the delivery of the freight.</p> <p>(e) Shippers may elect to have their freight bills presented by means of the United States mail, and when the mail service is so used, the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills.</p> <p>(f) The mailing by the shipper of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such shipper may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p>
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
170	<p style="text-align: center;">DELAYED DELIVERY OF SHIPMENTS</p> <p>(a) Where carrier cannot effect delivery upon arrival of shipment at point of destination, a free storage period of 48 hours from the first 7:00 A.M. thereafter may be allowed. After said free storage period, storage charges shall be assessed at not less than <math>1\frac{1}{2}</math> cents per 100 pounds per day for each of the first five days and at not less than 3 cents per 100 pounds per day for the sixth and each succeeding day until such time as instructions regarding disposition of the shipment are received by the carrier. In computing time, Sundays and legal holidays shall be excluded.</p> <p>(b) Subsequent delivery of the property from point of storage shall constitute a new shipment.</p>
180	<p style="text-align: center;">DISPOSITION OF FRACTIONS</p> <p>In computing a rate based on a percentage of another rate, the following rule shall be observed in the disposition of fractions:</p> <p>Fractions of less than <math>\frac{1}{2}</math> or .50 of a cent, omit. Fractions of <math>\frac{1}{2}</math> or .50 of a cent or greater, increase to next whole figure.</p>
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																																																																						
	EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET																																																																						
190	<p style="text-align: center;">RULES</p> <p>Rates in this tariff are not subject to the provisions of the following rules of the Western Classification:</p> <table border="0" style="margin-left: auto; margin-right: auto;"> <tr><td>1</td><td>7</td><td>13</td><td>24</td><td>30</td><td>37</td><td>42</td></tr> <tr><td>3</td><td>8</td><td>14</td><td>26</td><td>31</td><td>38</td><td>43</td></tr> <tr><td>4</td><td>9</td><td>15</td><td>27</td><td>32</td><td>39</td><td>44</td></tr> <tr><td>5</td><td>10</td><td>16</td><td>28</td><td>34</td><td>40</td><td>47</td></tr> <tr><td>6</td><td>11</td><td>23</td><td>29</td><td>35</td><td>41</td><td></td></tr> </table> <p>Rates in this tariff are not subject to the provisions of the following rules of the Exception Sheet:</p> <table border="0" style="margin-left: auto; margin-right: auto;"> <tr><td>10</td><td>35</td><td>50</td><td>65</td><td>110</td><td>145</td><td>165</td></tr> <tr><td>15</td><td>38</td><td>55</td><td>75</td><td>115</td><td>150</td><td>168</td></tr> <tr><td>20</td><td>40</td><td>60</td><td>78</td><td>120</td><td>155</td><td>170</td></tr> <tr><td>25</td><td>42</td><td>61</td><td>100</td><td>125</td><td>160</td><td>175</td></tr> <tr><td>30</td><td>45</td><td>62</td><td>105</td><td>140</td><td>161</td><td>180</td></tr> </table>	1	7	13	24	30	37	42	3	8	14	26	31	38	43	4	9	15	27	32	39	44	5	10	16	28	34	40	47	6	11	23	29	35	41		10	35	50	65	110	145	165	15	38	55	75	115	150	168	20	40	60	78	120	155	170	25	42	61	100	125	160	175	30	45	62	105	140	161	180
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3	8	14	26	31	38	43																																																																	
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5	10	16	28	34	40	47																																																																	
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10	35	50	65	110	145	165																																																																	
15	38	55	75	115	150	168																																																																	
20	40	60	78	120	155	170																																																																	
25	42	61	100	125	160	175																																																																	
30	45	62	105	140	161	180																																																																	
200	<p style="text-align: center;">RATINGS</p> <p>Except as otherwise provided in this Section, class rates contained in Section No. 3 are subject to any quantity or less-carload ratings as shown in the Western Classification and Exception Sheet.</p>																																																																						
210	<p style="text-align: center;">PACKING REQUIREMENTS</p> <p>Articles will not be subject to the packing requirements of the Western Classification or Exception Sheet, but may be accepted for transportation in any container or any shipping form, providing such container or form of shipment will render the transportation of the freight reasonably safe and practicable.</p> <p>If two or more ratings are provided for an article in the form in which it is shipped (e.g., set up or knocked down, nested or not nested, compressed or not compressed, folded flat or not folded flat), subject to different packing requirements, the lowest of such ratings will apply.</p>																																																																						
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Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Concluded)	
	EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Concluded)	Class Rating
220	Carriers (used packages, second-hand, empty, as described in and subject to the provisions of Item No. 330 series of the Exception Sheet ..... (1) Subject to a minimum rate of 4 cents per 100 pounds.	One-half of 4 (1)
230	Flowers, fresh, cut .....	1
240	Ice Cream .....	2
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SECTION NO. 2

-----

RATE BASES

APPLYING IN CONNECTION WITH RATES IN  
SECTION NO. 3 AND SECTION NO. 4

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Item No.	SECTION NO. 2 - RATE BASES								
300	Rate bases applicable to shipments transported from points of origin to points of destination located in zones described in Items Nos. 30, 31, 32 and 33 series:								
	Between	Zone 1-A	Zone 1-B	Zone 1-C	Zone 1-D	Zone 10	Zone 11	Zone 12	Zone 17
	And								
	Zone 1-A	A	-	-	-	-	-	-	-
	Zone 1-B	B	A	-	-	-	-	-	-
	Zone 1-C	B	B	A	-	-	-	-	-
	Zone 1-D	B	C	B	A	-	-	-	-
	Zone 10	C	B	C	C	A	-	-	-
	Zone 11	C	B	C	C	A	A	-	-
	Zone 12	B	B	C	C	B	B	A	-
Zone 17	C	C	B	B	C	C	C	A	
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SECTION NO. 3

-----

CLASS RATES

-----

If the charge accruing under Section No. 4  
of this tariff is lower than the charge  
accruing under this section on the  
same shipment between the same  
points, the charge accruing  
under Section No. 4  
will apply.

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Item No.	SECTION NO. 3 - CLASS RATES In Cents per 100 Pounds												
	Rate Basis	Minimum Weight in Pounds											
		(1)100				500				2,000			
	1	2	3	4	1	2	3	4	1	2	3	4	
310	A	26	23	21	18	21	19	17	15	16	15	14	12
	B	33	30	26	23	26	23	21	18	19	18	17	15
	C	40	36	32	28	32	29	26	22	22	21	20	18
		Minimum Weight in Pounds											
		4,000				10,000				20,000			
		1	2	3	4	1	2	3	4	1	2	3	4
	A	13	12	11	10	11	10	9	8	9	8	7	6
	B	15	14	13	12	12	11	10	9	10	9	8	7
	C	17	16	15	14	13	12	11	10	11	10	9	8
	(1) For rates on shipments weighing less than 100 pounds, see Item No. 320 series.												
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SECTION NO. 4

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COMMODITY RATES

---

If the charge accruing under Section No.  
3 of this tariff is lower than the  
charge accruing under this sec-  
tion on the same shipment  
between the same points,  
the charge accruing  
under Section No.  
3 will apply.

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Item No.	SECTION NO. 4 - COMMODITY RATES																	
320	<p>FREIGHT, regardless of classification, transported between or within the zones described in Items Nos. 30, 31, 32 and 33 series:</p> <table border="0"> <thead> <tr> <th data-bbox="440 723 700 755"><u>Weight in pounds</u></th> <th data-bbox="1135 697 1366 755"><u>Rates in cents per shipment</u></th> </tr> </thead> <tbody> <tr> <td>1 or less .....</td> <td>10</td> </tr> <tr> <td>Over 1 but not over 5 .....</td> <td>11</td> </tr> <tr> <td>Over 5 but not over 15 .....</td> <td>13</td> </tr> <tr> <td>Over 15 but not over 25 .....</td> <td>16</td> </tr> <tr> <td>Over 25 but not over 35 .....</td> <td>20</td> </tr> <tr> <td>Over 35 but not over 50 .....</td> <td>24</td> </tr> <tr> <td>Over 50 but not including 100 .....</td> <td>30</td> </tr> </tbody> </table>		<u>Weight in pounds</u>	<u>Rates in cents per shipment</u>	1 or less .....	10	Over 1 but not over 5 .....	11	Over 5 but not over 15 .....	13	Over 15 but not over 25 .....	16	Over 25 but not over 35 .....	20	Over 35 but not over 50 .....	24	Over 50 but not including 100 .....	30
<u>Weight in pounds</u>	<u>Rates in cents per shipment</u>																	
1 or less .....	10																	
Over 1 but not over 5 .....	11																	
Over 5 but not over 15 .....	13																	
Over 15 but not over 25 .....	16																	
Over 25 but not over 35 .....	20																	
Over 35 but not over 50 .....	24																	
Over 50 but not including 100 .....	30																	
330	<p>FREIGHT transported between or within the zones described in Items Nos. 30, 31, 32 and 33 series and between points at which facilities are maintained for the loading of property into or upon, and the unloading of property from, rail cars, including truck loading and unloading facilities of plants or industries located at such rail loading and unloading points:</p> <p>Apply the railroad switching rates in effect on date of shipment as published in the tariffs of the rail carriers on file with the Railroad Commission of the State of California, plus an added charge as provided herein.</p>																	
	<p>Any quantity or less-carload ratings as shown in the Western Classification, Exception Sheet or this tariff</p>	<p>Added charges in cents per 100 pounds</p>																
	<p>1st Class or Higher 2nd Class 3rd Class 4th Class or Lower</p>	<p>5 4 3½ 2½</p>																
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Item No.	SECTION NO. 4 - COMMODITY RATES (Continued)	Group Number
340	<p>FREIGHT, viz.: (Items Nos. 340, 341, 342 and 343 series)</p> <p>Flour or Corn Meal, edible, Gases, compressed, as described under that heading in the Western Classification, Glassware, viz.: Bottles, Jars, Glasses, Grain and other articles as de- scribed in Item No. 400 series of the Exception Sheet, Groceries and Grocers' Supplies, viz.: Bakery Goods, as described under that heading in the Western Classification, Beverage Preparations, as de- scribed under that heading in the Western Classifica- tion, Beverages, as described under that heading in the Western Classification, Butter, dairy, Candy or Confectionery, N.O.I.B.N., or Chocolate Candy or Confectionery, including Milk Chocolate Candy or Confectionery, as described under that head- ing in the Western Classi- fication, Cheese (including cottage cheese and pot cheese), Chocolate, Chocolate Coating, Cocoa, Cocoanut, desiccated, Coffee, Coffee Substitutes, cereal, fruit or vegetable, in- cluding Chicory, Coloring, confectioners',</p> <p>Groceries and Grocers' Sup- plies, viz.: (Continued) Compounds, food curing, preserving or seasoning, Dessert Preparations, such as ice cream, jolly, pie or pudding preparations, N.O.I.B.N., as described under that heading in the Western Classification, Eggs, Extracts, not otherwise indexed by name in the Western Classification, Flavoring Compounds, not otherwise indexed by name in the Western Classification, Fondant, candy (candy filler), Food Preparations, as de- scribed under that heading in the Western Classification, Fruit or Fruit Peel, candied, crystallized, glaced or stuffed, Fruit, fresh, Fruit Juice Powders or Crystals, citrus, Gelatine, Glucose, Gum, chewing, Honey, Horseradish, Lard, including Lard Com- pounds or Substitutes, as described under the heading of Lard in the Western Classification,</p> <p>(Continued on page 30)</p>	1
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Item No.	SECTION NO. 4 - COMMODITY RATES (Continued)	Group Number
341	<p>FRIGHT, viz.:</p> <p>(Items Nos. 340, 341, 342 and 343 series)</p> <p>Groceries and Grocers' Supplies, viz.: (Concluded)</p> <p>Liquors, malt, viz.:</p> <p>Ale, Beer, Beer Tonic, Porter, Stout, Macaroni, except canned, Margarine, Milk or Buttermilk, powdered or flaked, including Malted Milk, Noodles, except canned, Nuts, edible, as described under that heading in the Western Classification, Paste, alimentary, Paste, confectioners' or icing, Popcorn, Potato Chips, Powder, baking or yeast, Sago, Spaghetti, except canned, Syrup, as described under that heading in the Western Classification, Tapioca, Tea, Vegetables, fresh or green. Vermicelli, except canned, Yeast.</p> <p>Iron and Steel Articles, viz.:</p> <p>Bands, Bars, plain, corrugated, twisted or bent, Billets, Bolts, Castings, rough, Fencing, Fittings, pipe, Forgings, rough, Hoops, Ingots, Nails, Nuts,</p> <p>Iron and Steel Articles, viz.: (Concluded)</p> <p>Pipe, Rivets, Rods, Sheets, black, galvanized, corrugated or plain, Ties, bale, Tinplate, Washers, Wire.</p> <p>Iron and Steel, structural, fabricated or unfabricated, consisting of:</p> <p>Angles, Bars, truss, Bases, post, Beams, Braces, Caps, post, Channels, Columns, Frames, circular, Girders, Guides, elevator, Hangers, joist, Ladder assemblies, tank or tower, Piling, Plates, Plates, fish, Ralleys, tank or reservoir, Railings, bridge, Rails, Shoes, riveted or cast, Tees, Trusses, Tubing, pier, Turnbuckles, Weights (not including sack weights), Zeos.</p> <p>Rice, Wine, domestic, having a declared value of not more than \$2.00 per gallon.</p> <p>(Concluded on page 31)</p>	1
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Item No.	SECTION NO. 4 - COMMODITY RATES (Continued)	Group Number
342	<p>FREIGHT, viz.: (Items Nos. 340, 341, 342 and 343 series)</p> <p>Beans, Peas and Lentils, dry,      Roofing, Building or Paving, Canned Goods and other articles,      Material, as described in as described in Item No. 210      Item No. 1105 series of series of the Exception Sheet,      the Exception Sheet (sub- Fruit, dried, including raisins,      ject to Note), prunes (dried), figs (dried),      Salt, common.</p> <p>and fig pulp or fig paste,</p> <p>NOTE.—With shipments of one or more articles listed in Item No. 1105 series of the Exception Sheet as being subject to Note 1 therein, there may be included: metal fasteners, metal or wooden strips, mop yarn, nails and tin roofing caps, not to exceed ten (10%) per cent of the aggregate weight of the shipment.</p>	2
343	<p>FREIGHT, viz.: (Items Nos. 340, 341, 342 and 343 series)</p> <p>Cement, portland, building, in      Paper, newsprint shipments of less than 28,500      (except where lower pounds,      rates are provided Junk, viz.: Paper, waste, and      in Item No. 380 Rags, in machine pressed bales;      series). Sacks, old, worn-out; Tires      Refuse, citrus fruit, (rubber), old worn-out; Tubes      not fit for human con- (rubber), pneumatic, old, worn-      sumption. out; Metal, scrap, having value for remelting purposes only,</p>	3
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SECTION NO. 4 - COMMODITY RATES (Continued)  
 In cents per 100 pounds

Item No.

FREIGHT, as described in Items Nos. 340, 341, 342 and 343 series.

350

Groups shown in Items Nos. 340, 341, 342 and 343 series:	Minimum weight in pounds											
	(1)100			500			2,000			4,000		
	Rate Basis			Rate Basis			Rate Basis			Rate Basis		
	A	B	C	A	B	C	A	B	C	A	B	C
1	18	23	28	15	18	22	12	15	18	10	12	14
2	16	21	25	14	16	20	11	14	16	9	11	13
3	14	18	22	12	14	18	10	12	14	8	10	11

1, 2 and 3	Minimum weight in pounds								
	10,000			20,000					
	Rate Basis			Rate Basis					
	A	B	C	A	B	C			
	5	6	7	4	4 $\frac{1}{2}$	5			

(1) For rates on shipments weighing less than 100 pounds see Item No. 320 series.

LUMBER AND FOREST PRODUCTS, as described in Item No. 580 series of the Exception Sheet:

360

Rate Basis	Minimum weight in pounds						
	(1)100	500	2,000	4,000	10,000	20,000	30,000
A	13	11	8	7	6	4	4
B	16	13	11	8	6 $\frac{1}{2}$	5	4
C	20	15	13	10	7	6	4 $\frac{1}{2}$

(1) For rates on shipments weighing less than 100 pounds see Item No. 320 series.

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Original Page 33

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued)				
370	<p>PAPER, PAPER ARTICLES, ADHESIVES and STATIONERS' SUPPLIES, viz.:            (Items Nos. 370 and 371 series)</p> <p>Paper and Paper Articles, viz.:</p> <table border="0"> <tr> <td style="vertical-align: top;"> <ul style="list-style-type: none"> <li>Bags,</li> <li>Books, receipt,</li> <li>Boxes, knocked down, flat,</li> <li>Cabinets or Wardrobes, corrugated paper, knocked down, with or without fittings,</li> <li>Calendars, date pad,</li> <li>Covers, box, can, pail or tub,</li> <li>Displays, advertising, store or window,</li> </ul> </td> <td style="vertical-align: top; padding-left: 20px;"> <ul style="list-style-type: none"> <li>Folders or Pockets, letter or document,</li> <li>Lunch Sets, consisting of cups, dishes or plates, forks and spoons,</li> <li>Paper and Paper Articles, as described under those headings in the Western Classification,</li> <li>Seals,</li> <li>Statements,</li> <li>Tags.</li> </ul> </td> </tr> </table> <p>Adhesives, liquid or paste.</p> <p>Stationers' Supplies, viz.:</p> <table border="0"> <tr> <td style="vertical-align: top;"> <ul style="list-style-type: none"> <li>Artists' Materials, viz.:</li> <li>Paints,</li> <li>Water Colors,</li> <li>Binders or Covers, book or loose leaf,</li> <li>Book Ends,</li> <li>Bottles, cans, pails or tubs, fibreboard, paper or pulp-board, with or without metal tops or bottoms,</li> <li>Brushes,</li> <li>Cabinets, filing,</li> <li>Candles,</li> <li>Chalk, writing,</li> <li>Chamois, imitation,</li> <li>Cloths, dust,</li> <li>Coasters,</li> <li>Compasses, drawing,</li> <li>Cordage,</li> <li>Crayons,</li> <li>Cushions, chair,</li> <li>Cutters, paper,</li> </ul> </td> <td style="vertical-align: top; padding-left: 20px;"> <ul style="list-style-type: none"> <li>Dispensers, viz.:</li> <li>Napkin,</li> <li>Soap,</li> <li>Tape,</li> <li>Toilet Seat Cover,</li> <li>Toilet Tissue,</li> <li>Towel,</li> <li>Displays, store or window,</li> <li>Erasers,</li> <li>Files or File Boxes, letter or document,</li> <li>Finger Pads, rubber,</li> <li>Globes, geographical,</li> <li>Handkerchiefs,</li> <li>Holders, candle,</li> <li>Ink, writing,</li> <li>Ink Stands or Ink Wells,</li> <li>Janitors' Supplies, viz.:</li> <li>Brooms,</li> <li>Buckets,</li> <li>Compounds, cleaning, scouring, or sweeping,</li> </ul> </td> </tr> </table> <p style="text-align: center;">(Concluded on page 34)</p>	<ul style="list-style-type: none"> <li>Bags,</li> <li>Books, receipt,</li> <li>Boxes, knocked down, flat,</li> <li>Cabinets or Wardrobes, corrugated paper, knocked down, with or without fittings,</li> <li>Calendars, date pad,</li> <li>Covers, box, can, pail or tub,</li> <li>Displays, advertising, store or window,</li> </ul>	<ul style="list-style-type: none"> <li>Folders or Pockets, letter or document,</li> <li>Lunch Sets, consisting of cups, dishes or plates, forks and spoons,</li> <li>Paper and Paper Articles, as described under those headings in the Western Classification,</li> <li>Seals,</li> <li>Statements,</li> <li>Tags.</li> </ul>	<ul style="list-style-type: none"> <li>Artists' Materials, viz.:</li> <li>Paints,</li> <li>Water Colors,</li> <li>Binders or Covers, book or loose leaf,</li> <li>Book Ends,</li> <li>Bottles, cans, pails or tubs, fibreboard, paper or pulp-board, with or without metal tops or bottoms,</li> <li>Brushes,</li> <li>Cabinets, filing,</li> <li>Candles,</li> <li>Chalk, writing,</li> <li>Chamois, imitation,</li> <li>Cloths, dust,</li> <li>Coasters,</li> <li>Compasses, drawing,</li> <li>Cordage,</li> <li>Crayons,</li> <li>Cushions, chair,</li> <li>Cutters, paper,</li> </ul>	<ul style="list-style-type: none"> <li>Dispensers, viz.:</li> <li>Napkin,</li> <li>Soap,</li> <li>Tape,</li> <li>Toilet Seat Cover,</li> <li>Toilet Tissue,</li> <li>Towel,</li> <li>Displays, store or window,</li> <li>Erasers,</li> <li>Files or File Boxes, letter or document,</li> <li>Finger Pads, rubber,</li> <li>Globes, geographical,</li> <li>Handkerchiefs,</li> <li>Holders, candle,</li> <li>Ink, writing,</li> <li>Ink Stands or Ink Wells,</li> <li>Janitors' Supplies, viz.:</li> <li>Brooms,</li> <li>Buckets,</li> <li>Compounds, cleaning, scouring, or sweeping,</li> </ul>
<ul style="list-style-type: none"> <li>Bags,</li> <li>Books, receipt,</li> <li>Boxes, knocked down, flat,</li> <li>Cabinets or Wardrobes, corrugated paper, knocked down, with or without fittings,</li> <li>Calendars, date pad,</li> <li>Covers, box, can, pail or tub,</li> <li>Displays, advertising, store or window,</li> </ul>	<ul style="list-style-type: none"> <li>Folders or Pockets, letter or document,</li> <li>Lunch Sets, consisting of cups, dishes or plates, forks and spoons,</li> <li>Paper and Paper Articles, as described under those headings in the Western Classification,</li> <li>Seals,</li> <li>Statements,</li> <li>Tags.</li> </ul>				
<ul style="list-style-type: none"> <li>Artists' Materials, viz.:</li> <li>Paints,</li> <li>Water Colors,</li> <li>Binders or Covers, book or loose leaf,</li> <li>Book Ends,</li> <li>Bottles, cans, pails or tubs, fibreboard, paper or pulp-board, with or without metal tops or bottoms,</li> <li>Brushes,</li> <li>Cabinets, filing,</li> <li>Candles,</li> <li>Chalk, writing,</li> <li>Chamois, imitation,</li> <li>Cloths, dust,</li> <li>Coasters,</li> <li>Compasses, drawing,</li> <li>Cordage,</li> <li>Crayons,</li> <li>Cushions, chair,</li> <li>Cutters, paper,</li> </ul>	<ul style="list-style-type: none"> <li>Dispensers, viz.:</li> <li>Napkin,</li> <li>Soap,</li> <li>Tape,</li> <li>Toilet Seat Cover,</li> <li>Toilet Tissue,</li> <li>Towel,</li> <li>Displays, store or window,</li> <li>Erasers,</li> <li>Files or File Boxes, letter or document,</li> <li>Finger Pads, rubber,</li> <li>Globes, geographical,</li> <li>Handkerchiefs,</li> <li>Holders, candle,</li> <li>Ink, writing,</li> <li>Ink Stands or Ink Wells,</li> <li>Janitors' Supplies, viz.:</li> <li>Brooms,</li> <li>Buckets,</li> <li>Compounds, cleaning, scouring, or sweeping,</li> </ul>				
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Item No.	SECTION NO. 4 - COMMONITY RATES (Continued)
371	<p>PAPER, PAPER ARTICLES, ADHESIVES and STATIONERS' SUPPLIES, viz.: (Concluded)                      (Items Nos. 370 and 371 series)</p> <p>Stationers' Supplies, viz.: (Concluded)                      Janitors' Supplies, viz.: (Concluded)                      Mops,                      Pails and Mop Wringers, combined,                      Polish, furniture,                      Sponges,                      Squigees (squeegee),                      Machines, numbering, punching,                      or stapling,                      Matches,                      Mimeograph Machine Supplies, viz.:                      Fluid, stencil correction,                      Ink,                      Ink Cloths,                      Oil, lubricating,                      Parts, mimeograph machine.                      Stencils,                      Paper Clips or Fasteners, metal,                      Pencil Leads,                      Pencils,                      Penholders,                      Pen Points,                      Pens, fountain, including                      desk sets,                      Pins,                      Reinforcements, gummed,</p> <p>Ribbons,                      Rulers,                      Scales, postage,                      Scissors,                      Sharpeners, pencil,                      Skewers,                      Soap,                      Stamps, rubber, including                      date stamps,                      Stamps, calendar pad,                      Staples, stapling machine,                      Strainers, sink,                      Straws, beverage,                      Tacks, thumb,                      Teye, cloth, gummed,                      Toothpicks,                      Trays, desk,                      Trees, Christmas, arti-                      ficial,                      Twine,                      Waste Baskets,                      Wax Remover,                      Woodenware, viz.:                      Forks,                      Spoons.</p>
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Item No.	SECTION NO. 4 - COMMODITY RATES (Concluded) In cents per 100 pounds						
380	FREIGHT, as described in Items Nos. 370 and 371 series, subject to Note 1:						
		<u>Minimum Weight</u>	<u>Column A</u>	<u>Column B</u>			
		100 pounds .....	(1)15	(1)17			
		500 pounds .....	13	15			
		2,000 pounds .....	10	12			
		4,000 pounds .....	9	10			
		10,000 pounds .....	8	9			
		20,000 pounds .....	7	8			
		30,000 pounds .....	6½	7½			
	<p><u>COLUMN A</u> rates apply: Between or within Zones 1-A, 1-B, 1-C or 1-D, or within but not between Zones 10, 12 or 17, as described in Items Nos. 30, 31, 32 and 33 series.</p>						
<p><u>COLUMN B</u> rates apply: Between Zones 1-A, 1-B, 1-C, 1-D, 10, 12 or 17 on the one hand and Zones 10, 12 or 17 on the other, as described in Items Nos. 30, 31, 32 and 33 series.</p>							
<p>NOTE 1-The rates named in this item will not apply:                      (a) To shipments consisting exclusively of commodities described under the heading of "Stationers' Supplies, viz.:" in Items Nos. 370 and 371 series.                      (b) To mixed shipments when the weight of the commodities described under the heading of "Stationers' Supplies, viz.:" in Items Nos. 370 and 371 series exceeds 15 per cent of the total weight of the shipment.</p>							
<p>(1) For rates on shipments weighing less than 100 pounds see Item No. 320 series.</p>							
390	SUGAR:						
	Rate Basis	(1)100	500	2,000	4,000	10,000	20,000
	A	16	14	11	9	4	4
	B	21	16	14	11	4	4
	C	25	20	16	13	6	5
<p>(1) For rates on shipments weighing less than 100 pounds see Item No. 320 series.</p>							
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SECTION NO. 5

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UNIT RATES, RULES AND REGULATIONS

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Rates in this section do not alternate with rates  
in other sections of this tariff

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Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS
	<p>RULES AND REGULATIONS                  (Items Nos. 400 and 401 series)</p> <p>(a) Rates named in this section are subject to Items Nos. 10 and 11 series, Definition of Technical Terms, Items Nos. 30, 31, 32 and 33 series, Application of Tariff-Territorial, Item No. 40 series, Application of Tariff-Commodities, Item No. 150 series, Collect on Delivery (C.O.D.) Shipments, and Item No. 160, Collection of Charges. They are not subject to other rules and regulations provided by Section No. 1.</p> <p>(b) Rates named in this section apply only when the property is transported by one carrier for one shipper.</p> <p>(c) Prior to the transportation of the property, the shipper must notify the carrier of his election to ship at rates no lower than those provided in this section, stating specifically the class of service desired. When shipments have been accepted and transported by the carrier subsequent to this notification, such shipments shall be subject to rates no lower than those provided in this section. A written agreement in the following form shall be executed, attached to and become a part of the shipping order covering the transaction:</p>
400	<p style="text-align: right;">Date _____</p> <p>In accordance with the provisions of Item No. 400 series of City Carriers' Tariff No. 4, Highway Carriers' Tariff No. 5 (Appendix "A" of Decision No. _____ in Case No. 4121), I hereby elect to have _____ (identify transaction) transported by _____ (carrier) from _____ (point of origin) to _____ (point of destination) at the rate of _____ (see note) under the rates and provisions of Item No. _____ (see note) series of said tariff.</p> <p>Carrier _____ (name in full) By _____ (name in full)</p> <p>NOTE.-In the event shipper and carrier agree to a basis higher than that provided by the Item, but in the same unit or units of measurement in which the minimum basis is stated, the agreed basis may be stated in place of the Item Number.</p>
	(Concluded on page 38)
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Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)
401	<p style="text-align: center;">RULES AND REGULATIONS (Concluded)                      (Items Nos. 400 and 401 series)</p> <p>(d) Rates named in this section are subject to an additional charge at the rate of \$1.00 per man. per hour, minimum charge 50 cents, when shipper requests and carrier furnishes help in addition to the driver. The time for computing the additional charge shall be not less than the actual time in minutes the helper or helpers are engaged in performing the service requested by the shipper. The total time so computed shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the table provided by Note 2(b), Item No. 420 series.</p> <p>(e) Unit rates named in Item No. 410 series are not applicable when shipper requests and carrier furnishes transportation directly from point of origin to point of destination without passing through carrier's terminal.</p>
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Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)																						
	<p>FREIGHT, regardless of classification, in shipments weighing not over 500 pounds, transported between or within the zones described in Items Nos. 30, 31, 32 and 33 series, subject to Notes 1, 2 and 3:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: left;"><u>Minimum Units per calendar month or any portion thereof</u></th> <th style="text-align: right;"><u>Rates in cents per unit</u></th> </tr> </thead> <tbody> <tr> <td>Any Quantity .....</td> <td style="text-align: right;">30</td> </tr> <tr> <td>250 .....</td> <td style="text-align: right;">27<math>\frac{1}{2}</math></td> </tr> <tr> <td>750 .....</td> <td style="text-align: right;">25<math>\frac{1}{2}</math></td> </tr> <tr> <td>2,000 .....</td> <td style="text-align: right;">23<math>\frac{1}{2}</math></td> </tr> <tr> <td>4,000 .....</td> <td style="text-align: right;">21<math>\frac{1}{2}</math></td> </tr> <tr> <td>6,000 .....</td> <td style="text-align: right;">20</td> </tr> <tr> <td>8,000 .....</td> <td style="text-align: right;">18<math>\frac{1}{2}</math></td> </tr> <tr> <td>10,000 .....</td> <td style="text-align: right;">17</td> </tr> <tr> <td>12,500 .....</td> <td style="text-align: right;">16</td> </tr> <tr> <td>15,000 .....</td> <td style="text-align: right;">15</td> </tr> </tbody> </table>	<u>Minimum Units per calendar month or any portion thereof</u>	<u>Rates in cents per unit</u>	Any Quantity .....	30	250 .....	27 $\frac{1}{2}$	750 .....	25 $\frac{1}{2}$	2,000 .....	23 $\frac{1}{2}$	4,000 .....	21 $\frac{1}{2}$	6,000 .....	20	8,000 .....	18 $\frac{1}{2}$	10,000 .....	17	12,500 .....	16	15,000 .....	15
<u>Minimum Units per calendar month or any portion thereof</u>	<u>Rates in cents per unit</u>																						
Any Quantity .....	30																						
250 .....	27 $\frac{1}{2}$																						
750 .....	25 $\frac{1}{2}$																						
2,000 .....	23 $\frac{1}{2}$																						
4,000 .....	21 $\frac{1}{2}$																						
6,000 .....	20																						
8,000 .....	18 $\frac{1}{2}$																						
10,000 .....	17																						
12,500 .....	16																						
15,000 .....	15																						
410	<p>NOTE 1. - When the charge accruing at the actual number of units exceeds the charge computed upon a rate based upon a greater number of units, the latter shall apply.</p> <p>NOTE 2. - The weight of each shipment shall be the gross weight thereof. No allowance shall be made for the weight of containers.</p> <p>NOTE 3. - The number of units shall be computed as follows:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: left;"><u>Weight of shipment in pounds</u></th> <th style="text-align: right;"><u>Number of units</u></th> </tr> </thead> <tbody> <tr> <td>50 or less .....</td> <td style="text-align: right;">1</td> </tr> <tr> <td>Over 50 but not over 150 .....</td> <td style="text-align: right;">2</td> </tr> <tr> <td>Over 150 but not over 300 .....</td> <td style="text-align: right;">3</td> </tr> <tr> <td>Over 300 but not over 500 .....</td> <td style="text-align: right;">4</td> </tr> </tbody> </table>	<u>Weight of shipment in pounds</u>	<u>Number of units</u>	50 or less .....	1	Over 50 but not over 150 .....	2	Over 150 but not over 300 .....	3	Over 300 but not over 500 .....	4												
<u>Weight of shipment in pounds</u>	<u>Number of units</u>																						
50 or less .....	1																						
Over 50 but not over 150 .....	2																						
Over 150 but not over 300 .....	3																						
Over 300 but not over 500 .....	4																						
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Item No. SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)

FREIGHT, regardless of classification, transported between or within the zones described in Items Nos. 30, 31, 32 and 33 series, subject to Notes 1 and 2:

<u>Weight in Pounds</u>	<u>Rates in Cents Per Hour</u>	<u>Minimum Charges in Cents</u>
250 or less .....	200	100
Over 250 but not over 500 .....	200	125
Over 500 but not over 2,000 .....	200	200
Over 2,000 but not over 3,000 .....	225	225
Over 3,000 but not over 5,000 .....	250	250
Over 5,000 but not over 8,000 .....	300	300
Over 8,000 but not over 12,000 .....	350	350
Over 12,000 but not over 20,000 .....	400	400
Over 20,000 .....	500	500

420

NOTE 1.—Weight in pounds is the greatest (heaviest) gross weight of the property transported by the unit of carrier's equipment at one time during a single transaction. No allowance shall be made for weight of containers.

NOTE 2.—(a) The total of the loading, unloading and driving time computed from the arrival of carrier's equipment at point of origin, or first point of origin when more than one point of origin is involved, to the time unloading is completed at point of destination, or last point of destination when more than one point of destination is involved, subject to paragraph (b) hereof, shall be used to compute charges.

(b) In computing time under the basis outlined in paragraph (a) hereof the various time factors shall be not less than the actual time involved in minutes. After the total time has been determined under the provisions of paragraph (a) hereof, it shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the following table:

- Less than 8 minutes - - - - omit.
- 8 minutes or more but less than 23 minutes shall be  $\frac{1}{4}$  hour.
- 23 minutes or more but less than 38 minutes shall be  $\frac{1}{2}$  hour.
- 38 minutes or more but less than 53 minutes shall be  $\frac{3}{4}$  hour.
- 53 minutes or more shall be 1 hour.

EFFECTIVE AS SHOWN ON TITLE PAGE

Issued by The Railroad Commission of the State of California,  
 San Francisco, California.

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Concluded)				
	FREIGHT, regardless of classification, transported between or within the zones described in Items Nos. 30, 31, 32 and 33 series:				
	Weight in Pounds, subject to Note 1:	Column 1	Column 2	Column 3	Column 4
	2,500 or less .....	75	250	270	5
	Over 2,500 but not over 5,000 .....	85	270	295	6
	Over 5,000 but not over 8,000 .....	90	300	325	7
	Over 8,000 but not over 12,000 .....	100	355	385	10
	Over 12,000 but not over 20,000 .....	125	390	425	15
	Over 20,000 .....	155	485	530	20
	<p><u>Column 1</u> - Rates in dollars per unit of carrier's equipment for a period of seven successive days or any portion thereof. When equipment is operated in excess of 350 miles during such period, add rates provided by Column 4.</p>				
430	<p><u>Column 2</u> - Rates in dollars per unit of carrier's equipment for a period of twenty-one successive days or when the equipment is not operated on Saturdays, Sundays and legal holidays for a period of twenty-one successive days exclusive of Saturdays, Sundays and legal holidays, or any portion of such periods. When equipment is operated in excess of 1,050 miles during the period, add rates provided by Column 4.</p>				
	<p><u>Column 3</u> - Rates in dollars per unit of carrier's equipment for a period of twenty-five successive days or when the equipment is not operated on Sundays and legal holidays for a period of twenty-five successive days exclusive of Sundays and legal holidays, or any portion of such periods. When equipment is operated in excess of 1,250 miles during the period, add rates provided by Column 4.</p>				
	<p><u>Column 4</u> - Rates in cents per mile to be added to the Column 1, 2 and 3 rates when the unit of carrier's equipment is operated in excess of the maximum mileage allowed thereunder.</p>				
	<p>NOTE 1.-Weight in pounds is the gross weight of the property transported by the unit of carrier's equipment at the time the equipment is transporting the greatest (heaviest) load during the period covered by the transaction. No allowance shall be made for weight of containers.</p>				
	End of Tariff.				
	EFFECTIVE AS SHOWN ON TIME PAGE				
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APPENDIX "B"

OF

DECISION NO. \_\_\_\_\_

IN CASE NO. 4121

CONSISTING OF

SUITABLE AND PROPER FORMS OF SHIPPING DOCUMENTS

FOR THE TRANSPORTATION OF PROPERTY

IN THE LOS ANGELES DRAINAGE AREA

(1) AT UNIT RATES

AND

(2) AT OTHER THAN UNIT RATES

**SHIPPING ORDER AND FREIGHT BILL**  
**FOR**  
**TRANSPORTATION OF PROPERTY IN THE LOS ANGELES DRAINAGE AREA**  
**AT UNIT RATES**

Name of Carrier \_\_\_\_\_ Bill No. \_\_\_\_\_  
 \_\_\_\_\_ (Name of Carrier must be same as shown on Permit) Permit No. \_\_\_\_\_

Point of Origin \_\_\_\_\_ Date \_\_\_\_\_  
 Shipper \_\_\_\_\_ Consignee \_\_\_\_\_  
 Street Address \_\_\_\_\_ Street Address \_\_\_\_\_  
 City \_\_\_\_\_ City \_\_\_\_\_

Pack-ages	Kind	Description of Commodities	(1) Weight	Hourly Equipment Unit Rates					Charges	
				Service	Time Started	Time Com-pleted	(2) Deduc-tions	Time for Computation of Charges		Rate per Hour
				Loading						
				Driving						
				Unloading						
				Total						
			(3) Weight	Weekly and Monthly Equipment Unit Rates						
				Period equipment unit is engaged:			Date Started	Date Com-pleted		
				(4)						
				Miles operated _____						
				Maximum miles _____						
				Excess miles _____ Rate per mile _____						
			No. of Units	Weight Unit Rates per Calendar Month or any Portion Thereof (5)						
				Month of _____						
				Number of units _____ Rate per unit _____						
				Help in addition to Driver						
				Service	No. of Men	Time Started	(2) Time Com-pleted	Deduc-tions	Time for Computation of Charges	Rate per Hour
				Loading						
				Driving						
				Unloading						
				Other ac-cossorial service(5)						
				Total						
Shipper _____				C.O.D. _____						
By _____				(Amount to Collect)						
(Show name in full)				Advances (6) _____						
Received by carrier in good condition, ex-cept as noted:				Other Charges (6) _____						
By _____				Prepaid _____						
Driver (Show name in full)				TOTAL TO COLLECT _____						
Received by consignee in good condition, except as noted:										
(Show name in full)										

- (1) Show greatest (heaviest) gross weight of the property transported by the unit of carrier's equipment at one time during a single transaction.
- (2) Show time not chargeable, such as time for meals.
- (3) Show greatest (heaviest) gross weight of the property transported by the unit of carrier's equipment at any time during the period covered by the transaction.
- (4) Show in terms of the governing tariff provisions the period of time for which the equipment is engaged.
- (5) Shipping orders in individual or manifest form or shipping orders and delivery receipts showing all information necessary to determine the applicable rate under the tariff provisions governing weight unit rates must be attached to and made a part of this freight bill in the event such full information is not shown on its face.
- (6) Show each charge separately and what it represents.



**CARRIER ORDER AND FREIGHT BILL**  
**FOR**  
**TRANSPORTATION IN THE LOS ANGELES DRAINAGE AREA**  
**AT OTHER THAN UNIT RATES**

Name of Carrier \_\_\_\_\_ Bill No. \_\_\_\_\_  
 (Name of Carrier must be same as shown on Permit) Permit No. \_\_\_\_\_

Point of Origin \_\_\_\_\_ Date \_\_\_\_\_  
 Shipper \_\_\_\_\_ Consignee \_\_\_\_\_  
 Street Address \_\_\_\_\_ Street Address \_\_\_\_\_  
 City \_\_\_\_\_ City \_\_\_\_\_

Packages	Kind	Description of Commodities	(1) Weight	Rate	Charges

**Accessorial Services**

Service	No. of Men	Time Started	Time Completed	(2) Deductions	Time for Computation of Charges	Rate per Hour
Sorting						
Stacking						
Other Accessorial Service (3)						
<b>Total</b>						

**Check the following:**

Description of conditions under which shipment is picked up and delivered:	Point of Origin	Point of Destination	Weight	Rate
Street level				
Other than street level				
Vehicular elevator or ramp				
No vehicular elevator or ramp				

Shipper _____ By _____ (Show name in full)	C.O.D. _____ (Amount to Collect)
Received by carrier in good condition, except as noted: By _____ Driver (Show name in full)	Advances (3) _____
Received by consignee in good condition, except as noted: _____ (Show name in full)	Other Charges (3) _____
	Prepaid
	<b>TOTAL TO COLLECT</b>

- (1) If other authorized unit of charge, show such unit.
- (2) Show time not chargeable, such as time for meals.
- (3) Show each charge separately and what it represents.