

Decision No. 33284

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Establishment )  
of just, reasonable and non-dis- )  
criminatory maximum or minimum or )  
maximum and minimum rates, rules, )  
classifications and regulations )  
for the transportation of proper- )  
ty for compensation or hire over )  
the public highways of the City of )  
Los Angeles. )

ORIGINAL

Case No. 4121

BY THE COMMISSION:

SUPPLEMENTAL OPINION AND ORDER

An adjourned hearing was held in this proceeding before Examiner Bryant in Los Angeles on June 26, 1940, for the purpose of affording a hearing herein to certain highway carriers and city carriers who had not previously had an opportunity to be heard respecting the subject matter of this proceeding, minimum rates and rules and regulations applicable to all other highway carriers and city carriers having been heretofore established herein by Decision No. 32504, as amended.<sup>1</sup> The parties for whom such hearing was held include those who first obtained permits as radial highway common carriers, highway contract carriers or city carriers between October 25, 1939, and June 5, 1940, inclusive, and certain

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By Decision No. 32504 of October 24, 1939, the Commission issued in loose-leaf tariff form minimum rates and rules and regulations for the transportation of property within Los Angeles County by radial highway common carriers, highway contract carriers and carriers as defined in Chapter 312, Statutes 1935, as amended, (herein referred to as "city carriers"), which rates, rules and regulations were originally established by Decision No. 30600 of February 7, 1938, as modified, supplemented and amended. The tariff above referred to, entitled City Carriers' Tariff No. 4 and Highway Carriers' Tariff No. 5, was attached to said Decision No. 32504 as Appendix "A" thereof. The rates, rules and regulations contained in the aforesaid tariff have been subsequently amended by Decisions Nos. 32515, 32706 and 32826.

L. H. Sawyer

other radial highway common carriers, highway contract carriers and city carriers who obtained permits prior to that time but who had not previously been afforded an opportunity to be heard herein. The record shows that the order instituting investigation herein was duly served on and notice of said hearing herein duly given all such carriers.

Evidence was introduced at the hearing, based upon studies of rates and costs of operation, that the minimum rates and charges and the rules and regulations established by said Decision No. 32504, as amended, and as set forth in City Carriers' Tariff No. 4 and Highway Carriers' Tariff No. 5, as modified, supplemented, and amended, are just, reasonable and nondiscriminatory for all highway carriers and city carriers, including those carriers hereinabove referred to as well as those previously subject thereto. No criticism was made of the propriety of those minimum rates and charges, rules and regulations and no reason was advanced why they should not be applied as minimum by said carriers. The minimum rates and charges and rules and regulations contained in said City Carriers' Tariff No. 4 and Highway Carriers' Tariff No. 5 are based upon favorable conditions affecting the various types of operation and appear to be equally proper for the carriers for whom this hearing was provided as for the others.

We therefore conclude that the minimum rates, charges, accessorial charges, and the ratings, rules and regulations established in and by Decision No. 32504, and as set forth in said City Carriers' Tariff No. 4 and Highway Carriers' Tariff No. 5 should be established for and made applicable by all highway carriers and city carriers.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that the findings and orders in said

Decision No. 32504, as supplemented, amended and modified by the findings and orders in Decisions Nos. 32515, 32706 and 32826, be and they are hereby adopted as the findings and orders herein to be observed by all radial highway common carriers, highway contract carriers, and city carriers who obtained permits between the dates of October 25, 1939, and June 5, 1940, inclusive, and by all radial highway common carriers, highway contract carriers and city carriers listed in Appendix "A" hereof, and a copy of each of said decisions (including the appendices thereto, if any) is attached hereto and is hereby referred to and made a part hereof.

IT IS HEREBY FURTHER ORDERED that any and all supplements to and modifications and amendments of said Decision No. 32504 hereafter made in this proceeding shall be, and shall be deemed to constitute, supplement to or modification or amendment of this decision also, without express reference to this decision therein, and all radial highway common carriers, highway contract carriers, and city carriers who obtained permits between the dates of October 25, 1939, and June 5, 1940, inclusive, and all radial highway common carriers, highway contract carriers and city carriers listed in Appendix "A" hereof, are hereby ordered and directed to observe and comply with any and all such supplements, modifications and amendments of said Decision No. 32504, as though this decision were expressly supplemented, modified and amended thereby.

This order shall become effective on the date hereof.

Dated at San Francisco, California, this 3<sup>rd</sup> day of July, 1940.

Ray L. Soley  
James H. Miller  
Raymond A. Smith  
John W. Smith  
Justin L. Coe  
Commissioners.

APPENDIX "A"

Jose Alfaro and Jesus Alfaro  
F. L. Bankston, dba Angelus Transportation Co.  
Louis Banister and M. Keefer, dba Banister & Keefer  
G. Barrese  
J. C. Pittman, dba Base Line Transfer & Storage  
Jim Sollee and Q. W. Sollee, dba Bay Cities Dump Truck Service  
C. K. Brodie, dba Brodie Bros.  
Frank P. Brown, F. E. Bartlett and Frank Jordan, dba Brown  
Trucking Co.  
Raymond T. Darling  
Bert Downie  
Ben Mooschekian and Sam Mooschekian, dba Downey Fertilizer Co.  
J. B. Englehart  
Charles C. Polk  
H. Gesell  
Louis M. Goodman, dba Goodman Delivery Service  
Justine S. Hill, Administrator Estate of Mortimer C. Hill, dba  
Hill Bros. & Son Storage & Moving Co.  
John W. House and Francis J. House  
Richard N. Kleimer, Leonard L. Kleimer, Jr., David A. Kleimer and  
John J. Kleimer, dba Kleimer's Van & Storage Co.  
John A. Lacey, dba Lacey Trucking Co.  
Raymond L. La Marr and E. V. La Marr, dba La Marr Dump Truck Ser-  
vice  
W. L. McCaulley  
R. R. McCutchen and Hancock Oil Co. of California, dba McCutchen  
Tank Line  
Menard Truck Company  
Ray Mizener  
Andrew Andrews, dba Pacific Commercial Transfer Co.  
Pacific Freight Lines  
Max Henkey, dba Quick Service Transfer Co.  
James C. Coughlin, dba Red Line Transfer Co.  
Cordell Rupe and J. R. Griffith  
Fred Sameshima  
Chas. W. Shepard and James W. Shepard, dba Shepard Bros.  
A. A. Shirey  
Arthur F. Gode, dba Speedy Parcel Delivery  
Clyde Stapp  
C. W. Russi, dba Sterling Supply Co.  
A. L. Gleason, dba Sun Moving & Storage Co.  
Ritsuo Takeuchi  
Arthur G. Thompson  
O. L. Trulove and Thomas E. Trulove, dba Trulove Transfer Co.  
Carl Vanderhoof  
Joe Vos  
J. Proctor Wadleigh  
R. R. Wharton  
Wilmington Oil Well Supply Inc.  
Raymond P. Wood, dba Wood Van & Storage Co.  
C. F. Wood, dba Woody's Transfer

Decision No. 32504

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 minimum 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. 4121

*CRAEMER, Commissioner:*

**Additional Appearances**

*Arturo, P. J., for Swift and Company.*  
*Glanz, Arthur, for Cudahy Packing Company.*  
*Jacobson, Phil, for Cantlay & Tanzola.*  
*Klebensow, William G., for Southwestern Motor-Tariff Bureau.*  
*Scott, Frank E., for R. J. Thompson Truck Company.*  
*Valentine, A. H., for Interstate Bakeries.*  
*Venner, Mas., for Venner Truck Lines.*

**EIGHTH 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.

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

<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.

<sup>2</sup> Rates were first established in this proceeding effective May 1, 1934, 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. 31472 of November 25, 1934, as amended.

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 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 recommend 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. In explanation of the adoption of this method of allocating costs, it was explained that costs

\*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 600, 4 units.

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	29.20	30.0
250	27.47	27.5
500	24.95	25.0
1,000	22.40	22.5
2,500	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 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. 31486 of November 28, 1938, as amended, in Application No. 22394), 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	22	30
250	20	27
750	20	27
2,000	24	23
3,500	22	21
6,000	19	20
9,000	18	19
10,000	18	19
12,000	17	18

\*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	6¢ 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 18 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	27½	27	27½
2,000	23½	24½	23½
3,500	--	18½	21½
4,000	21½	--	21½
6,000	20	19	20
8,000	18½	--	--
9,000	--	18	--
10,000	17	17	19
12,000	--	17	--
12,500	16	--	--
15,000	15	--	--

" 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 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 equip-

\*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. 21022 of Walter Woolhouse to transport for Earl M. Jorgensen Co.; Application No. 21027 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.

ment 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 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;

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**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, minimum 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 drainage 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 char-



acter, 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 intrastate 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. 32226 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.

FINDINGS

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 documents 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:

**ORDER**

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 hereof.

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 2 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 non-discriminatory 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 lesser 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 unassessed, 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 in 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 nondiscriminatory 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 24th day of October, 1939.

RAY C. WANGFIELD,  
FRANK E. DEVLIN,  
RAY L. JOLLEY,  
C. C. BAKER,  
JUSTIN P. CREAZER,  
Commissioners.

*[The text in this column is extremely faint and illegible, appearing to be a long list of names or a detailed report.]*

*[A small, illegible handwritten mark or signature at the bottom center of the page.]*

**Appendix "A"**  
**of**  
**Decision No. 32504**  
**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**

**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. 32504, in Case No. 412L. 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.

**CORRECTION NUMBERS**

1	31	61	91	121	151	181
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4	34	64	94	124	154	184
5	35	65	95	125	155	185
6	36	66	96	126	156	186
7	37	67	97	127	157	187
8	38	68	98	128	158	188
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20	50	80	110	140	170	200
21	51	81	111	141	171	201
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## INDEX OF COMMODITIES

Only those articles which are named in commodity items or in Exceptions to the Western Classification and Exception Sheet are shown in the following list.

COMMODITY	Item Number	COMMODITY	Item Number
Adhesives, liquid or paste	370	Castings, rough, iron or steel	341
Angles, iron or steel	341	Cement, portland, building	343
Artists' Materials, as described	370	Chalk	370
Bags, paper	370	Chamois, imitation	370
Bakery Goods, as described	340	Channels, iron or steel	341
Bands, iron or steel	341	Cheese, including cottage cheese and pot cheese	340
Bars, iron or steel, as described	341	Chocolate	340
Bascs, post, iron or steel	341	Chocolate Coating	340
Beams, iron or steel	341	Cloths, dust	370
Beans, dry	342	Coasters	370
Beverages, non-alcoholic	340	Cocoa	340
Beverage Preparations, non-alcoholic	340	Cocconut, desiccated	340
Billets, iron or steel	341	Coffee	340
Binders, book, loose leaf	370	Coffee Substitutes	340
Bolts, iron or steel	341	Coloring, confectioners'	341
Book Ends	370	Columns, iron or steel	370
Books, receipt, paper	340	Compasses, drawing	340
Bottles, glass	370	Compounds, flavoring, food curing, preserving or seasoning	340
Bottles, paper	370	Confectionery	340
Boxes, paper, as described	341	Cordage	370
Braces, iron or steel	370	Covers, paper, as described	370
Brushes	340	Crayons	370
Butter, dairy	341	Cushions, chair	370
Buttermilk, powdered or flaked	370	Cutters, paper	340
Cabinets, filing	370	Dessert Preparations	370
Cabinets or Wardrobes, as described	370	Dispensers, as described	370
Calendars, date pad	370	Displays, paper, advertising, store or window	370
Candles	370	Displays, store or window	340
Candy	340	Eggs	370
Canned Goods and Other Articles, as described	230	Erasers	340
Cans, paper, as described	341	Extracts, as described	340
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Fencing, iron or steel	341	Ice Cream	250
Files, or File Boxes, as described	370	Ingots, iron or steel	341
Finger Pads, rubber	370	Ink Stands or Ink Wells	370
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Flowers, fresh, cut	240	Iron and Steel, structural, as described	341
Folders or Pockets, as described	370	Janitors' Supplies, as described	370
Fondant, as described	340	Jars, glass	340
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Forgings, rough, iron or steel	341	Ladder Assemblies, tank or tower, iron or steel	341
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Freight, between points served by spur track facilities	320	Lentils, dry	342
Fruit, or Fruit Peel, candied, crystallized, glazed or stuffed	340	Liquors, malt, as described	341
Fruit, dried, as described	342	Lumber and Forest Products, as described	360
Fruit, fresh	340	Lunch Sets, as described	370
Fruit Juice Powders or Crystals, citrus	340	Macaroni, except canned	341
Gases, compressed, as described	340	Machines, numbering, punching or stapling	371
Gelatine	340	Margarine	341
Girders, iron or steel	341	Matches	371
Glasses	340	Milk, powdered or flaked, including Malted Milk	341
Glassware, as described	340	Mimeograph Machine Supplies, as described	371
Globes, geographical	370	Nails, iron or steel	341
Glucose	340	Noodles	341
Grain and other articles, as described	340	Nuts, edible	341
Groceries and Grocers' Supplies, as described	340	Nuts, iron or steel	341
Guides, elevator, iron or steel	341	Pails, paper, as described	370
Gum, chewing	340	Paper and Paper Articles, as described	370
Hangers, joist, iron or steel	341	Paper, newsprint	343
Handkerchiefs	370	Paper Clips or Fasteners, metal	371
Holdern, candle	370	Paste, adhesive, as described	370
Honey	340	Paste, alimentary	341
Hoops, iron or steel	341		
Horsradish	340		

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San Francisco, California.

## INDEX OF COMMODITIES (Concluded)

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Paste, confectioners' or icing	341	Stamps, rubber, including date stamps	371
Peas, dry	342	Stands, calendar pad	371
Pencil Leads	371	Staples, stapling machine	371
Pencils	371	Statements, paper	370
Penholders	371	Strainers, sink	371
Pen Points	371	Straws, beverage	371
Pens, fountain, including desk sets	371	Stationers' Supplies, as described	370
Piling, iron or steel	341	Sugar	390
Pins	371	Syrup	341
Pipe, iron or steel	341	Tacks, thumb	371
Plates, iron or steel	341	Tags, paper	370
Popcorn	341	Tape, cloth, gummed	371
Potato Chips	341	Tapioca	341
Powder, baking or yeast	341	Tea	341
Pulleys, tank or reservoir	341	Tees, iron or steel	341
Railings, bridge, iron or steel	341	Ties, bale, iron or steel	341
Rails, iron or steel	341	Tinplate	341
Refuse, citrus fruit, as described	343	Tooth Picks	371
Reinforcements, gummed	371	Trays, desk	371
Ribbons	371	Trees, Christmas, artificial	371
Rice	341	Trusses, iron or steel	341
Rivets, iron or steel	341	Tubing, pier, iron or steel	341
Rods, iron or steel	341	Tubs, paper, as described	370
Roofing, Building or Paving Materials, as described	342	Turnbuckles, iron or steel	341
Rulers	371	Twine	371
Sago	341	Vegetables, fresh or green	341
Salt, common	342	Vermicelli, except canned	341
Scales, postage	371	Washers, iron or steel	341
Scissors	371	Waste Baskets	371
Seals, paper	370	Wax Remover	371
Sharpeners, pencil	371	Weights, iron or steel, as described	341
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Screws	371	Woodenware, as described	371
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## INDEX OF COMMODITIES

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Adhesives, liquid or paste	370	Castings, rough, iron or steel	341
Angles, iron or steel	341	Cement, portland, building	343
Artists' Materials, as described	370	Chalk	370
Bags, paper	370	Chamois, imitation	370
Bakery Goods, as described	340	Channels, iron or steel	341
Bands, iron or steel	341	Cheese, including cottage cheese and pot cheese	340
Bars, iron or steel, as described	341	Chocolate	340
Bascs, post, iron or steel	341	Chocolate Coating	340
Beams, iron or steel	341	Cloths, dust	370
Beans, dry	342	Coasters	370
Beverages, non-alcoholic	340	Cocoa	340
Beverage Preparations, non-alcoholic	340	Cocoanut, desiccated	340
Billets, iron or steel	341	Coffee	340
Binders, book, loose leaf	370	Coffee Substitutes	340
Bolts, iron or steel	341	Coloring, confectioners'	340
Book Ends	370	Columns, iron or steel	341
Books, receipt, paper	370	Compasses, drawing	370
Bottles, glass	340	Compounds, flavoring, food curing, preserving or seasoning	340
Bottles, paper	370	Confectionery	340
Boxes, paper, as described	370	Cordage	370
Braces, iron or steel	341	Covers, paper, as described	370
Brushes	370	Crayons	370
Butter, dairy	340	Cushions, chair	370
Buttermilk, powdered or flaked	341	Cutters, paper	370
Cabinets, filing	370	Dessert Preparations	340
Cabinets or Wardrobes, as described	370	Dispensers, as described	370
Calendars, date pad	370	Displays, paper, advertising, store or window	370
Candles	370	Displays, store or window	370
Candy	340	Eggs	340
Canned Goods and Other Articles, as described	342	Erasers	370
Cans, paper, as described	370	Extracts, as described	340
Caps, post, iron or steel	341		
Carriers, (used packages), as described	230		

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## INDEX OF COMMODITIES (Continued)

COMMODITY	Item Number	COMMODITY	Item Number
Fencing, iron or steel	341	Ice Cream	250
Files, or File Boxes, as described	370	Ingots, iron or steel	341
Finger Pads, rubber	370	Ink Stands or Ink Wells	370
Fittings, pipe, iron or steel	341	Ink, writing	370
Flour	340	Iron and Steel Articles, as described	341
Flowers, fresh, cut	240	Iron and Steel, structural, as described	341
Folders or Pockets, as described	370	Janitors' Supplies, as described	370
Fondant, as described	340	Jars, glass	340
Food Preparations, as described	340	Junk, as described	343
Forgings, rough, iron or steel	341	Ladder Assemblies, tank or tower, iron or steel	341
Frames, circular, iron or steel	341	Lard	340
Freight, in shipments of less than 100 pounds	320	Lard Compounds or Substitutes	340
Freight, between points served by spur track facilities	320	Lentils, dry	342
Fruit, or Fruit Peel, candied, crystallized, glazed or stuffed	340	Liquors, malt, as described	341
Fruit, dried, as described	342	Lumber and Forest Products, as described	360
Fruit, fresh	340	Lunch Sets, as described	370
Fruit Juice Powders or Crystals, citrus	340	Macaroni, except canned	341
Gases, compressed, as described	340	Machines, numbering, punching or stapling	371
Gelatine	340	Margarine	341
Girders, iron or steel	341	Matches	371
Glasses	340	Milk, powdered or flaked, including Malted Milk	341
Glassware, as described	340	Mimeograph Machine Supplies, as described	371
Globes, geographical	370	Nails, iron or steel	341
Glucose	340	Noodles	341
Grain and other articles, as described	340	Nuts, edible	341
Groceries and Grocers' Supplies, as described	340	Nuts, iron or steel	341
Guides, elevator, iron or steel	341	Pails, paper, as described	370
Gum, chewing	340	Paper and Paper Articles, as described	370
Hangers, joist, iron or steel	341	Paper, newsprint	343
Handkerchiefs	370	Paper Clips or Fasteners, metal	371
Holders, candle	370	Paste, adhesive, as described	370
Honey	340	Paste, alimentary	341
Hoops, iron or steel	341		
Horseradish	340		

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## INDEX OF COMMODITIES (Concluded)

COMMODITY	Item Number	COMMODITY	Item Number
Paste, confectioners' or icing	341	Stamps, rubber, including date stamps	371
Peas, dry	342	Stands, calendar pad	371
Pencil Leads	371	Staples, stapling machine	371
Pencils	371	Statements, paper	370
Penholders	371	Strainers, sink	371
Pen Points	371	Straws, beverage	371
Pens, fountain, including desk sets	371	Stationers' Supplies, as described	370
Piling, iron or steel	341	Sugar	390
Pins	371	Syrup	341
Pipe, iron or steel	341	Tacks, thumb	371
Plates, iron or steel	341	Tags, paper	370
Popcorn	341	Tape, cloth, gummed	371
Potato Chips	341	Tapioca	341
Powder, baking or yeast	341	Tea	341
Pulleys, tank or reservoir	341	Tees, iron or steel	341
Railings, bridge, iron or steel	341	Ties, bale, iron or steel	341
Rails, iron or steel	341	Tinplate	341
Refuse, citrus fruit, as described	343	Tooth Picks	371
Reinforcements, gummed	371	Trays, desk	371
Ribbons	371	Trees, Christmas, artificial	371
Rice	341	Trusses, iron or steel	341
Rivets, iron or steel	341	Tubing, pier, iron or steel	341
Rods, iron or steel	341	Tubs, paper, as described	370
Roofing, Building or Paving Materials, as described	342	Turnbuckles, iron or steel	341
Rulers	371	Twine	371
Sago	341	Vegetables, fresh or green	341
Salt, common	342	Vermicelli, except canned	341
Scales, postage	371	Washers, iron or steel	341
Scissors	371	Waste Baskets	371
Seals, paper	370	Wax Remover	371
Sharpeners, pencil	371	Weights, iron or steel, as described	341
Sheets, iron or steel, as described	341	Wine, domestic, as described	341
Shoes, iron or steel, as described	341	Wire, iron or steel	341
Skewers	371	Woodenware, as described	371
Soap	371	Yeast	341
Spaghetti, except canned	341	Zees, iron or steel	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
10	<p style="text-align: center;"><b>DEFINITION OF TECHNICAL TERMS</b> (Items Nos. 10 and 11 series)</p> <p>(a) <b>CARRIER</b> 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) <b>CARRIER'S EQUIPMENT</b> 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) <b>COMMON CARRIER RATE</b> 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) <b>EXCEPTION SHEET</b> 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>(e) <b>POINT OF DESTINATION</b> means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent.</p> <p>(f) <b>POINT OF ORIGIN</b> 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) <b>RATE</b> includes charge, and also the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>(h) <b>SAME TRANSPORTATION</b> 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) <b>SHIPMENT</b> 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: right;">(Concluded on page 8)</p>
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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
11	<p style="text-align: center;"><b>DEFINITION OF TECHNICAL TERMS (Concluded)</b> (Items Nos. 10 and 11 series)</p> <p>(j) <b>SPLIT DELIVERY SHIPMENT</b> 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) <b>WESTERN CLASSIFICATION</b> 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;"><b>APPLICATION OF TARIFF—CARRIERS</b></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>
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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
30	<p style="text-align: center;"><b>APPLICATION OF TARIFF—TERRITORIAL</b> (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;"><b>Zone 1-A</b></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 Marianna 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, southwestly 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, southwestly 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;"><b>Zone 1-B</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, southwestly on North Figueroa Street to Amabel Street, northwestly on Amabel Street and Isabel Street to Macon Street, southwestly on Macon Street to Cypress Avenue, northwestly on Cypress Avenue and its prolongation to the intersection of San Fernando Road and Eagle Rock Boulevard, northwestly on San Fernando Road to Edward Avenue, northerly on Edward</p> <p style="text-align: center;">(Continued on page 10)</p>
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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;"><b>APPLICATION OF TARIFF—TERRITORIAL (Continued)</b> (Items Nos. 30, 31, 32 and 33 series)</p> <p style="text-align: center;"><b>Zone L-B (Concluded)</b></p> <p>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;"><b>Zone L-C</b></p> <p>31 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 Slatson Avenue, westerly on Slatson 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;"><b>APPLICATION OF TARIFF--TERRITORIAL (Continued)</b> (Items Nos. 30, 31, 32 and 33 series)</p> <p style="text-align: center;"><b>Zone 1-D</b></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, northeasterly 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;"><b>Zone 10</b></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, northerly 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, northerly 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)
32	<p style="text-align: center;"><b>APPLICATION OF TARIFF—TERRITORIAL (Concluded)</b> (Items Nos. 30, 31, 32 and 33 series)</p> <p style="text-align: center;"><b>Zone 11</b></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;"><b>Zone 12</b></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 Amabel 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, southwesterly along the boundary of Forest Lawn Memorial Park to point of beginning.</p> <p style="text-align: center;"><b>Zone 17</b></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, northerly 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>
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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
40	<p style="text-align: center;"><b>APPLICATION OF TARIFF—COMMODITIES</b></p> <p>Rates in this tariff apply for the transportation of all commodities except the following:</p> <ul style="list-style-type: none"> <li>Accessories and Supplies, motion picture,</li> <li>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,</li> <li>Buttermilk, in milk shipping cans or in bottles in cases or crates,</li> <li>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),</li> <li>Cement, portland, building, in shipments weighing 28,500 pounds and over,</li> <li>Commodities weighing 100 pounds or less per package or per piece, delivered from retail stores,</li> <li>Commodities transported in bulk in tank trucks, tank trailers, tank semi-trailers, or a combination of such highway vehicles,</li> <li>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. 20, 31, 32 and 33 series, under rates which include pickup or delivery at points within the said zones,</li> <li>Cream, in milk shipping cans or in bottles in cases or crates,</li> <li>Directories, telephone,</li> <li>Film, motion picture,</li> <li>Live stock,</li> <li>Milk, in milk shipping cans or in bottles in cases or crates,</li> <li>Sand, rock, gravel, road building material, excavated material, building materials, asphaltic concrete, decomposed granite and stabilizing materials when transported in dump trucks,</li> <li>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,</li> <li>Voting Booths, ballot boxes, election tents and election supplies when transported from or to polling places.</li> </ul>
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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
50	<p style="text-align: center;"><b>APPLICATION OF WESTERN CLASSIFICATION AND EXCEPTION SHEET</b></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;"><b>SHIPMENTS TO BE RATED SEPARATELY</b></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;"><b>GROSS WEIGHT</b></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;"><b>RATES BASED ON VARYING MINIMUM WEIGHTS</b></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;"><b>MIXED SHIPMENTS</b></p> <ol style="list-style-type: none"> <li>1. Commodities for which rates are provided in this tariff:           <ol style="list-style-type: none"> <li>(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.</li> <li>(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.</li> </ol> </li>   <li>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:           <ol style="list-style-type: none"> <li>(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.</li> <li>(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.</li> </ol> </li>   <li>3. Intrastate and Interstate Tonnage:           <p>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> </li> </ol>
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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
100	<p style="text-align: center;"><b>APPLICATION OF RATES</b></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><b>NOTE 1.</b>—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;"><b>ACCESSORIAL CHARGES</b></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;"><b>MINIMUM CHARGE</b></p> <p>The minimum charge per shipment shall be as follows:</p> <p>Weight of shipment</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;">Number of Deliveries</th> <th style="text-align: left;">Added Charge</th> </tr> </thead> <tbody> <tr> <td>2 -----</td> <td>150 cents</td> </tr> <tr> <td>3 to and including 5 -----</td> <td>200 cents</td> </tr> <tr> <td>6 to and including 10 -----</td> <td>250 cents</td> </tr> <tr> <td>11 or more -----</td> <td>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>	Number of Deliveries	Added Charge	2 -----	150 cents	3 to and including 5 -----	200 cents	6 to and including 10 -----	250 cents	11 or more -----	25 cents per delivery
Number of Deliveries	Added Charge										
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

(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.

(b) The charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments shall be as follows:

150

When the amount collected is		Charge for collecting and remitting will be
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
“ 150.00 “ “ 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;"><b>COLLECTION OF CHARGES</b></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;"><b>DELAYED DELIVERY OF SHIPMENTS</b></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;"><b>DISPOSITION OF FRACTIONS</b></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}{4}</math> or .50 of a cent, omit.</p> <p>Fractions of <math>\frac{1}{4}</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)						
<b>EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET</b>							
<b>RULES</b>							
Rates in this tariff are not subject to the provisions of the following rules of the Western Classification:							
190	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	
	Rates in this tariff are not subject to the provisions of the following rules of the Exception Sheet:						
	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
<b>RATINGS</b>							
200	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.						
<b>PACKING REQUIREMENTS</b>							
210	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.  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.						
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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. 320 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 BASIS								
	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 and	Zone 1-A	Zone 1-B	Zone 1-C	Zone 1-D	Zone 10	Zone 11	Zone 12	Zone 17
300	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

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### CLASS RATES

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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	
	A	26	23	21	18	21	19	17	15	16	15	14	12
	B	32	30	26	23	26	23	21	18	19	18	17	15
	C	40	36	32	28	32	29	26	22	22	21	20	18
310		Minimum Weight in Pounds											
	Rate Basis	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
	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

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If the charge accruing under Section No. 3 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. 3 will apply.

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Item No.	SECTION NO. 4—COMMODITY RATES																	
	<p><b>FREIGHT</b>, regardless of classification, transported between or within the zones described in Items Nos. 30, 31, 32 and 33 series:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Weight in pounds</th> <th style="text-align: right;">Rates in cents per shipment</th> </tr> </thead> <tbody> <tr> <td>1 or less -----</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Over 1 but not over 5 -----</td> <td style="text-align: right;">11</td> </tr> <tr> <td>Over 5 but not over 15 -----</td> <td style="text-align: right;">12</td> </tr> <tr> <td>Over 15 but not over 25 -----</td> <td style="text-align: right;">16</td> </tr> <tr> <td>Over 25 but not over 35 -----</td> <td style="text-align: right;">20</td> </tr> <tr> <td>Over 35 but not over 50 -----</td> <td style="text-align: right;">24</td> </tr> <tr> <td>Over 50 but not including 100 -----</td> <td style="text-align: right;">30</td> </tr> </tbody> </table>		Weight in pounds	Rates in cents per shipment	1 or less -----	10	Over 1 but not over 5 -----	11	Over 5 but not over 15 -----	12	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
Weight in pounds	Rates in cents per shipment																	
1 or less -----	10																	
Over 1 but not over 5 -----	11																	
Over 5 but not over 15 -----	12																	
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																	
320	<p><b>FREIGHT</b> 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> <hr/> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Any quantity or less-carload ratings as shown in the Western Classification, Exception Sheet or this tariff</th> <th style="text-align: right;">Added charges in cents per 100 pounds</th> </tr> </thead> <tbody> <tr> <td>1st Class or Higher</td> <td style="text-align: right;">5</td> </tr> <tr> <td>2nd Class</td> <td style="text-align: right;">4</td> </tr> <tr> <td>3rd Class</td> <td style="text-align: right;">3½</td> </tr> <tr> <td>4th Class or Lower</td> <td style="text-align: right;">2½</td> </tr> </tbody> </table>		Any quantity or less-carload ratings as shown in the Western Classification, Exception Sheet or this tariff	Added charges in cents per 100 pounds	1st Class or Higher	5	2nd Class	4	3rd Class	3½	4th Class or Lower	2½						
Any quantity or less-carload ratings as shown in the Western Classification, Exception Sheet or this tariff	Added charges in cents per 100 pounds																	
1st Class or Higher	5																	
2nd Class	4																	
3rd Class	3½																	
4th Class or Lower	2½																	
<p><b>EFFECTIVE AS SHOWN ON TITLE PAGE</b></p>																		
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Item No.	SECTION NO. 4—COMMODITY RATES (Continued)	Group No.
340	<p><b>FREIGHT, viz.:</b> (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 described 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 described under that heading in the Western Classification, 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 heading in the Western Classification, Cheese (including cottage cheese and pot cheese), Chocolate, Chocolate Coating, Cocoa, Cocoanut, desiccated, Coffee, Coffee Substitutes, cereal, fruit or vegetable, including Chicory, Coloring, confectioners',</p> <p>Groceries and Grocers' Supplies, viz.: (Continued) Compounds, food curing, preserving or seasoning, Dessert Preparations, such as ice cream, jelly, 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 described under that heading in the Western Classification, Fruit or Fruit Peel, candied, crystallized, glazed or stuffed, Fruit, fresh, Fruit Juice Powders or Crystals, citrus, Gelatine, Glucose, Gum, chewing, Honey, Horseradish, Lard, including Lard Compounds or Substitutes, as described under the heading of Lard in the Western Classification,</p>	1
(Continued on page 30)		
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Item No.	SECTION NO. 4—COMMODITY RATES (Continued)	Group No.
341	<p><b>FREIGHT, viz.:</b> (Items Nos. 340, 341, 342 and 343 series)</p> <p>Groceries and Grocers' Supplies, viz.: (Concluded) Liquors, malt, viz.:   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, Iron and Steel Articles, viz.:   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) Pipe, Rivets, Rods, Sheets, black, galvanized, corrugated or plain, Ties, bale, Tinplate, Washers, Wire. Iron and Steel structural, fabricated or unfabricated, consisting of: 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, Pulleys, tank or reservoir, Railings, bridge, Rails, Shoes, riveted or cast, Tees, Trusses, Tubing, pier, Turnbuckles, Weights, (not including wash weights), Zees, Rice, Wine, domestic, having a declared value of not more than \$2.00 per gallon.</p> <p>(Concluded on page 31)</p>	I
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Item No.	SECTION NO. 4—COMMODITY RATES (Continued)	Group No.
342	<p><b>FREIGHT, viz.:</b> (Items Nos. 340, 341, 342 and 343 series)</p> <p>Beans, Peas and Lentils, dry, Canned Goods and other articles, as described in Item No. 210 series of the Exception Sheet, Fruit, dried, including raisins, prunes (dried), figs (dried), and fig pulp or fig paste,</p> <p>Roofing, Building or Paving; Material, as described in Item No. 1105 series of the Exception Sheet (subject to Note), Salt, common.</p> <p><b>NOTE.</b>—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 per cent (10%) of the aggregate weight of the shipment.</p>	2
343	<p><b>FREIGHT, viz.:</b> (Items Nos. 340, 341, 342 and 343 series)</p> <p>Cement, portland, building, in shipments of less than 28,500 pounds, Junk, viz.: Paper, waste, and Rags, in machine pressed bales; Sacks, old, worn-out; Tires (rubber), old, worn-out; Tubes (rubber), pneumatic, old, worn-out; Metal, scrap, having value for remelting purposes only,</p> <p>Paper, newsprint (except where lower rates are provided in Item No. 380 series), Refuse, citrus fruit, not fit for human consumption.</p>	2
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Item No.	<b>SECTION NO. 4—COMMODITY RATES (Continued)</b> In Cents per 100 Pounds												
	<b>FREIGHT, as described in Items Nos. 340, 341, 342 and 343 series.</b>												
	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
250	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	A	B	C	A	B	C
		5	6	7	4	4½	5						
	(1) For rates on shipments weighing less than 100 pounds see Item No. 320 series.												
	<b>LUMBER AND FOREST PRODUCTS, as described in Item No. 580 series of the Exception Sheet:</b>												
	Rate Basis	Minimum weight in pounds											
		(1) 100	500	2,000	4,000	10,000	20,000	30,000					
360	A	13	11	8	7	6	4	4					
	B	16	13	11	8	6½	5	4					
	C	20	15	13	10	7	6	4½					
	(1) For rates on shipments weighing less than 100 pounds see Item No. 320 series.												
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Item No.	SECTION NO. 4—COMMODITY RATES (Continued)				
370	<p>PAPER, PAPER ARTICLES, ADHESIVES and STATIONERS' SUPPLIES, viz.:</p> <p>(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, fibre-board, 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 24)</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, fibre-board, 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—COMMODITY RATES (Continued)			
371	<p style="text-align: center;">PAPER, PAPER ARTICLES, ADHESIVES and STATIONERS' SUPPLIES, viz.: (Concluded)</p> <p style="text-align: center;">(Items Nos. 370 and 371 series)</p> <table border="0" style="width: 100%;"> <tr> <td style="vertical-align: top; width: 50%;">           Stationers' Supplies, viz.:              (Concluded)            Janitors' Supplies, viz.:              (Concluded)            Mops,            Pails and Mop Wringers, combined,            Polish, furniture,            Sponges,            Squigees (squeegees),            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,         </td> <td style="vertical-align: top; width: 50%;">           Reinforcements, gummed,            Ribbons,            Rulers,            Scales, postage,            Scissors,            Sharpeners, pencil,            Skewers,            Soap,            Stamps, rubber, including date stamps,            Stands, calendar pad,            Staples, stapling machine,            Strainers, sink,            Straws, beverage,            Tacks, thumb,            Tape, cloth, gummed,            Toothpicks,            Trays, desk,            Trees, Christmas, artificial,            Twine,            Waste Baskets,            Wax Remover,            Woodenware, viz.:              Forks,              Spoons.         </td> </tr> </table>		Stationers' Supplies, viz.: (Concluded) Janitors' Supplies, viz.: (Concluded) Mops, Pails and Mop Wringers, combined, Polish, furniture, Sponges, Squigees (squeegees), 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, Ribbons, Rulers, Scales, postage, Scissors, Sharpeners, pencil, Skewers, Soap, Stamps, rubber, including date stamps, Stands, calendar pad, Staples, stapling machine, Strainers, sink, Straws, beverage, Tacks, thumb, Tape, cloth, gummed, Toothpicks, Trays, desk, Trees, Christmas, artificial, Twine, Waste Baskets, Wax Remover, Woodenware, viz.: Forks, Spoons.
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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:							
	Minimum Weight	Column A		Column B				
	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>COLUMN A 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>COLUMN B 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.                      (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
(1) For rates on shipments weighing less than 100 pounds see Item No. 320 series.								
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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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San Francisco, California.

Item  
No.

SECTION NO. 5--UNIT RATES, RULES AND REGULATIONS

RULES AND REGULATIONS

(Items Nos. 400 and 401 series)

(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 series, Collection of Charges. They are not subject to other rules and regulations provided by Section No. 1.

(b) Rates named in this section apply only when the property is transported by one carrier for one shipper.

(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:

400

Date-----

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. 32504 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.

Carrier -----(name in full)----- By -----(name in full)-----

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.

(Concluded on page 33)

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Item No.	SECTION NO. 5—UNIT RATES, RULES AND REGULATIONS (Continued)
401	<p data-bbox="603 404 1134 437" style="text-align: center;"><b>RULES AND REGULATIONS (Concluded)</b></p> <p data-bbox="687 466 1050 499" style="text-align: center;">(Items Nos. 400 and 401 series)</p> <p data-bbox="400 528 1345 791">(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 data-bbox="400 820 1345 920">(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)

**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:

Minimum Units per calendar month or any portion thereof	Rates in cents per unit
Any Quantity -----	30
250 -----	27½
750 -----	25½
2,000 -----	23½
4,000 -----	21½
6,000 -----	20
8,000 -----	18½
10,000 -----	17
12,500 -----	16
15,000 -----	15

410

**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.

**NOTE 2.**—The weight of each shipment shall be the gross weight thereof. No allowance shall be made for the weight of containers.

**NOTE 3.**—The number of units shall be computed as follows:

Weight of shipment in pounds	Number of units
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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San Francisco, California.

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:

Weight in Pounds	Rates in Cents Per Hour	Minimum Charges in Cents
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

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.

420

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.

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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	Column	Column	Column
	1	2	3	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

COLUMN 1—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.

COLUMN 2—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.

COLUMN 3—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.

COLUMN 4—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.

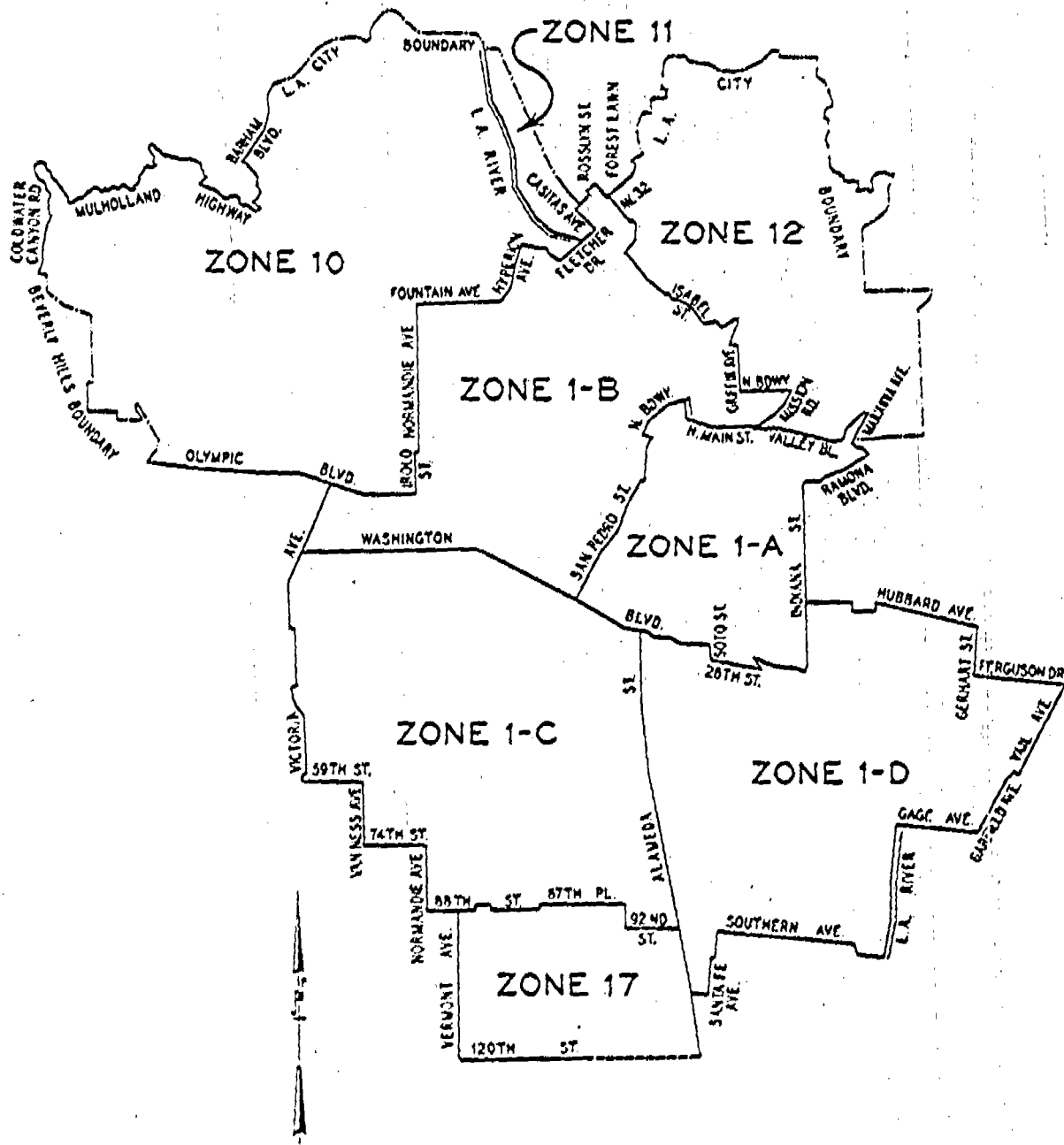
NOTE 1.—Weight in pounds is the gross weight of the property transported by the unit of carrier's equipment at the time the equipment is transporting the greatest (heaviest) load during the period covered by the transaction. No allowance shall be made for weight of containers.

End of Tariff

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San Francisco, California.

ZONE MAP  
CASE NO. 4121



FOR ADDITIONAL DETAIL REFER TO DESCRIPTION OF ZONES.



**Appendix "B"**

of

**Decision No. 32504**

**In Case No. 4121**

**Consisting of**

**Suitable and Proper Forms of Shipping Documents  
for the Transportation of  
Property in the Los Angeles Drayage 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 DRAYAGE AREA  
AT UNIT RATES**

Name of Carrier \_\_\_\_\_ (Name of Carrier must be same as shown on Permit) Bill No. \_\_\_\_\_  
 Permit No. \_\_\_\_\_  
 Point of Origin \_\_\_\_\_ Date \_\_\_\_\_  
 Shipper \_\_\_\_\_ Consignee \_\_\_\_\_  
 Street Address \_\_\_\_\_ Street Address \_\_\_\_\_  
 City \_\_\_\_\_ City \_\_\_\_\_

Package	Kind	Description of Commodities	(1) Weight	Hourly Equipment Unit Rates					Charges	
				Service	Time Started	Time Completed	(2) Deductions	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 Completed		
				(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	Time Completed	(2) Deductions	Time for Computation of Charges	Rate per Hour
				Loading						
				Driving						
				Unloading						
				Other Accessorial service (6)						
				Total						

Shipper \_\_\_\_\_  
 By \_\_\_\_\_  
 (Show name in full)  
 Received by carrier in good condition, except as noted:  
 \_\_\_\_\_  
 By \_\_\_\_\_  
 Driver (Show name in full)  
 Received by consignee in good condition, except as noted:  
 \_\_\_\_\_  
 (Show name in full)

C.O.D. \_\_\_\_\_  
 (Amount to Collect)  
 Advances (6) \_\_\_\_\_  
 \_\_\_\_\_  
 Other Charges (6) \_\_\_\_\_  
 \_\_\_\_\_  
 Prepaid \_\_\_\_\_  
**TOTAL TO COLLECT**

- (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.

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

Name of Carrier _____ <small>(Name of Carrier must be same as shown on Permit)</small>		Bill No. _____
Point of Origin _____		Date _____
Shipper _____	Consignee _____	
Street Address _____	Street Address _____	
City _____	City _____	
Permit No. _____		

Packages	Kind	Description of Commodities	Weight (1)	Rate	Charge

**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 _____	C. O. D. _____ <small>(Amount to Collect)</small>
By _____ <small>(Show name in full)</small>	Advance (1) _____
Received by carrier in good condition, except as noted:	Other Charges (1) _____
By _____ <small>Driver (Show name in full)</small>	Prepaid _____
Received by consignee in good condition, except as noted:	
_____	
<small>(Show name in full)</small>	<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

Decision No. 32515

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 minimum 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. 4121

BY THE COMMISSION:

NINTH SUPPLEMENTAL OPINION AND ORDER

By Decision No. 32504 of October 24, 1939, in the above entitled proceeding, minimum rates, rules and regulations for transportation of property within the Los Angeles drayage area were prescribed and incorporated in a tariff designated as City Carriers' Tariff No. 4 and Highway Carriers' Tariff No. 5. This tariff is to become effective January 1, 1940.

Certain commodities are exempted from the provisions of the tariff mentioned. Among these is portland building cement, in shipments weighing 28,500 pounds or more. In a previous hearing in this proceeding all interested parties stipulated that a rate of 2½ cents per 100 pounds for the first 2½ miles, plus an additional ½ cent per 100 pounds for each additional 5 miles or fraction thereof, would be reasonable for the transportation described. Rates of substantially this volume were established by Decision No. 30837 of May 5, 1939, in this proceeding, in connection with the establishment of revised rates for transportation of cement throughout southern California; however, that decision was stayed by petitions for rehearing and has never become operative.

The foregoing petitions for rehearing did not involve the reasonableness or propriety of the stipulated basis. It appears, therefore, that commodity rates of the same volume as those established by said Decision No. 30837 for transportation within the Los Angeles drayage area should be included in City Carriers' Tariff No. 4 and Highway Carriers' Tariff No. 5.

Therefore, good cause appearing,

IT IS HEREBY ORDERED that Decision No. 32504 of October 24, 1939, in the above entitled proceeding, be and it is hereby amended by adding to City Carriers' Tariff No. 4 and Highway Carriers' Tariff No. 5 (Appendix "A" to said Decision No. 32504) the revised pages attached hereto and by this reference made a part hereof, which pages are numbered as follows:

First Revised Page 3 Cancels Original Page 3  
First Revised Page 5 Cancels Original Page 5  
First Revised Page 13 Cancels Original Page 13  
First Revised Page 31 Cancels Original Page 31

In all other respects said Decision No. 32504 shall remain in full force and effect.

This order shall become effective twenty (20) days after the date hereof.

Dated at San Francisco, California, this 31st day of October, 1939.

RAY C. WAKEFIELD,  
FRANK E. DEVLIN,  
RAY L. RILEY,

C. C. BAIGER,  
JUSTUS F. CRAEMER,  
Commissioner.

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...

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- I. ...
- II. ...
- III. ...
- IV. ...

INDEX OF COMMODITIES

Only those articles which are named in commodity items or in Exceptions to the Western Classification and Exception Sheet are shown in the following list.

COMMODITY	Item Number	COMMODITY	Item Number
Adhesives, liquid or paste	370	Castings, rough, iron or steel	341
Angles, iron or steel	341	*Cement clinker	345
Artists' Materials, as described	370	*Cement, portland, building	343-345
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
Bases, post, iron or steel	341	Chocolate	340
Beams, iron or steel	341	Chocolate Coating	340
Beans, dry	342	Cloths, dust	370
Beverages, non-alcoholic	340	Coasters	370
Beverage Preparations, non-alcoholic	340	Cocoon	340
Billets, iron or steel	341	Cocoonut, desiccated	340
Binders, book, loose leaf	370	Coffee	340
Bolts, iron or steel	341	Coffee Substitutes	340
Book Ends	370	Coloring, confectioners'	340
Books, receipt, paper	370	Columns, iron or steel	341
Bottles, glass	340	Compasses, drawing	370
Bottles, paper	370	Compounds, flavoring, food curing, preserving or seasoning	340
Boxes, paper, as described	370	Confectionery	340
Braces, iron or steel	341	Cordage	370
Brushes	370	Covers, paper, as described	370
Butter, dairy	340	Crayons	370
Buttermilk, powdered or flaked	341	Cushions, chair	370
Cabinets, filing	370	Cutters, paper	370
Cabinets or Wardrobes, as described	370	Dessert Preparations	340
Calendars, date pad	370	Dispensers, as described	370
Candles	370	Displays, paper, advertising, store or window	370
Candy	340	Displays, store or window	370
Canned Goods and Other Articles, as described	342	Eggs	340
Cans, paper, as described	370	Erasers	370
Caps, post, iron or steel	341	Extracts, as described	340
Carriers, (used packages), as described	230		

\*Change, Decision No. 32516

EFFECTIVE AS SHOWN ON TITLE PAGE

Correction No. 2

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

INDEX OF COMMODITIES (Concluded)

COMMODITY	Item Number	COMMODITY	Item Number
Paste, confectioners' or icing	341	Stamps, rubber, including date stamps	371
Pens, dry	342	Stands, calendar pad	371
Pencil Leads	371	Staples, stapling machine	371
Pencils	371	Statements, paper	370
Penholders	371	Strainers, sink	371
Pen Points	371	Straws, beverage	371
Pens, fountain, including desk sets	371	Stationers' Supplies, as described	370
Piling, iron or steel	341	Sugar	390
Pins	371	Syrup	341
Pipe, iron or steel	341	Tacks, thumb	371
Plates, iron or steel	341	Tags, paper	370
Popcorn	341	Tape, cloth, gummed	371
Potato Chips	341	Tapioca	341
Powder, baking or yeast	341	Tea	341
Pulleys, tank or reservoir	341	Tees, iron or steel	341
Railings, bridge, iron or steel	341	Ties, bale, iron or steel	341
Rails, iron or steel	341	Tinplate	341
Refuse, citrus fruit, as described	342	Tooth Picks	371
Reinforcements, gummed	371	Trays, desk	371
Ribbons	371	Trees, Christmas, artificial	371
Rice	341	Trusses, iron or steel	341
Rivets, iron or steel	341	Tubing, pier, iron or steel	341
Rods, iron or steel	341	Tubs, paper, as described	370
Roofing, Building or Paving Materials, as described	342	Turnbuckles, iron or steel	341
Rulers	371	Twine	371
*Sacks, empty, cement	345	Vegetables, fresh or green	341
Sago	341	Vermicelli, except canned	341
Salt, common	342	Washers, iron or steel	341
Scales, postage	371	Waste Baskets	371
Scissors	371	Wax Remover	371
Seals, paper	370	Weights, iron or steel, as described	341
Sharpeners, pencil	371	Wine, domestic, as described	341
Sheets, iron or steel, as described	341	Wire, iron or steel	341
Shoes, iron or steel, as described	341	Woodenware, as described	371
Skewers	371	Yeast	341
Soap	371	Zees, iron or steel	341
Spaghetti, except canned	341		

\*Change, Decision No. 32515

EFFECTIVE AS SHOWN ON TITLE PAGE

Correction No. 3

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)
*40	<p style="text-align: center;"><b>APPLICATION OF TARIFF—COMMODITIES</b></p> <p>Rates in this tariff apply for the transportation of all commodities except the following:</p> <ul style="list-style-type: none"><li>Accessories and Supplies, motion picture,</li><li>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,</li><li>Buttermilk, in milk shipping cans or in bottles in cases or crates,</li><li>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),</li><li>Commodities weighing 100 pounds or less per package or per piece, delivered from retail stores,</li><li>Commodities transported in bulk in tank trucks, tank trailers, tank semi-trailers, or a combination of such highway vehicles,</li><li>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,</li><li>Cream, in milk shipping cans or in bottles in cases or crates,</li><li>Directories, telephone,</li><li>Film, motion picture,</li><li>Live stock,</li><li>Milk, in milk shipping cans or in bottles in cases or crates,</li><li>Sand, rock, gravel, road building material, excavated material, building materials, asphaltic concrete, decomposed granite and stabilizing materials when transported in dump trucks,</li><li>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,</li><li>Voting Booths, ballot boxes, election tents and election supplies when transported from or to polling places.</li></ul>
*Change, Decision No. 32515	<b>EFFECTIVE AS SHOWN ON TITLE PAGE</b>
Correction No. 4	Issued by The Railroad Commission of the State of California, San Francisco, California.

Item No.	SECTION NO. 4—COMMODITY RATES (Continued)	Group No.																																													
342	<p><b>FREIGHT, viz.:</b>            (Items Nos. 340, 341, 342 and 343 series)</p> <table style="width:100%; border:none;"> <tr> <td style="width:50%; border:none;">               Beans, Peas and Lentils, dry.                Canned Goods and other articles, as described in Item No. 210 series of the Exception Sheet,                Fruit, dried, including raisins, prunes (dried), figs (dried), and fig pulp or fig paste,                 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 per cent (10%) of the aggregate weight of the shipment.             </td> <td style="width:50%; border:none;">               Roofing, Building or Paving Material, as described in Item No. 1105 series of the Exception Sheet (subject to Note),                Salt, common.             </td> </tr> </table>	Beans, Peas and Lentils, dry. Canned Goods and other articles, as described in Item No. 210 series of the Exception Sheet, Fruit, dried, including raisins, prunes (dried), figs (dried), and fig pulp or fig paste,  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 per cent (10%) of the aggregate weight of the shipment.	Roofing, Building or Paving Material, as described in Item No. 1105 series of the Exception Sheet (subject to Note), Salt, common.	2																																											
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*345	<p><b>FREIGHT, viz.:</b>            Cement, portland, building,            Cement clinker,            Sacks, empty, cement, returning from an outbound paying load            Minimum Weight 28,500 pounds</p> <table border="1" style="width:100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width:25%;">Between</th> <th style="width:25%;">And</th> <th colspan="4" style="text-align:center;">Rates in Cents per 100 Pounds</th> </tr> <tr> <th rowspan="2"></th> <th rowspan="2"></th> <th colspan="2" style="text-align:center;">(1) MILES</th> <th colspan="2" style="text-align:center;">(1) MILES</th> <th rowspan="2" style="text-align:center;">Rate</th> </tr> <tr> <th style="text-align:center;">Over</th> <th style="text-align:center;">But not over</th> <th style="text-align:center;">Over</th> <th style="text-align:center;">But not over</th> </tr> </thead> <tbody> <tr> <td style="text-align:center;">Any point located within Zones 1-A, 1-B, 1-C, 1-D, 10, 11, 12 or 17</td> <td style="text-align:center;">Any other point located within Zones 1-A, 1-B, 1-C, 1-D, 10, 11, 12 or 17</td> <td style="text-align:center;">0</td> <td style="text-align:center;">2½</td> <td style="text-align:center;">25</td> <td style="text-align:center;">50</td> <td style="text-align:center;">4½</td> </tr> <tr> <td></td> <td></td> <td style="text-align:center;">2½</td> <td style="text-align:center;">7½</td> <td style="text-align:center;">3</td> <td style="text-align:center;">75</td> <td style="text-align:center;">6</td> </tr> <tr> <td></td> <td></td> <td style="text-align:center;">7½</td> <td style="text-align:center;">12½</td> <td style="text-align:center;">3½</td> <td style="text-align:center;">100</td> <td style="text-align:center;">7</td> </tr> <tr> <td></td> <td></td> <td style="text-align:center;">12½</td> <td style="text-align:center;">25</td> <td style="text-align:center;">4</td> <td></td> <td></td> </tr> </tbody> </table> <p style="margin-top: 10px;">(1) Mileage shall be computed on the basis of the shortest actual mileage via any public highway or highways or any public street or streets.</p>	Between	And	Rates in Cents per 100 Pounds						(1) MILES		(1) MILES		Rate	Over	But not over	Over	But not over	Any point located within Zones 1-A, 1-B, 1-C, 1-D, 10, 11, 12 or 17	Any other point located within Zones 1-A, 1-B, 1-C, 1-D, 10, 11, 12 or 17	0	2½	25	50	4½			2½	7½	3	75	6			7½	12½	3½	100	7			12½	25	4			
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<b>EFFECTIVE AS SHOWN ON TITLE PAGE</b>																																															
Correction No. 1	Issued by The Railroad Commission of the State of California, San Francisco, California.																																														

Decision No. 32706

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 minimum rates, regulations and regulations for the transportation of property for compensation or hire over the public highways of the City of Los Angeles.

Case No. 4121

Interstate Bakeries Corporation made substantially the same proposal and approved the tariff modification as suggested by Williams. No one opposed the proposed modification.

It appears that the requirement that an executed agreement must be attached to and become a part of the shipping document covering each transaction will under some circumstances be unduly burdensome to shippers and carriers. The requirement is apparently more stringent than is necessary to insure proper application of the unit rates, and will be modified in substantially the manner proposed.

#### Unit Rates on Shipments Weighing Over 500 Pounds

Item No. 410 of the tariff provides unit rates applicable to shipments weighing 500 pounds or less, and designates how the number of units shall be computed on such shipments.<sup>2</sup> Unit rates are not provided for shipments weighing over 500 pounds.

Williams testified that his shippers frequently have quantities in excess of 500 pounds for movement at a single time, and, in order to increase the number of units shipped during the calendar month and thereby reduce the rate per unit, could and will under the tariff divide such quantities into smaller shipments weighing each 500 pounds or less. He declared that the extra labor required to prepare and handle the separate billings would be costly to shippers and carriers alike, and that neither would receive any benefit therefrom. He urged that the restriction that the shipment must not weigh over 500 pounds be removed from the application of unit rates, and that unit rates for heavier shipments be provided on the same basis as would result from dividing the property into separate shipments under the present tariff. He stated that this amendment would facilitate the handling of these shipments for both shipper and carrier, without injury to either.

No one opposed this proposal.

No benefit to shippers or carriers would appear to result from tariff provisions which would require shippers to divide a given lot of property for movement at a single time into two or more smaller shipments in order to obtain the benefit of minimum transportation charges. While the suggested method of determining the number of units in the heavier shipments deviates from the general practice of decreasing the rate per pound as the number of pounds is increased, the record indicates that such deviation is of minor importance so far as the present proposal is concerned.<sup>3</sup> Moreover, the proposed

<sup>2</sup> The unit rates are established on a graduated scale dependent upon the number of "units" the carrier transports for a given shipper during a calendar month. The number of units in a shipment is determined by its weight in pounds, as follows: 50 or less, 1 unit; over 50 but not over 150, 2 units; over 150 but not over 300, 3 units; over 300 but not over 500, 4 units.

<sup>3</sup> The record shows that relatively few shipments moving in route parcel delivery service (for which the unit rates were primarily designed) weigh in excess of 500 pounds.

BY THE COMMISSION: *(illegible)*  
**ADDITIONAL APPEARANCES**

L. M. Wright, for Riverside Cement Company,  
Franklin L. Knox, Jr., for Associated Contract Truckers,  
Lawrence M. Price, for Chief Delivery Service,  
R. M. Steid, for Blake, Moffitt and Towne

**ELEVENTH SUPPLEMENTAL OPINION**

By Decision No. 32504 of October 24, 1939, as amended, in this proceeding, minimum rates, rules and regulations established by prior orders herein for transportation of property by for-hire carriers within the Los Angeles drayage area were modified and incorporated in a tariff designated as City Carriers' Tariff No. 4 and Highway Carriers' Tariff No. 5.<sup>1</sup> This tariff became effective January 1, 1940. The instant decision deals with proposals for modification of the rates, rules and regulations so established, submitted at adjourned hearings held before Examiner Bryant at Los Angeles on December 13 and 14, 1939. It also deals with certain matters which may be disposed of without formal hearing.

**Form of Written Agreement**

Section No. 5 of the tariff contains rates designated as "unit rates" together with rules and regulations governing their application. The tariff provides that rates in this section do not alternate with rates in other sections of the tariff, and requires that the shipper notify the carrier of his election to ship at the unit rates prior to transportation of the property. Item No. 400 of the tariff prescribes a form of written agreement which must be executed and be attached to and become a part of the shipping order covering the transaction.

John J. Williams, an individual operating as a highway contract carrier and a city carrier, pointed out that this provision would require a separate agreement to be executed for each shipment to be moved at unit rates, and urged that the tariff be modified so as to enable the shipper to make one agreement covering the identified transactions for a definite period, without executing a new agreement to accompany each shipping order. He declared that some of his shippers make in excess of 400 shipments per day, and said that the present requirement would place an undue burden upon his shippers and upon himself.

<sup>1</sup>For convenience, City Carriers' Tariff No. 4 and Highway Carriers' Tariff No. 5 will be referred to herein as "the tariff."

The established rates are applicable to all classes of for-hire carriers other than common carriers by railroad, and other than express corporations employing common carriers by railroad as underlying carriers.

The Los Angeles drayage area as referred to herein is described in Items 39, 31, 32 and 33 of the tariff.

The proposal to revise the class rates contained in the tariff will not be adopted. **Computation of Time Under Hourly Rates**

Item No. 420 of the tariff names rates in cents per hour, and provides that the time used to compute the charges shall be "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." Three carriers engaged primarily in a specialized parcel delivery business joined in urging that the item be revised to provide that the time used to compute the charges shall be "the total time consumed from the time the carrier's equipment leaves carrier's terminal to the time that carrier's equipment returns to carrier's terminal."

A witness for one of these carriers stated that the method of computation provided in the tariff would apparently not compensate the carrier for nonproductive time required for the vehicle to reach the shipper's place of business and to return from the consignee's place of business to the carrier's terminal. He said that so far as his company was concerned the hourly rates were used only for "special deliveries," and he wished the privilege of charging for this nonproductive time. He readily conceded that he had given no thought to the effect which the proposed modification might have upon carriers engaged in the transportation of general freight.

Upon the suggestion being made that the tariff might be made permissive, so that either method of computation could be used in the discretion of the carrier and shipper involved, counsel for the three carriers here concerned stated that such an alternative application would satisfy their objections to the present rule.

The proposal that minimum hourly rates be based upon the total elapsed time from the time the vehicle leaves the carrier's terminal until it returns thereto has been previously considered and rejected by the Commission in this proceeding, principally because such a basis would favor some carriers against others, and would result in inequalities between shippers and between carriers.<sup>6</sup> No new justification has been advanced for adopting it at this time.

<sup>6</sup>In Decision No. 32504, supra, the Commission said, "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."

modification would apparently not in any way affect the charges applicable under the unit rates now contained in the tariff, but would merely eliminate the necessity of subdividing shipments weighing more than 500 pounds in order to obtain the benefit of such charges.

The tariff will be modified to provide unit rates for shipments weighing over 500 pounds, substantially as proposed.

**Class Rate Level**

Interstate Bakeries Corporation alleged that the class rates contained in Item No. 310 of the tariff are excessive, not based on proper and economical operating costs, not comparable with the rates named in Highway Carriers' Tariff No. 2, and not based on facts of logic or of practice; that their adoption has operated to the disadvantage of shippers and carriers; and that their continuance will result in increased proprietary operations.

The traffic manager of the corporation introduced an exhibit comparing certain class rates contained in the drayage tariff here involved with class rates named in Highway Carriers' Tariff No. 2 for greater distances.\* He pointed out that if the statewide rates were broken up into parts representing line-haul transportation and terminal delivery, the latter (which he referred to as "presumptive delivery rates") would necessarily be lower than those established in this proceeding for local drayage. He said that in his opinion, assuming the statewide rates to be reasonable, this comparison was sufficient to demonstrate that the drayage class rates were unreasonably high. He declared that they were in many cases prohibitive so far as his own company was concerned.

The class rates complained of were established upon the basis of evidence received at an extensive series of public hearings. This evidence included a number of detailed studies of the cost of performing the transportation service involved. The rates have been in effect without change for more than a year, and clearly should not be revised except upon the introduction of substantial evidence showing the proposed revision to be necessary or desirable. The witness for Interstate Bakeries Corporation offered no data whatever relative to the cost of performing the service, and did not even suggest a basis of class rates which he would substitute for those now in effect. Obviously a mere comparison of the local drayage rates with those established for statewide application by different carriers under entirely different circumstances can be of little value in determining the reasonableness of either rate level.

\* Highway Carriers' Tariff No. 2 (Appendix "D" to Decision No. 31606, as amended, in Case No. 4246) establishes a statewide basis of rates for the transportation of general commodities by radial highway common and highway contract carriers.

So far as the suggested alternative application is concerned, no reason appears why carriers should not be permitted to use the higher basis if that method is acceptable to the shipper. However, it does not appear that any modification of the tariff or of prior orders herein is necessary to accomplish this result. The rates, rules and regulations contained in the tariff are, of course, minimum in their application; maximum rates have not as yet been established. It is true that the sixth ordering paragraph of Decision No. 32504, supra, directs the carriers to abstain from "quoting, assessing, charging, collecting rates or accessorial charges based upon a unit of measurement different from that in which" the minimum rates and charges are stated. However, so long as the hourly rates are applied on an hourly basis it would appear that the same "unit of measurement" had been observed, and that no violation of the order on this account would result from computation of time in the manner suggested by the three parcel delivery carriers.

No change will be made at this time in the established method of computing time in connection with hourly rates.

**Commodity Rates for Paper and Related Articles.**

Item No. 380 of the tariff established commodity rates for the transportation of paper, paper articles and stationers' supplies. These rates are lower than those now in effect for carriers generally, but are substantially the same as those which Reader Transportation Service and eight other carriers had been authorized to assess under the provisions of Sections 10 and 11 of the City Carriers' Act and Highway Carriers' Act, respectively. These rates were included in the tariff principally upon the recommendation of an assistant rate expert from the Commission's staff, who testified at a previous hearing that the rates were already available to nine carriers and sixty-five shippers through the medium of Section 10 and 11 authorizations, and asserted that in his opinion the number of carriers and shippers involved was strongly indicative that any efficient carrier fortunate enough to enjoy

it is understood, of course, that the charges assessed and collected must not be less than those established as minimum, and that the carrier's whip- and freight bill must contain all of the information required by orders in permission.

- Section 10 and 11 proceedings are as follows:
- Application No. 22086, of A. R. Reader and Phil Reader, doing business as Reader Transportation Service
  - Application No. 22283, of P. Teskey
  - Application No. 22332, of Service Transportation Co., Inc.
  - Application No. 22334, of Cole McGee
  - Application No. 22336, of L. M. Petric
  - Application No. 22341, of Goodman Delivery Service, Inc.
  - Application No. 22433, of Cooperative Delivery Service, Inc.
  - Application No. 22450, of Joaquin Lopez
  - Application No. 22882, of John J. Williams



such business would experience approximately the same costs as the carriers authorized to deviate from the established rates.

Reader Transportation Service now alleges that the rates provided in Item No. 380 of the tariff are unduly low, and will continue to be so unless conditioned with a number of restrictions which would eliminate light and bulky articles, remove the split delivery privilege, increase the minimum charges, and require a minimum tonnage of 200,000 pounds and a minimum revenue of \$250.00 in a period of thirty days.

A. R. Reader, the managing partner of Reader Transportation Service, testifying in support of the proposed restrictions, explained that his company specialized in the transportation of paper and related articles. He said that he was certain that the rates provided in the tariff would be less than compensatory to any carrier which undertook to apply them without restrictions such as he proposed. Reviewing the history of the paper rates, he pointed out that his company had been the first to obtain Section 10 and 11 authority for this transportation, and that identical authority had thereafter been accorded to other carriers upon formal application but without public hearing. He testified that he had seriously erred in the presentation of his own application, in that he included numerous light and bulky articles in his commodity description, and in that he failed to provide for tonnage and revenue requirements which he had intended to impose. He declared that his own errors had been reproduced in the rates subsequently authorized for other carriers, and had now been carried forward into the tariff for all carriers. He stated that although he had sought and secured permission to accord the reduced rates to some 38 shippers, he had actually applied the rates to only six or seven of the larger shippers who offered tonnage in sufficient volume to make the rates profitable. He said that all of his other shippers had been assessed the established minimum rates, and that in no case had he applied the reduced rates to the articles which he considered light and bulky.

He introduced a number of exhibits containing, among other things, a study of the costs experienced by his company in the transportation of paper and related articles during the month of November, 1928; a tabulation showing the effect which application of the reduced rates would have had on the revenue received from 104 commodities handled by his company in November, 1929; a proposed limitation on the commodity description; and a detailed explanation of other amendments to the tariff necessary to put the proposed restrictions into effect.

The measures urged by Reader were opposed by [redacted] and by two [redacted] which are now authorized to charge

tract carriers, and radial highway common carriers who have been, or who in the future may be, authorized to charge less than minimum rates herein prescribed, should be authorized to publish upon not less than 5 days' notice to the Commission and to the public, rates and charges, and rules and regulations governing the same, equal in level and effect to the rates which may have been, or may hereafter be, authorized under Section 11 of the Highway Carriers' Act.

In support of its petition, it alleged that in the matter of lowering rates to meet the competition created by granting radial highway common and highway contract carriers authority to charge less than the established minimum rates, its remedies are, and will continue to be cumbersome, costly and ineffectual.

Section 11 relief is ordinarily confined to instances in which the applicant's operation differs in its inherent characteristics from the operations of carriers subject to the minimum rates. The extension of such authorities to other carriers would only be justified in instances where the same circumstances and conditions prevail. It would not appear proper, therefore, to grant continuing relief to common carriers to meet Section 11 rates. The petition will be denied.

Minimum Weights on Sugar

Item 390 of the tariff fails to show that the numbers heading the individual rate columns refer to the minimum weights in pounds to which the respective columns are subject. Appropriate amendment will be made by the order herein.

**ORDER**

Adjourned public hearings having been held in the above entitled proceeding, and based upon all of the evidence heretofore received and upon the conclusions and findings contained in the preceding opinion,

**IT IS HEREBY ORDERED** that City Carriers' Tariff No. 4 and Highway Carriers' Tariff No. 5 (Appendix "A" of Decision No. 32504) as amended, be and it is hereby further amended by substituting for the corresponding pages now contained therein, the revised pages attached hereto and by this reference made a part hereof, which pages are numbered as follows:

First Revised Page 35 cancels Original Page 35

First Revised Page 37 cancels Original Page 37

First Revised Page 39 cancels Original Page 39

**IT IS HEREBY FURTHER ORDERED** that in all other respects the petitions of John J. Williams; Interstate Bakeries Corporation; Cooperative Delivery Service Ltd.; 20th Century Delivery Service and Reliable Delivery Service; Real Transportation Co., Inc.; and Reader

rates. The Motor Truck Association of Southern California, while neither opposing nor supporting the Reader proposal, argued that by extending to all carriers special commodity rates which were based upon evidence received in Section 10 and 11 proceedings, the Commission would be overlooking the plain legislative intent to authorize sub-normal rates for carriers who enjoyed unusually favorable transportation conditions. The Association suggested also that the use of evidence received in Section 10 and 11 proceedings for the purpose of establishing rates in a general proceeding was perhaps inconsistent with orderly and valid administrative procedure.

Rates substantially the same as those now provided in the tariff have been available to the paper shippers for more than a year, through the services of Reader and the eight other carriers heretofore mentioned. No objection was raised to such rates until it was proposed that they be made applicable to carriers and shippers generally.<sup>6</sup> On the record as it now stands it seems quite probable that for general application the prescribed rates may prove to be somewhat low in particular instances and under certain conditions. However, Reader's proposals are not supported by cost or other evidence which would in any way justify imposition of the various suggested restrictions upon shippers generally, or upon other carriers. Moreover, the proposed restrictions contain a number of provisions which would make their application uncertain and ambiguous, and which would apparently require shippers and carriers to maintain several, separate, and different records of all shipments handled. For these reasons, the proposals will not be adopted. As previously indicated it may well be that the paper rates will require some adjustment. An early opportunity to present evidence in support of such adjustment as may be deemed necessary or advisable will be afforded any interested party who notifies the Commission of his readiness to proceed in the matter.

Attention has been directed to the inadvertent omission of Zone 11 from the territorial application of the paper rates. The item will be corrected.

#### Common Carrier Rates

By petition for reconsideration, Real Transportation Co., Inc., a highway common carrier, sought the adoption of the following additional finding in Decision No. 32504, supra:

"That common carriers subject to the Public Utilities Act, in order to meet competition furnished by highway con-

<sup>6</sup>As a matter of fact as late as September 20, 1939, and after a year's experience under those rates Reader sought their continuance for an indefinite period without restrictions such as he has here proposed. He then alleged that rates similar to those he has here assailed were, and would be for the immediate future, just and reasonable for the service performed; that his operations were virtually identical with the operations conducted at the time he was first granted authority to charge less than the minimum rates; and that his costs of operation had not materially changed.

Transportation Service, referred to in the preceding opinion, be and they are and each of them is hereby denied.

In all other respects said Decision No. 32504, as amended, shall remain in full force and effect.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 2nd day of January, 1940.

RAY L. RILEY,  
FRANK R. DEVLIN,  
RAY C. WANCEFIELD,  
C. C. BAKER,  
JUSTUS F. CRAIGER,  
Commissioners.

Item No.	SECTION NO. 4—COMMODITY RATES (Concluded) In cents per 100 pounds						
	FREIGHT, as described in Items Nos. 370 and 371 series, subject to Note 1:						
	Minimum Weight	Column A	Column B				
	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				
*380-A Cancels 380	<p>COLUMN A rates apply: Between or within Zones 1-A, 1-B, 1-C or 1-D, or within but not between Zones 10, 11, 12 or 17, as described in Items Nos. 30, 31, 32 and 33 series.</p> <p>COLUMN B rates apply: Between Zones 1-A, 1-B, 1-C, 1-D, 10, 11, 12 or 17 on the one hand and Zones 10, 11, 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:</p> <p>(a) To shipments consisting exclusively of commodities described under the heading of "Stationers' Supplies, viz.:" in Items Nos. 370 and 371 series.</p> <p>(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>						
	SUGAR:						
	Rate Basis	Minimum Weight in Pounds					
		(1) 100	500	2,000	4,000	10,000	20,000
*390-A Cancels 390	A	16	14	11	9	4	4
	B	21	16	14	11	4	4
	C	25	20	16	12	6	5
	(1) For rates on shipments weighing less than 100 pounds see Item No. 320 series.						
*Change, Decision No. 32706.			EFFECTIVE JANUARY 2, 1940				
Correction No. 5		Issued by The Railroad Commission of the State of California, San Francisco, California.					

Item  
No.

SECTION NO. 5--UNIT RATES, RULES AND REGULATIONS

RULES AND REGULATIONS

(Items Nos. 400 and 401 series)

(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 series, Collection of Charges. They are not subject to other rules and regulations provided by Section No. 1.

(b) Rates named in this section apply only when the property is transported by one carrier for one shipper.

(c) Prior to the transportation of the property, the shipper must enter into a written agreement with the carrier to ship at rates no lower than those provided in this section, stating specifically the class of service desired. No single agreement shall cover shipments transported over a period in excess of 31 days. The agreement shall be in substantially the following form, and the original or a copy thereof shall be retained and preserved by the carrier, subject to the Commission's inspection, for a period of not less than three (3) years from the date of its issuance.

\*400-A  
Cancels  
400

Date.....

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. 32504, as amended, 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.

Shipper..... (name in full) By..... (name in full)

Confirmed:  
Carrier..... (name in full) By..... (name in full)

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.

(Concluded on page 38)

\*Change, Decision No. 32706.

EFFECTIVE JANUARY 2, 1940

Correction No. 6

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

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, 2 and 3:

Minimum Units per calendar month or any portion thereof	Rates in cents per unit
Any Quantity -----	30
250 -----	27½
750 -----	25½
2,000 -----	23½
4,000 -----	21½
6,000 -----	20
8,000 -----	18½
10,000 -----	17
12,500 -----	16
15,000 -----	15

\*410-A  
 Cancels  
 410

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.

Note 2.—The weight of each shipment shall be the gross weight thereof. No allowance shall be made for the weight of containers.

Note 3.—The number of units shall be computed as follows:

Weight of shipment in pounds	Number of units
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
‡ Over 500 but not over 550 -----	5
‡ Over 550 but not over 650 -----	6
‡ Over 650 but not over 800 -----	7
‡ Over 800 but not over 1,000 -----	8
‡ Over 1,000 -----	(See Below)

To determine the number of units on shipments weighing over 1,000 pounds, use same method of computation as provided above for first 1,000 pounds.

\*Change, Decision No. 32706.

‡ Reduction.

EFFECTIVE JANUARY 2, 1940

Correction No. 7

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