

Decision No. 35055

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

ORIGINAL

In the Matter of the Establishment of maximum or minimum, or maximum and minimum rates, rules and regulations of all radial highway common carriers and highway contract carriers, operating motor vehicles over the public highways of the State of California, pursuant to Chapter 223, Statutes of 1935, for the transportation for compensation or hire of any and all commodities and accessorial services incident to such transportation.

Case No. 4088
(Part "K")

In the Matter of the Establishment of just, reasonable and nondiscriminatory maximum or minimum or maximum and minimum rates, rules, classifications and regulations for the transportation of property over the public highways in the cities of San Diego, Chula Vista, Coronado, and National City.

Case No. 4135

In the Matter of the Investigation and Establishment of rates, charges, classifications, rules, regulations, contracts, and practices, or any thereof, of common carriers of property between the cities of San Diego, Chula Vista, Coronado and National City, or any of them.

Case No. 4139

In the Matter of the Establishment of maximum or minimum, or maximum and minimum rates, rules and regulations of all common carriers as defined in the Public Utilities Act of the State of California, as amended, and all highway carriers as defined in Chapter 223, Statutes of 1935, as amended, for the transportation for compensation or hire, of any and all commodities.

Case No. 4246

In the Matter of the Establishment of maximum or minimum, or maximum and minimum rates, rules and regulations of all carriers as defined in the City Carriers' Act of the State of California (Statutes 1935, Chapter 312, as amended) for the transportation over the public highways within any city or city and county in the State of California for compensation or hire, of any and all commodities.

Case No. 4434

BY THE COMMISSION:

ADDITIONAL APPEARANCES

V. B. Windle, for San Diego Forwarding Company.
C. A. Hodgman, for Harbor Administration, City of San Diego; for San Diego Chamber of Commerce; and for The Truck and Warehouse Association of San Diego and Imperial Counties.
William Meinhold, for San Diego & Arizona Eastern Railway Company.
Warren T. Chadwick, for San Diego Truck Company.
C. C. Temple for Bekins Van & Storage Company.
F. B. Gould, for Lyon Van & Storage Company.
N. K. Coffrain, for The Marston Company.
R. S. Stowell, for Western Parcel Service and Western Transfer and Storage Company.

SUPPLEMENTAL OPINION

This decision deals with various proposed modifications in the minimum rates, rules and regulations heretofore established by this Commission for the transportation of property by for-hire carriers within and between the cities of San Diego, Chula Vista, Coronado and National City, and between those cities on the one hand and North Island on the other hand. Evidence concerning the proposals was received at public hearings held before Examiner Bryant at San Diego on November 25, 1941, and January 6, 1942.¹

The establishment of hourly rates was urged by San Diego Forwarding Company and by The Truck and Warehouse Association of San Diego and Imperial Counties, hereinafter called the Association; other proposals herein considered were advanced by the Association. The suggested modifications will be described and considered separately.

1

On the latter date evidence was received also relative to proposed changes in established rates for the transportation of certain property in dump trucks between points in San Diego County. That evidence will be the subject of a subsequent decision.

Rates from and to North Island

The Association asks that Highway Carriers' Tariff No. 2 be made inapplicable on transportation between North Island and the present San Diego drayage area, and that appropriate rates for such transportation be concurrently provided in the San Diego drayage order.² Under this proposal North Island would be established as a new zone within the drayage area, and rates, rules and regulations governing transportation between North Island and the other zones would be based upon and made consistent with those applicable within the present drayage area. The Association alleges that use of the tariff on North Island traffic while another and dissimilar order applies on traffic within the drayage area has tended to cause confusion and unintentional rate violations on the part of both carriers and shippers, and asserts that the need for uniformity has been intensified by a recent tremendous increase in the population, manufacturing and transportation requirements of the entire San Diego area.

No one opposed this proposed modification, and evidence in support of it was offered by the traffic manager of San Diego Chamber of Commerce, and San Diego Harbor Administration, by a representative of the 11th Naval District, United States Navy,

2

Minimum rates for the transportation of general commodities within and between the cities of San Diego, Chula Vista, Coronado and National City are those set forth in Decision No. 30021, as amended, commonly referred to as the "San Diego drayage order," while minimum rates for the transportation of general commodities from and to North Island are those named in Highway Carriers' Tariff No. 2. Decision No. 30021 was issued in Cases Nos. 4135, 4139 and 4088, Part "K"; Highway Carriers' Tariff No. 2 is Appendix "D" to Decision No. 31606, as amended, in Case No. 4246 (41 CRC 671).

and by several individual carriers and shippers. Witnesses declared that the revision sought would benefit carriers and shippers alike. They said that local transportation to and from North Island was similar in all essential respects to transportation within the present drayage area, and asserted that no good reason existed for excluding North Island therefrom.³ Witnesses pointed out that the present rates to and from North Island are governed by rules, regulations and minimum charges which differ materially from those applying within the drayage area, and stated that these differences have resulted in confusion and misunderstandings. Support of this proposal by the 11th Naval District was based in part upon a desire to eliminate these differences, but was prompted primarily by the expectation that the Navy would receive the benefit of a net reduction in transportation charges.

A previous proposal of the Association to add North Island to the San Diego drayage area was recently denied, without prejudice, for the reason that the rates then suggested contained numerous apparent inconsistencies and were not supported by substantial evidence. The earlier record was, nevertheless, "persuasive that reasonable uniformity between rates, rules and regulations applicable within and between the cities of San Diego, Coronado, Chula Vista and National City, and those applicable for transportation between these cities and North Island, would be desirable; and that North Island might with advantage be considered a part of the San Diego drayage area for the purpose of rate making" (Decision No. 34351 of June 24, 1941, in Case No. 4246).

³

North Island is the tip of a peninsula, being located immediately west of the city of Coronado and connected with that city by a narrow strip of sand. It is also connected by a bridge over which all vehicular traffic must move. North Island is property of the Federal Government, and is devoted to military purposes.

The instant record confirms and augments the earlier evidence that North Island should be made a part of the drayage area. The rates now proposed appear to be free from the inconsistencies which necessitated dismissal of the earlier petition, and to be reasonably and consistently related to the rates now provided in the San Diego drayage order. The proposed rates are approved and in fact eagerly sought by the carriers, and their establishment will have the advantage of bringing about uniformity and other results sought by the carriers, shippers and other interested parties. With minor modifications necessary to preserve a uniform relationship between rates for the several classifications the proposal will be adopted.

Establishment of Unit Rates

Under the San Diego drayage order all rates are stated in cents per 100 pounds and vary according to the classification of the property and the weight of the shipment, subject to specified minimum charges for small shipments. San Diego Forwarding Company now asks that provision be made for the alternative use of hourly rates based upon the loading area of the vehicle furnished, such rates to be restricted to transportation between retail stores and storage facilities owned, leased or controlled by the stores. The Association likewise asks that provision be made for hourly rates, and also for rates based on periods of seven, twenty-one and twenty-five successive days. Under the Association proposal the rates would vary according to the greatest gross weight transported by the vehicle during the transaction, rather than according to the vehicle capacity, and use of the rates would not be restricted to any particular property or class of shipper. Both petitioners allege that

unit rates have become necessary largely for the reason that under certain circumstances it has been found impracticable to classify mixed freight and to weigh the merchandise in each classification.

The president of San Diego Forwarding Company testified that the movement between retail stores and their storage facilities was generally of shipments consisting of a wide variety of articles, and frequently included containers repacked with merchandise of numerous classifications. He stated that from his investigation he had concluded that if the merchandise had to be classified, and the weight in each class determined, the resulting delay and expense would nullify the advantages which the stores sought to derive from the leasing of storage facilities. He asserted also that because of the nature of the movement, delays to the carriers' equipment in loading and unloading were usually encountered, and expressed the belief that the established minimum rates, based upon classification and weight, were not prescribed with a movement of this particular character in contemplation. This witness declared that in his opinion there was little or no justification for a general basis of hourly rates in the San Diego drayage area, but he believed that hourly rates were justified and in fact necessary for traffic between retail stores and storage facilities. He explained that the particular hourly rates which he recommended were arrived at after a consideration of the cost experience of his company, of minimum hourly rates heretofore established by the Commission for transportation of household goods, and of the possibility of proprietary operations.⁴ He did not disclose the cost experience of his company

4

The rates proposed are \$2.70 per hour for vehicular equipment having a loading area of 100 square feet or less, and \$5.00 per hour for equipment having a larger loading area.

and conceded that the rate which he recommended for equipment having a loading area of over 100 square feet was designed in part to discourage the demand for such equipment, but asserted that the proposed rates had the complete approval of his company and of the retail stores which it served.

Shippers witnesses called by San Diego Forwarding Company testified to the need for hourly rates in connection with retail store movements, and said that the rates proposed would be satisfactory.

Testimony was offered by the traffic manager of the San Diego Chamber of Commerce and San Diego Harbor Administration, and by several carrier and shipper witnesses called by the Association. According to these witnesses, numerous conditions exist in the San Diego area under which shippers and carriers would benefit if provision were made for the hiring of motor equipment at unit rates. It was stated that many movements were not readily adaptable to the weight and classification basis, such as large machinery units which required excessive loading and unloading time, or merchandise mixtures such as may be encountered in moving the entire contents of a retail store from one location to another. Attention was called to the fact that bids for the furnishing of transportation service on government defense projects sometimes required that charges be quoted on a unit basis. All of these witnesses expressed approval of the unit rates recommended by the Association, which are identical with those provided for similar services within the Los Angeles drayage area.⁵ Carrier representatives expressed the opinion that transportation conditions in the Los Angeles and San Diego

5

Items Nos. 420 and 430 of City Carriers' Tariff No. 4, Highway Carriers' Tariff No. 5, which is Appendix "A" of Decision No. 32504, as amended, in Case No. 4121.

areas were sufficiently comparable to make the same basis of unit rates appropriate for each. These witnesses were of the opinion that the suggested rates would be reasonable and nondiscriminatory. Several of the witnesses criticized the hourly rates suggested by San Diego Forwarding Company on the grounds that they would discriminate against shippers other than certain retail stores, and that they were not reasonably related to each other. The witness for the chamber of commerce did not specifically oppose the latter rates, but said that his organization felt strongly that the use of unit rates should not be restricted to transportation performed for retail stores.

Neither rate proposal was supported by substantial cost evidence, and the specific data which would be desirable in establishing a new alternative basis of rates are therefore unfortunately lacking. However, the record clearly establishes the desirability, if not the absolute necessity, of providing unit rates for use in the San Diego drayage area; and as between the two rate proposals offered for consideration, that of the Association has the approval of the San Diego Chamber of Commerce, the San Diego Harbor Administration, and apparently of substantially all of the motor carriers and shippers. These rates, moreover, have the advantage of having been established and maintained for some time in another drayage area in southern California, so that they have undergone the test of practical application. Under these circumstances, the unit rates urged by the Association will be approved. It must be noted, however, that proposals to make upward revisions in the rates applicable within the Los Angeles drayage area have been made and are now pending before this Commission in another proceeding.

⁶
⁶ Case No. 4121, Rates for Transportation over Public Highways of the City of Los Angeles.

Should subsequent experience in the San Diego drayage area indicate that the rates hereinafter provided should be modified in any respect, the Commission should be asked to schedule further hearings for the receipt of additional evidence. Our conclusions here are necessarily without prejudice to any other or different conclusions which may subsequently be reached upon a more complete record.

Zone Revisions

The Association asks that a slight adjustment be made in the line marking the boundary between two of the San Diego drayage zones. The traffic manager of the San Diego Chamber of Commerce explained that the purpose of the revision was to place Consolidated Aircraft Corporation Plant No. 2, which straddles the line between Zones 2 and 5, clearly within the former. He said that the area lying between the present and proposed boundaries contained few, if any, industries other than the aircraft plant, and so far as he knew no other shipper or receiver of freight would be affected by the suggested change.

The traffic manager of Consolidated Aircraft Corporation urged that the zone revision be made. This witness stated that the company's Plant No. 1 was located within Zone 2, while its Plant No. 2 was presently located partially in Zone 2 and partially in Zone 5, with the entrance gate in the latter zone. He explained that Plant No. 2 was a recent addition which had been planned and constructed after the present zone boundaries were established, and stated that there was now a regular movement of freight between this plant and other points within the same and other drayage zones, particularly Zone 1. He said that his company was particularly desirous of having the suggested boundary revision made promptly.

While the witnesses did not discuss the effect which the suggested boundary change would have upon transportation charges, reference to the San Diego drayage order discloses that under present provisions shipments transported from and to Plant No. 2 would be subject to different rates according to whether they were tendered to or received from the carrier on one side or the other of the imaginary line which now passes through the plant. This result is clearly undesirable, particularly where motor vehicles entering and leaving the plant must all pass through a gate lying entirely within only one of the drayage zones.

Under the circumstances herein disclosed, we are of the opinion and find that the boundary line between Zones 2 and 5 should be revised as proposed. The revision will be made by the order which follows.

Other Rate Proposals

The Association asks that the charge provided in the San Diego drayage order for stacking, sorting, or any other accessorial service rendered in connection with the transportation of shipments weighing 100 pounds or more and not otherwise provided for be changed from 75 cents per man per hour, minimum charge 75 cents, to \$1.00 per man per hour, minimum charge 50 cents. A carrier witness asserted that the present net cost to the carriers of supplying labor to perform accessorial or other services exceeds 75 cents per hour. The proposal was not opposed, and the traffic manager of San Diego Chamber of Commerce stated that his organization had no objection to it. The suggested charges are the same as those now applicable in the Los Angeles drayage area. Under the circumstances, this proposal will be adopted.

Another Association proposal is that commodities of abnormal size or weight, which because of such size or weight require the use of and are transported on low-bed trailers, be added to the list of commodities exempted from the drayage order. Carrier witnesses testified that commodities of this nature were subject to special and varying transportation conditions which frequently made the established drayage rates inappropriate and sometimes impracticable of application. They pointed out that the exemption sought had heretofore been made by the Commission in connection with the statewide minimum rates provided in Highway Carriers' Tariff No. 2, and asserted that the circumstances which made the exemption proper under that tariff were likewise existent within the San Diego drayage area. This proposal was supported by the San Diego Chamber of Commerce and was not opposed by any one. Pending the prescription of rates specifically designed for the transportation of commodities of abnormal size or weight on low-bed trailers, the temporary exemption of this traffic from the minimum drayage rates appears to be fully justified, and will be authorized.

Form of Publication

The Association asks that the Commission publish, for the convenience of carriers, shippers and other interested parties, a map showing in outline form the San Diego drayage area and the boundaries between the several zones contained therein. The traffic manager of San Diego Chamber of Commerce asserted that few of the shippers had undertaken to prepare for their own use maps delineating the zones as described by metes and bounds in the drayage order, and he thought that some misunderstandings of the minimum rates had resulted from the fact that prepared zone maps were not available.

This witness urged also that the minimum rates, rules and regulations covering transportation of property between points within the San Diego drayage area be published in tariff form. He stated that the present method of publication, which consists of an appendix to Decision No. 30021, supra, and various revisions of the appendix as set forth in supplemental decisions, was confusing and the cause of unintentional deviations from the established rates.

No objection was raised to either of these proposals. The advantages of the tariff form of minimum rate publication have been heretofore recognized by the Commission,⁷ and will be adopted in the order which follows. A zone map will be prepared.

Miscellaneous

It has come to the Commission's attention that carriers in the San Diego area have upon occasion quoted or assessed charges upon bases other than those provided in the drayage order. The practice of quoting charges in a form inconsistent with that in which minimum rates are stated results in serious enforcement difficulties, inasmuch as it is impossible to ascertain until after the work has been performed and all factors necessary to compute the minimum rates are known, whether or not the quoted charge is in compliance with the minimum rate order. It also results in inconvenience and dissatisfaction on the part of shippers and consignees, due to the fact that the quoted rates must be disregarded whenever they result in lower aggregate charges than would accrue under the established minimum rates. The order herein will require that rates be quoted and assessed in a form consistent with the form of the established minimum rates.

7

See Decision No. 31606, supra.

Cases Nos. 4246 and 4434, instituted August 28, 1937 and July 11, 1939, respectively, are investigations on the Commission's own motion for the purposes, collectively, of establishing or approving rates, rules and regulations for all common carriers as defined in the Public Utilities Act, all highway carriers as defined in the Highway Carriers' Act, and all carriers as defined in the City Carriers' Act. These proceedings are sufficiently broad to embrace all of the purposes for which the earlier investigations in Cases Nos. 4088 (Part "K"), 4135 and 4139 were instituted, and those investigations may therefore be now discontinued. The minimum rates, rules and regulations for transportation of property within the San Diego drayage area as heretofore provided in Decision No. 30021, supra, as amended, subject to modifications hereinafter provided, will be adopted and reestablished by this decision in Cases Nos. 4246 and 4434.

O R D E R

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

IT IS HEREBY ORDERED:

1. That the rates, 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 thirty (30) days after the effective date hereof 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 carriers as defined in the City Carriers' Act, and as the reasonable and sufficient rates,

charges and accessorial charges to be assessed, charged and collected, and the rules and regulations to be observed, by any and all common carriers as defined in the Public Utilities Act, for the transportation of property and commodities and between the points for which rates and charges are provided in said tariff, and for accessorial services rendered incident thereto.

2. That all radial highway common carriers, highway contract carriers and city carriers be and they are hereby ordered and directed to cease and desist thirty (30) days after the effective date of this order 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 ratings, rules or regulations lower in volume or effect than those set forth or referred to therein, except as provided in ordering paragraph No. 3.

3. That carriers heretofore authorized under the provisions of Section 10 of the City Carriers' Act, or Section 11 of the Highway Carriers' Act, to transport property at lesser rates or charges than those established as minimum by outstanding orders of the Commission, which rates are changed, modified 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 effective date of the order herein.

4. That all common carriers as defined in the Public Utilities Act be and they are hereby ordered and directed to cease and desist thirty (30) days after the effective date of this order and thereafter abstain from publishing or maintaining in their tariffs rates, charges, accessorial charges, rules or regulations lower in volume or effect than those provided in the tariff designated as

Appendix "A" hereto, except that common carriers by railroad may publish or maintain carload rates, charges, rules or regulations lower than those provided in said tariff.

5. That all radial highway common carriers, highway contract carriers and city carriers, except as provided in ordering paragraph No. 3 be and they are hereby ordered and directed to cease and desist thirty (30) days after the effective date of this order and thereafter abstain from quoting, assessing, charging or 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.

6. That all common carriers, radial highway common carriers, highway contract carriers, and carriers as defined in the City Carriers' Act, be and they are and each of them is hereby ordered and directed to issue a shipping document for each shipment received for transportation, or a shipping document in manifest form for all shipments received from one shipper at one time and at one place, showing thereon the names of the shipper and each consignee, the point of origin and point of destination of each shipment, a description of each shipment, the rate and charge assessed, and such other information respecting each of the factors entering into the computation of the charge as may be necessary, in conjunction with the tariff designated as Appendix "A" hereto, or said tariff as it may hereafter be modified, to verify the lawfulness of such charge, provided that said shipping documents in manifest form may be issued to the shipper without all of the required information, when supplemented by the issuance to the consignees of freight bills or delivery receipts and freight bills containing the required information not shown on said shipping document in manifest form; and shall retain and preserve a copy of each of such shipping documents, delivery

receipts and freight bills, subject to the Commission's inspection, for a period of not less than three (3) years from the date of its issuance; and that the forms of shipping documents set forth in Appendix "B" hereto will be suitable and proper.

7. That effective thirty (30) days after the effective date of this order, the rates, rules and regulations herein established shall cancel and supersede those established by Decision No. 30021, as amended, in Cases Nos. 4088 (Part "K"), 4135 and 4139, and shall cancel and supersede those established by Decision No. 31606, as amended, in Case No. 4246 and Decision No. 33977, as amended, in Case No. 4293, to the extent that different rates for the same transportation and accessorial services are herein established.

8. That the investigations instituted in Cases Nos. 4135 and 4139 be and they are hereby discontinued.

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

Dated at San Francisco, California, this 24th day of February, 1942.

Justus J. Gaeuen
Ray L. Kiny
W. H. K.
Francis R. Haveman
Richard Lachse
Commissioners

APPENDIX "A"

of

DECISION NO. 34053

In Cases Nos. 4246 and 4434

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 San Diego County

by

CITY CARRIERS

RADIAL HIGHWAY COMMON CARRIERS

and

HIGHWAY CONTRACT CARRIERS

4

CITY CARRIERS' TARIFF NO. 7

HIGHWAY CARRIERS' TARIFF NO. 9

NAMING

MINIMUM RATES, RULES AND REGULATIONS

for the

TRANSPORTATION OF PROPERTY OVER THE

PUBLIC HIGHWAYS WITHIN

DEFINED TERRITORY IN SAN DIEGO COUNTY

BY

CITY CARRIERS

RADIAL HIGHWAY COMMON CARRIERS

AND

HIGHWAY CONTRACT CARRIERS

The original tariff contains rates, rules and regulations established in Decision No. 3425, in Cases Nos. 4246 and 4434. 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. 69, C.R.C.-W.C. No. 2 of R. C. Fyfe, Agent, by Pacific Freight Tariff Bureau Exception Sheet No. 1-Q, C.R.C. No. 39 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

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
2	32	62	92	122	152	182
3	33	63	93	123	153	183
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
9	39	69	99	129	159	189
10	40	70	100	130	160	190
11	41	71	101	131	161	191
12	42	72	102	132	162	192
13	43	73	103	133	163	193
14	44	74	104	134	164	194
15	45	75	105	135	165	195
16	46	76	106	136	166	196
17	47	77	107	137	167	197
18	48	78	108	138	168	198
19	49	79	109	139	169	199
20	50	80	110	140	170	200
21	51	81	111	141	171	201
22	52	82	112	142	172	202
23	53	83	113	143	173	203
24	54	84	114	144	174	204
25	55	85	115	145	175	205
26	56	86	116	146	176	206
27	57	87	117	147	177	207
28	58	88	118	148	178	208
29	59	89	119	149	179	209
30	60	90	120	150	180	210

EFFECTIVE AS SHOWN ON TITLE PAGE

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

TABLE OF CONTENTS	Item No. (series), except as shown
Arrangement of Tariff	Page 4
Correction Number Checking Sheet	Page 1
Index of Commodities	Page 3
Rate Bases	320
Rates:	
Class Rates	330
Commodity Rates	340-350
Unit Rates	370-380
Rules and Regulations:	
Accessorial Charges	100
Alternative Application of Common Carrier Rates	140
Application of Rates	90
Application of Tariff--Carriers	20
Application of Tariff--Commodities	40
Application of Tariff--Territorial	30-31
Application of Western Classification and Exception Sheet	50
Charges for Service at Other Than Regular Working Hours	110
Collect on Delivery Shipments	160
Delays to Equipment	120
Disposition of Fractions	150
Exceptions to Western Classification and Exception Sheet	170-310
Gross Weight	70
Minimum Charge	130
Rates Based on Varying Minimum Weights	80
Shipments to be Rated Separately	60
Technical Terms, Definition of	10-11
Rules and Regulations governing Unit Rates in Section 3	360-361
EFFECTIVE AS SHOWN ON TITLE PAGE	
Issued by The Railroad Commission of the State of California, San Francisco, California.	

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
Ale	210	Metal, scrap	250
Beans, dry	200	Nuts, edible	260
Beer	210	Paper, newsprint	270
Beer Tonic	210	Paper, waste	250
Beverages, malt	210	Peas, dry	200
Canned Goods as described in Item No. 210 series of the Exception Sheet	220	Porter	210
Carriers (used packages) as described in Item No. 300 series of the Exception Sheet	230	Rags	250
Cement, portland, building	340	Refuse (citrus fruit)	280
Flowers, fresh cut	240	Sacks, old, worn-out	250
Freight, in shipments of less than 100 pounds	350	Salt, common	290
Junk as described	250	Stout	210
Lentils, dry	200	Sugar	300
		Tires (rubber), old	250
		Tubes (rubber), old	250
		Wine, domestic	310

EFFECTIVE AS SHOWN ON TITLE PAGE

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

ARRANGEMENT OF TARIFF

This is a loose-leaf tariff consisting
of three 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. 2 of the tariff.

SECTION NO. 2 contains class and commodity rates, and
rate bases applicable thereto.

SECTION NO. 3 contains unit rates, rules and regulations.

EFFECTIVE AS SHOWN ON TITLE PAGE

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

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION
10	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Items Nos. 10 and 11 series)</p> <p>(a) CARRIER means a carrier, as defined in the City Carriers' Act (Chapter 312, Statutes of 1935, as amended), or a radial highway common carrier or a highway contract carrier, as defined in the Highway Carriers' Act (Chapter 223, Statutes of 1935, as amended).</p> <p>(b) CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles operated by the carrier.</p> <p>(c) COMMON CARRIER RATE means any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, on file with the Commission and in effect on date of shipment.</p> <p>(d) ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.</p> <p>(e) EXCEPTION SHEET means Pacific Freight Tariff Bureau Exception Sheet No. 1-Q, C.R.C. No. 39 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>(f) POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent.</p> <p>(g) POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation.</p> <p>(h) RATE includes charge, and also the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>(i) SAME TRANSPORTATION means transportation of the same kind and quantity of property and subject to the same limitations, conditions and privileges, although not necessarily in an identical type of equipment.</p> <p style="text-align: center;">(Concluded on Page 6)</p>
EFFECTIVE AS SHOWN ON TITLE PAGE	
Issued by The Railroad Commission of the State of California, San Francisco, California.	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
11	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Concluded) (Items Nos. 10 and 11 series)</p> <p>(j) SHIPMENT means a quantity of freight tendered by one shipper on one shipping document at one point of origin at one time for one consignee at one point of destination.</p> <p>(k) WESTERN CLASSIFICATION means Western Classification No. 69 C.R.C.-W.C. No. 2 of R. C. Fyfe, Agent, and supplements thereto or re-issues thereof when the provisions of said supplements or reissues have been approved by the Commission.</p>
20	<p style="text-align: center;">APPLICATION OF TARIFF - CARRIERS</p> <p>Rates provided in this tariff are minimum rates, established pursuant to the City Carriers' Act (Chapter 312, Statutes of 1935, as amended), and the Highway Carriers' Act (Chapter 223, Statutes of 1935, as amended). They apply for the transportation of property by carriers as defined in said City Carriers' Act, and radial highway common carriers and highway contract carriers, as defined in said Highway Carriers' Act.</p>
EFFECTIVE AS SHOWN ON TITLE PAGE	
Issued by The Railroad Commission of the State of California, San Francisco, California.	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
30	<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL (Items Nos. 30 and 31 series)</p> <p>Rates in this tariff apply for transportation of shipments between points in San Diego County located in the zones described below. The zones hereinafter described embrace all points of origin and destination within their respective boundaries. Where reference is made to the intersection of public highways (streets, roads, etc.), bays, shore lines, rivers or city limits, and there is no actual intersection, the public highway shall be projected (extended) from the point where it terminates to the defined intersection.</p> <p style="text-align: center;">Zone 1</p> <p>Beginning at the intersection of San Diego Bay and Upas Street, and following easterly along Upas Street to 26th Street; thence southerly along 26th Street to San Diego Bay, thence northwesterly along the San Diego Bay shore line to point of beginning.</p> <p style="text-align: center;">Zone 2</p> <p>Beginning at the intersection of San Diego Bay and Upas Street and following westerly thence southwestwardly along the San Diego Bay shore line to Lowell Street; thence westerly along Lowell Street to Rosocrans Street; thence northeasterly along Rosocrans Street to San Diego Avenue; thence southeasterly along San Diego Avenue to Ampudia Street; thence northerly along Ampudia Street to the San Diego River; thence easterly along the south bank of the San Diego River to Georgia Street; thence south along Georgia Street to Upas Street; thence westerly along Upas Street to point of beginning.</p> <p style="text-align: center;">Zone 3</p> <p>Beginning at the intersection of San Diego Bay and Division Street, and following easterly along Division Street to Boundary Street, thence northerly along Boundary Street to the San Diego River; thence westerly along the south bank of the San Diego River to Georgia Street; thence southerly along Georgia Street to Upas Street; thence easterly along Upas Street to 26th Street; thence southerly along 26th Street to San Diego Bay; thence southerly along the San Diego Bay shore line to point of beginning.</p> <p style="text-align: center;">Zone 4</p> <p>All that part of the City of San Diego adjacent to the eastern boundary of Zone 3.</p> <p style="text-align: center;">(Concluded on Page 5)</p>
EFFECTIVE AS SHOWN ON TITLE PAGE	
Issued by The Railroad Commission of the State of California, San Francisco, California.	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
31	<p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL (Concluded) (Items Nos. 30 and 31 series)</p> <p style="text-align: center;">Zone 5</p> <p>Beginning at the intersection of Edison Street with Mission Bay and following in an easterly direction along a straight imaginary line to the point where it meets the intersection of Linda Vista Road with the San Diego City limits; thence southeasterly along the San Diego City limits to the San Diego River; thence westerly along the north bank of the San Diego River to Ampudia Street; thence southerly along Ampudia Street to San Diego Avenue; thence westerly along San Diego Avenue to Roscerans Street; thence southwesterly along Roscerans Street to Lowell Street; thence southeasterly along Lowell Street to San Diego Bay; thence southerly along the San Diego Bay shore line to the Pacific Ocean; thence northerly along the Pacific Ocean shore line to Mission Bay; thence northeasterly along the Mission Bay shore line to point of beginning.</p> <p style="text-align: center;">Zone 6</p> <p>Beginning at the intersection of Edison Street with Mission Bay and following in an easterly direction along a straight imaginary line to the point where it meets the intersection of Linda Vista Road with the San Diego City limits; thence northwesterly along the San Diego City limits to the Pacific Ocean; thence southerly along the Pacific Ocean shore line to Mission Bay; thence northerly and easterly following the shore line of Mission Bay to point of beginning.</p> <p style="text-align: center;">Zone 7</p> <p>All territory within the corporate limits of Coronado.</p> <p style="text-align: center;">Zone 8</p> <p>All territory within the corporate limits of National City.</p> <p style="text-align: center;">Zone 9</p> <p>All territory within the corporate limits of Chula Vista.</p> <p style="text-align: center;">Zone 10</p> <p>Beginning at a point in the southwesterly shore line of Spanish Bight midway between the northwesterly and southeasterly shore lines of Spanish Bight, thence northwesterly and northeasterly along the northerly shore line of said bight and southwesterly along the shore line of San Diego Bay and easterly along the shore line of Pacific Ocean to its intersection with a line extending south from the point of beginning; thence northerly along said line to the point of beginning.</p>
EFFECTIVE AS SHOWN ON TITLE PAGE	
Issued by The Railroad Commission of the State of California, San Francisco, California.	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
40	<p style="text-align: center;">APPLICATION OF TARIFF - COMMODITIES</p> <p>Rates in this tariff apply for the transportation of all commodities except the following:</p> <p>Baggage, Cement, portland (building), in bulk in dump trucks, Commodities as described in and for which rates are provided in City Carriers' Tariff No. 6 - Highway Carriers' Tariff No. 7 (Appendix "A" of Decision No. 32566 of November 14, 1939, or as amended, in Cases Nos. 4246 and 4434) when said commodities are transported in dump trucks, Commodities of abnormal size or weight which because of such size or weight require the use of and are transported on low-bed trailers, Commodities which consist of or contain materials essential to National Defense and which have been donated to and are transported for the United States government, governmental agencies or nonprofit organizations acting for or in behalf of said government in the collection, assembly or transportation of said commodities in connection with the recovery of said essential materials from the commodities transported, Commodities transported in bulk in tank trucks, tank trailers, tank semi-trailers, or a combination of such highway vehicles, Commodities picked up and delivered for common carriers under through pickup and delivery rates, Commodities transported as inter-city shipments when point of origin and point of destination are the carrier's established depots. Fresh or green fruits, fresh or green vegetables, or mushrooms, when the point of destination of the shipment is a cannery, packing plant, packing shed, precooling plant or processing plant; and empty containers used or shipped out for use in connection with such transportation, Livestock as described in and for which rates are provided in Highway Carriers' Tariff No. 3 (Appendix "C" of Decision No. 31924, as amended, in Case No. 4293), Parcels delivered from retail stores (Parcel City Delivery), Telephone directories, 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. 32629, of December 7, 1939, or as amended, in Cases Nos. 4246 and 4434), and used property as described therein transported for the United States, state, county or municipal governments, Voting Booths, ballot boxes, election tents, and election supplies when transported from or to polling places,</p>
EFFECTIVE AS SHOWN ON TITLE PAGE	
Issued by The Railroad Commission of the State of California, San Francisco, California.	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
50	<p style="text-align: center;">APPLICATION OF WESTERN CLASSIFICATION AND EXCEPTION SHEET</p> <p>(a) This tariff is governed to the extent shown herein by the Western Classification and the Exception Sheet.</p> <p>(b) Where the ratings, rules and regulations or other provisions or conditions provided in the Western Classification or Exception Sheet are in conflict with those provided in this tariff, the provisions of this tariff will apply.</p>
60	<p style="text-align: center;">SHIPMENTS TO BE RATED SEPARATELY</p> <p>Each shipment shall be rated separately. Shipments shall not be consolidated or combined by the carrier.</p>
70	<p style="text-align: center;">GROSS WEIGHT</p> <p>Charges shall be assessed on the gross weight of the shipment. No allowance shall be made for the weight of containers.</p>
80	<p style="text-align: center;">RATES BASED ON VARYING MINIMUM WEIGHTS</p> <p>When the charges accruing on a shipment based upon actual weight exceed the charges computed upon a rate based upon a greater minimum weight, the latter shall apply. For the purpose of applying this item to a mixed shipment, deficiency between actual weight of the shipment and the greater minimum weight shall be computed at the rate applicable to the lowest rated commodity in the shipment.</p>
EFFECTIVE AS SHOWN ON TITLE PAGE	
Issued by The Railroad Commission of the State of California, San Francisco, California.	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)								
90	<p style="text-align: center;">APPLICATION OF RATES</p> <p>(a) Rates provided in this tariff are for the transportation of shipments, as defined in Item No. 11 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) For inter-city transportation of property when point of origin or point of destination is the carrier's established depot, rates shall be 5 cents per 100 pounds less than those provided herein; but in no case shall the net transportation rate be less than 5 cents per 100 pounds when applying the provisions of this paragraph.</p> <p>NOTE 1.-When a 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>								
100	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>An additional charge at the rate of \$1.00 per man per hour, minimum charge 50 cents, shall be made for stacking, sorting or any other accessorial or incidental service which is not authorized to be performed under the rates named in this tariff and for which a charge is not otherwise provided; except that no additional charge shall be made for these services in connection with shipments weighing less than 100 pounds.</p>								
110	<p style="text-align: center;">CHARGES FOR SERVICE AT OTHER THAN REGULAR WORKING HOURS</p> <p>For services performed at the request of the shipper or consignee between the hours of 5:00 P.M. and 8:00 A.M., or on Sundays and the following holidays, an additional charge equal to the additional cost of overtime shall be made:</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td>New Year's Day</td> <td>Labor Day</td> </tr> <tr> <td>Washington's Birthday</td> <td>Thanksgiving Day</td> </tr> <tr> <td>Decoration Day</td> <td>Christmas Day</td> </tr> <tr> <td>Fourth of July</td> <td></td> </tr> </table>	New Year's Day	Labor Day	Washington's Birthday	Thanksgiving Day	Decoration Day	Christmas Day	Fourth of July	
New Year's Day	Labor Day								
Washington's Birthday	Thanksgiving Day								
Decoration Day	Christmas Day								
Fourth of July									
EFFECTIVE AS SHOWN ON TITLE PAGE									
Issued by The Railroad Commission of the State of California, San Francisco, California.									

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
120	<p style="text-align: center;">DELAYS TO EQUIPMENT</p> <p>Delays at point of pickup and/or delivery, exclusive of the time actually consumed in loading or unloading, resulting from any cause not the fault of and beyond the control of carrier, which exceed one-half hour will be charged for at the rate of \$2.00 per hour, minimum charge 50 cents, for all time in excess of one-half hour.</p>
130	<p style="text-align: center;">MINIMUM CHARGE</p> <p>The minimum charge per shipment shall be as follows:</p> <p><u>Weight of Shipment</u></p> <p>Less than 100 pounds.....See Item No. 350 series. 100 pounds and over.....40 cents</p>
140	<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</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>
150	<p style="text-align: center;">DISPOSITION OF FRACTIONS</p> <p>In computing a rate based on a percentage of another rate, the following rule shall be observed in the disposition of fractions:</p> <p><u>Fractions</u> of less than 1/2 or .50 of a cent, omit. <u>Fractions</u> of 1/2 or .50 of a cent or greater, increase to next whole figure.</p>
EFFECTIVE AS SHOWN ON TITLE PAGE	
Issued by The Railroad Commission of the State of California, San Francisco, California.	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)										
160	<p style="text-align: center;">COLLECT ON DELIVERY (C.O.D.) SHIPMENTS</p> <p>(a) In the handling of C.O.D. shipments carrier shall, promptly upon collection of any and all moncys, and in no event later than ten (10) days after delivery to the consignee, unless consignor, in writing, instructs otherwise, remit to consignor all moncys collected by it on such shipments.</p> <p>(b) The charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments shall be as follows:</p> <table style="margin-left: 40px;"> <tr> <td>Under \$100.00 one-half of one per cent, minimum charge...</td> <td style="text-align: right;">\$.15</td> </tr> <tr> <td>\$100.00 and not over \$200.00</td> <td style="text-align: right;">.50</td> </tr> <tr> <td>Over \$200.00 and not over \$300.00</td> <td style="text-align: right;">.70</td> </tr> <tr> <td>Over \$300.00 and not over \$500.00</td> <td style="text-align: right;">.80</td> </tr> <tr> <td>Over \$500.00 add 25 cents for each \$100.00 or fraction thereof.</td> <td></td> </tr> </table>	Under \$100.00 one-half of one per cent, minimum charge...	\$.15	\$100.00 and not over \$200.0050	Over \$200.00 and not over \$300.0070	Over \$300.00 and not over \$500.0080	Over \$500.00 add 25 cents for each \$100.00 or fraction thereof.	
Under \$100.00 one-half of one per cent, minimum charge...	\$.15										
\$100.00 and not over \$200.0050										
Over \$200.00 and not over \$300.0070										
Over \$300.00 and not over \$500.0080										
Over \$500.00 add 25 cents for each \$100.00 or fraction thereof.											
EFFECTIVE AS SHOWN ON TITLE PAGE											
Issued by The Railroad Commission of the State of California, San Francisco, California.											

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																																																																		
170	EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET																																																																		
	<p style="text-align: center;">RULES</p> <p>Rates in this tariff are not subject to the provisions of the following rules of the Western Classification:</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td>1</td><td>6</td><td>10</td><td>15</td><td>29</td><td>34</td><td>40</td><td>47</td> </tr> <tr> <td>3</td><td>7</td><td>11</td><td>16</td><td>30</td><td>35</td><td>41</td><td></td> </tr> <tr> <td>4</td><td>8</td><td>13</td><td>24</td><td>31</td><td>36</td><td>43</td><td></td> </tr> <tr> <td>5</td><td>9</td><td>14</td><td>27</td><td>32</td><td>39</td><td>44</td><td></td> </tr> </table> <p>Rates in this tariff are not subject to the provisions of the following rules of the Exception Sheet:</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td>10</td><td>42</td><td>62</td><td>105</td><td>140</td><td>161</td><td>180</td> </tr> <tr> <td>15</td><td>45</td><td>65</td><td>110</td><td>145</td><td>165</td><td></td> </tr> <tr> <td>35</td><td>50</td><td>75</td><td>115</td><td>150</td><td>168</td><td></td> </tr> <tr> <td>38</td><td>60</td><td>78</td><td>120</td><td>155</td><td>170</td><td></td> </tr> <tr> <td>40</td><td>61</td><td>100</td><td>125</td><td>160</td><td>175</td><td></td> </tr> </table>	1	6	10	15	29	34	40	47	3	7	11	16	30	35	41		4	8	13	24	31	36	43		5	9	14	27	32	39	44		10	42	62	105	140	161	180	15	45	65	110	145	165		35	50	75	115	150	168		38	60	78	120	155	170		40	61	100	125	160	175
1	6	10	15	29	34	40	47																																																												
3	7	11	16	30	35	41																																																													
4	8	13	24	31	36	43																																																													
5	9	14	27	32	39	44																																																													
10	42	62	105	140	161	180																																																													
15	45	65	110	145	165																																																														
35	50	75	115	150	168																																																														
38	60	78	120	155	170																																																														
40	61	100	125	160	175																																																														
180	<p style="text-align: center;">RATINGS</p> <p>Except as otherwise provided in this Section, class rates contained in Section No. 2 are subject to any quantity or less carload ratings as shown in the Western Classification and Exception Sheet.</p>																																																																		
180	<p style="text-align: center;">PACKING REQUIREMENTS</p> <p>Articles will not be subject to the packing requirements of the Western Classification or Exception Sheet, but may be accepted for transportation in any container or any shipping form, providing such container or form of shipment will render the transportation of the freight reasonably safe and practicable.</p> <p>If two or more ratings are provided for an article in the form in which it is shipped (e.g., set up or knocked down, nested or not nested, compressed or not compressed, folded flat or not folded flat) subject to different packing requirements, the lowest of such ratings will apply.</p>																																																																		
EFFECTIVE AS SHOWN ON TITLE PAGE																																																																			
Issued by The Railroad Commission of the State of California, San Francisco, California.																																																																			

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Concluded)	
	EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Concluded)	CLASS RATING
200	Beans, Peas, and Lentils, dry	90% of 4
210	Beverages, malt, viz.: Ale, Beer, Beer Tonic, Porter, Stout	4
220	Canned Goods, as described in Item No. 210 series of the Exception Sheet	90% of 4
230	Carriers (used packages), second-hand, empty, as described in and subject to the provisions of Item No. 300 series of the Exception Sheet	1/2 of 4
240	Flowers, fresh cut	D-1
250	Junk, viz.: Paper, waste, and Rags, in machine compressed bales; Sacks, old worn-out; Tires (rubber), old worn-out, Tubes (rubber), pneumatic, old, worn-out; Metal, scrap	80% of 4
260	Nuts, edible, in the shell	4
270	Paper, newsprint, in rolls	4
280	Refuse (citrus fruit), not fit for human consumption	80% of 4
290	Salt, common	90% of 4
300	Sugar	90% of 4
310	Wine, domestic, having a declared value of not more than \$2.00 per gallon	4
EFFECTIVE AS SHOWN ON TITLE PAGE		
Issued by The Railroad Commission of the State of California, San Francisco, California.		

SECTION NO. 2

CLASS AND COMMODITY RATES
AND
RATE BASES APPLICABLE THERE TO

EFFECTIVE AS SHOWN ON TITLE PAGE

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

Item No.	SECTION NO. 2 - CLASS AND COMMODITY RATES AND RATE BASES APPLICABLE TERRITO										
320	RATE BASES										
	Rate bases applicable to shipments transported from points of origin to points of destination located in zones described in Items Nos. 30 and 31 series, for which rates are provided in this section:										
	Between	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Zone 9	
	and										
	Zone 1	A	-	-	-	-	-	-	-	-	
	Zone 2	B	A	-	-	-	-	-	-	-	
	Zone 3	C	C	B	-	-	-	-	-	-	
	Zone 4	D	D	C	B	-	-	-	-	-	
	Zone 5	E	D	E	F	B	-	-	-	-	
	Zone 6	E	D	E	F	D	B	-	-	-	
	Zone 7	C	D	D	E	E	F	A	-	-	
	Zone 8	C	D	C	C	E	F	E	A	-	
Zone 9	E	F	E	E	F	F	F	B	A		
Zone 10	D	E	E	F	F	G	B	F	G		
EFFECTIVE AS SHOWN ON TITLE PAGE											
Issued by The Railroad Commission of the State of California, San Francisco, California.											

Item No.	SECTION NO. 2 - CLASS AND COMMODITY RATES AND RATE BASES APPLICABLE THERETO (Continued)												
330	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	25	23	20	18	20	18	16	14	17	15	14	12
	B	28	25	22	20	22	20	18	15	19	17	15	13
	C	31	28	25	22	24	22	19	17	21	19	17	15
	D	34	31	27	24	26	23	21	18	23	21	18	16
	E	37	33	30	26	28	25	22	20	25	23	20	18
	F	40	36	32	28	30	27	24	21	27	24	22	19
	G	43	39	34	30	32	29	26	22	29	26	23	20
	Rate Basis	MINIMUM WEIGHT IN POUNDS											
		4,000								10,000			
1		2	3	4	1	2	3	4	1	2	3	4	
A	12	11	10	8	9	8	7	6	9	8	7	6	
B	14	13	11	10	10	9	8	7	10	9	8	7	
C	16	14	13	11	11	10	9	8	11	10	9	8	
D	18	16	14	13	11	10	9	8	12	11	10	9	
E	20	18	16	14	12	11	10	9	12	11	10	9	
F	22	20	18	15	12	11	10	9	13	12	10	9	
G	24	22	19	17	13	12	10	9	13	12	10	9	
<p>(1) For rates on shipments weighing less than 100 pounds, see Item No. 350 series.</p>													
EFFECTIVE AS SHOWN ON TITLE PAGE													
Issued by The Railroad Commission of the State of California, San Francisco, California.													

Item No.	SECTION NO. 2 - CLASS AND COMMODITY RATES AND RATE BASES APPLICABLE THEREON (Concluded)												
COMMODITY RATES													
340	<p>Cement, portland, building</p> <p style="text-align: center;">Minimum Weight 28,500 Pounds</p> <table border="0" style="width: 100%;"> <tr> <td style="text-align: center;"><u>Over</u></td> <td style="text-align: center;"><u>Miles</u> <u>But not over</u></td> <td style="text-align: center;"><u>Rates in Cents per 100 Pounds</u> <u>(Subject to Notes 1 and 2)</u></td> </tr> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">2½</td> <td style="text-align: center;">2½</td> </tr> <tr> <td></td> <td>For each additional 5 miles or fraction thereof, add</td> <td style="text-align: center;">1/2</td> </tr> </table> <p>NOTE 1.-Rates are not subject to the provisions of Items Nos. 90, 110 and 120 series. Rates include loading into and unloading from carrier's equipment.</p> <p>NOTE 2.-If the charge accruing under Item No. 330 series of this tariff is lower than the charge accruing under this item on the same shipment between the same points, the charge accruing under Item No. 330 series will apply.</p>	<u>Over</u>	<u>Miles</u> <u>But not over</u>	<u>Rates in Cents per 100 Pounds</u> <u>(Subject to Notes 1 and 2)</u>	0	2½	2½		For each additional 5 miles or fraction thereof, add	1/2			
<u>Over</u>	<u>Miles</u> <u>But not over</u>	<u>Rates in Cents per 100 Pounds</u> <u>(Subject to Notes 1 and 2)</u>											
0	2½	2½											
	For each additional 5 miles or fraction thereof, add	1/2											
350	<p>FREIGHT, regardless of classification, transported between or within the zones described in Items Nos. 30 and 31 series.</p> <table border="0" style="width: 100%;"> <tr> <td style="text-align: center;"><u>Weight in Pounds</u></td> <td style="text-align: center;"><u>Rates in Cents</u> <u>per Shipment</u></td> </tr> <tr> <td>15 or less</td> <td style="text-align: center;">20</td> </tr> <tr> <td>Over 15 but not over 35</td> <td style="text-align: center;">25</td> </tr> <tr> <td>Over 35 but not over 55</td> <td style="text-align: center;">30</td> </tr> <tr> <td>Over 55 but not over 75</td> <td style="text-align: center;">35</td> </tr> <tr> <td>Over 75 but not including 100</td> <td style="text-align: center;">40</td> </tr> </table>	<u>Weight in Pounds</u>	<u>Rates in Cents</u> <u>per Shipment</u>	15 or less	20	Over 15 but not over 35	25	Over 35 but not over 55	30	Over 55 but not over 75	35	Over 75 but not including 100	40
<u>Weight in Pounds</u>	<u>Rates in Cents</u> <u>per Shipment</u>												
15 or less	20												
Over 15 but not over 35	25												
Over 35 but not over 55	30												
Over 55 but not over 75	35												
Over 75 but not including 100	40												
EFFECTIVE AS SHOWN ON TITLE PAGE													
Issued by The Railroad Commission of the State of California, San Francisco, California.													

SECTION NO. 3

UNIT RATES, RULES AND REGULATIONS

Rates in this section do not alternate
with rates in Section No. 2
of this Tariff.

EFFECTIVE AS SHOWN ON TITLE PAGE

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

Item No.	SECTION NO. 3 - UNIT RATES, RULES AND REGULATIONS
	<p>RULES AND REGULATIONS (Items Nos. 360 and 361 series)</p> <p>(a) Rates named in this section are subject to Items Nos. 10 and 11 series, Definition of Technical Terms, Items Nos. 30 and 31 series, Application of Tariff-Territorial, Item No. 40 series, Application of Tariff-Commodities, and Item No. 160 series, Collect on Delivery (C.O.D.) Shipments. They are not subject to other rules and regulations provided by Section No. 1.</p> <p>(b) Rates named in this section apply only when the property is transported by one carrier for one shipper.</p> <p>(c) Prior to the transportation of the property, the shipper must 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.</p> <div style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <p style="text-align: right;">Date _____</p> <p>In accordance with the provisions of Item No. 360 series of City Carriers' Tariff No. 7, Highway Carriers' Tariff No. 9 (Appendix "A" of Decision No. 38047, as amended, in Cases Nos. 4246 and 4434), I hereby elect to have <u> </u> (identify transaction) transported by <u> </u> (carrier) from <u> </u> (point of origin) to <u> </u> (point of destination) at the rate of <u> </u> (see note) under the rates and provisions of Item No. <u> </u> (see note) series of said tariff.</p> <p>Shipper <u> </u> (name in full) By <u> </u> (name in full)</p> <p>Confirmed: Carrier <u> </u> By <u> </u> (name in full)</p> <p>NOTE.-In the event shipper and carrier agree to a basis higher than that provided by the Item, but in the same unit or units of measurement in which the minimum basis is stated, the agreed basis may be stated in place of the Item Number.</p> </div> <p style="text-align: center;">(Concluded on Page 22)</p>
	EFFECTIVE AS SHOWN ON TITLE PAGE
	Issued by The Railroad Commission of the State of California, San Francisco, California.

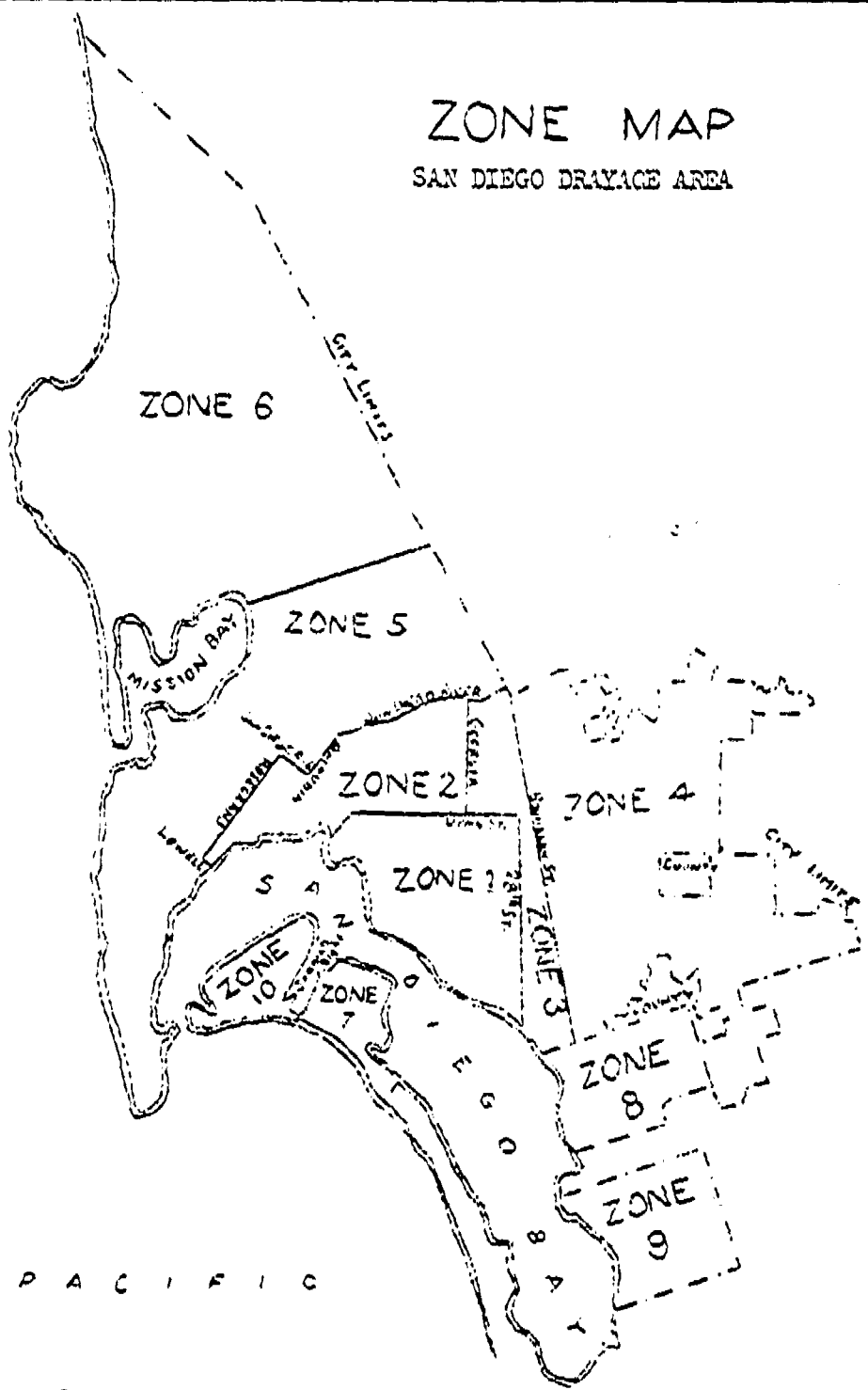
360

Item No.	SECTION NO. 3 - UNIT RATES, RULES AND REGULATIONS (Continued)
361	<p style="text-align: center;">RULES AND REGULATIONS (Concluded) (Items Nos. 360 and 361 series)</p> <p>(d) Rates named in this section are subject to an additional charge at the rate of \$1.00 per man, per hour, minimum charge 50 cents, when 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. 370 series.</p>
EFFECTIVE AS SHOWN ON TITLE PAGE	
Issued by The Railroad Commission of the State of California, San Francisco, California.	

Item No.	SECTION NO. 3 - UNIT RATES, RULES AND REGULATIONS (Continued)																																								
	<p>FREIGHT, regardless of classification, transported between or within the zones described in Items Nos. 30 and 31 series, subject to Notes 1 and 2:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><u>Weight in Pounds</u></th> <th style="text-align: center;"><u>Rates in Cents per Hour</u></th> <th style="text-align: center;"><u>Minimum Charges in Cents</u></th> </tr> </thead> <tbody> <tr> <td>250 or less</td> <td style="text-align: center;">200</td> <td style="text-align: center;">100</td> </tr> <tr> <td>Over 250 but not over 500</td> <td style="text-align: center;">200</td> <td style="text-align: center;">125</td> </tr> <tr> <td>Over 500 but not over 2,000</td> <td style="text-align: center;">200</td> <td style="text-align: center;">200</td> </tr> <tr> <td>Over 2,000 but not over 3,000</td> <td style="text-align: center;">225</td> <td style="text-align: center;">225</td> </tr> <tr> <td>Over 3,000 but not over 5,000</td> <td style="text-align: center;">250</td> <td style="text-align: center;">250</td> </tr> <tr> <td>Over 5,000 but not over 8,000</td> <td style="text-align: center;">300</td> <td style="text-align: center;">300</td> </tr> <tr> <td>Over 8,000 but not over 12,000</td> <td style="text-align: center;">350</td> <td style="text-align: center;">350</td> </tr> <tr> <td>Over 12,000 but not over 20,000</td> <td style="text-align: center;">400</td> <td style="text-align: center;">400</td> </tr> <tr> <td>Over 20,000</td> <td style="text-align: center;">500</td> <td style="text-align: center;">500</td> </tr> </tbody> </table> <p>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.</p> <p>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.</p> <p>(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.</p> <table style="margin-left: 40px;"> <tr> <td>Less than 8 minutes</td> <td>omit.</td> </tr> <tr> <td>8 minutes or more but less than 23 minutes</td> <td>shall be 1/4 hour.</td> </tr> <tr> <td>23 minutes or more but less than 38 minutes</td> <td>shall be 1/2 hour.</td> </tr> <tr> <td>38 minutes or more but less than 53 minutes</td> <td>shall be 3/4 hour.</td> </tr> <tr> <td>53 minutes or more</td> <td>shall be 1 hour.</td> </tr> </table>	<u>Weight in Pounds</u>	<u>Rates in Cents per Hour</u>	<u>Minimum Charges in Cents</u>	250 or less	200	100	Over 250 but not over 500	200	125	Over 500 but not over 2,000	200	200	Over 2,000 but not over 3,000	225	225	Over 3,000 but not over 5,000	250	250	Over 5,000 but not over 8,000	300	300	Over 8,000 but not over 12,000	350	350	Over 12,000 but not over 20,000	400	400	Over 20,000	500	500	Less than 8 minutes	omit.	8 minutes or more but less than 23 minutes	shall be 1/4 hour.	23 minutes or more but less than 38 minutes	shall be 1/2 hour.	38 minutes or more but less than 53 minutes	shall be 3/4 hour.	53 minutes or more	shall be 1 hour.
<u>Weight in Pounds</u>	<u>Rates in Cents per Hour</u>	<u>Minimum Charges in Cents</u>																																							
250 or less	200	100																																							
Over 250 but not over 500	200	125																																							
Over 500 but not over 2,000	200	200																																							
Over 2,000 but not over 3,000	225	225																																							
Over 3,000 but not over 5,000	250	250																																							
Over 5,000 but not over 8,000	300	300																																							
Over 8,000 but not over 12,000	350	350																																							
Over 12,000 but not over 20,000	400	400																																							
Over 20,000	500	500																																							
Less than 8 minutes	omit.																																								
8 minutes or more but less than 23 minutes	shall be 1/4 hour.																																								
23 minutes or more but less than 38 minutes	shall be 1/2 hour.																																								
38 minutes or more but less than 53 minutes	shall be 3/4 hour.																																								
53 minutes or more	shall be 1 hour.																																								
370																																									
EFFECTIVE AS SHOWN ON TITLE PAGE																																									
Issued by The Railroad Commission of the State of California, San Francisco, California.																																									

Item No.	SECTION NO. 3 - UNIT RATES, RULES AND REGULATIONS (Concluded)					
380	<p>FREIGHT, regardless of classification, transported between or within the zones described in Items Nos. 30 and 31 series:</p>					
	<table border="1"> <thead> <tr> <th>Weight in Pounds, subject to Note 1:</th> <th>Column 1</th> <th>Column 2</th> <th>Column 3</th> <th>Column 4</th> </tr> </thead> </table>	Weight in Pounds, subject to Note 1:	Column 1	Column 2	Column 3	Column 4
	Weight in Pounds, subject to Note 1:	Column 1	Column 2	Column 3	Column 4	
	<table border="1"> <tbody> <tr> <td>2,500 or less</td> <td>75</td> <td>250</td> <td>270</td> <td>5</td> </tr> </tbody> </table>	2,500 or less	75	250	270	5
	2,500 or less	75	250	270	5	
	<table border="1"> <tbody> <tr> <td>Over 2,500 but not over 5,000</td> <td>85</td> <td>270</td> <td>295</td> <td>6</td> </tr> </tbody> </table>	Over 2,500 but not over 5,000	85	270	295	6
	Over 2,500 but not over 5,000	85	270	295	6	
	<table border="1"> <tbody> <tr> <td>Over 5,000 but not over 8,000</td> <td>90</td> <td>300</td> <td>325</td> <td>7</td> </tr> </tbody> </table>	Over 5,000 but not over 8,000	90	300	325	7
	Over 5,000 but not over 8,000	90	300	325	7	
	<table border="1"> <tbody> <tr> <td>Over 8,000 but not over 12,000</td> <td>100</td> <td>355</td> <td>385</td> <td>10</td> </tr> </tbody> </table>	Over 8,000 but not over 12,000	100	355	385	10
Over 8,000 but not over 12,000	100	355	385	10		
<table border="1"> <tbody> <tr> <td>Over 12,000 but not over 20,000</td> <td>125</td> <td>390</td> <td>425</td> <td>15</td> </tr> </tbody> </table>	Over 12,000 but not over 20,000	125	390	425	15	
Over 12,000 but not over 20,000	125	390	425	15		
<table border="1"> <tbody> <tr> <td>Over 20,000</td> <td>155</td> <td>485</td> <td>530</td> <td>20</td> </tr> </tbody> </table>	Over 20,000	155	485	530	20	
Over 20,000	155	485	530	20		
<p>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.</p>						
<p>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.</p>						
<p>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.</p>						
<p>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.</p>						
<p>NOTE 1.-Weight in pounds is the gross weight of the property transported by the unit of carrier's equipment at the time the equipment is transporting the greatest (heaviest) load during the period covered by the transaction. No allowance shall be made for weight of containers.</p>						
EFFECTIVE AS SHOWN ON TITLE PAGE						
Issued by The Railroad Commission of the State of California, Issued San Francisco, California.						

ZONE MAP
SAN DIEGO DRAYAGE AREA



P A C I F I C
O C E A N

FOR ADDITIONAL DETAIL REFER TO DESCRIPTION OF ZONES

APPENDIX "B"

of

DECISION NO. 35057 -

In Cases Nos. 4246 and 4434

Consisting of

Suitable and Proper Forms of Shipping Documents

for the Transportation of

Property in the San Diego Drayage Area

(1) At Unit Rates

and

(2) At Other than Unit Rates

**SHIPPING ORDER AND FREIGHT BILL
FOR
TRANSPORTATION OF PROPERTY IN THE SAN DIEGO DRAYAGE AREA
AT UNIT RATES**

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

Point of Origin _____ Date _____
 Shipper _____ Consignee _____
 Street Address _____ Street Address _____
 City _____ City _____

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

Packages	Kind	Description of Commodities	(1) Weight	Rate	Charges

Accessorial Services

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

Check the following:

Description of conditions under which shipment is picked up and delivered:	Point of Origin	Point of Destination	Weight	Rate
Street Level				
Other than street level				
Vehicular elevator or ramp				
No vehicular elevator or ramp				
Shipper _____ By _____ (Show name in full)	C.O.D. _____ (Amount to Collect)			
Received by carrier in good condition, except as noted:	Advances (3) _____			
By _____ Driver (Show name in full)	Other Charges (3) _____			
Received by consignee in good condition, except as noted:	Prepaid _____			
(Show name in full)	TOTAL TO COLLECT _____			

- (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.