

Decision No. 35413

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Establishment)
of just, reasonable and nondiscrimin-)
atory maximum or minimum or maximum)
and minimum rates, rules, classifica-)
tions and regulations for the trans-)
portation of property for compensation)
or hire over the public highways of)
the City of Los Angeles.)

Case No. 4121

ORIGINAL

BY THE COMMISSION:

Additional Appearances

- F. W. Turcotte and L. G. Wilson for California State Brewers Institute, El Ray Products Company, General Metals Corporation, Los Angeles Brick and Clay Products Company, Kern Oil Company, Ltd., Latchford Marble Glass Co., Rearden Company of California, E. M. Smith Co., Smoot-Holman Company, and Turco Products Company.
- F. H. Powers, for Sears, Roebuck & Co.
- P. W. Keen, for Institute of Scrap Iron & Steel, Southern California Chapter, and for other scrap iron and steel dealers in Southern California,
- Irving Bekey, for Cooperative Delivery Service.
- C. W. Simpson, for Metropolitan Warehouse Company.
- E. M. Mott, for Signal Trucking Service, Ltd.
- L. R. Sibbald, for Goodman Delivery Service.
- Clarence Taube, for Inter-City Transport Co.
- Fred Judd, for Young-Johnson Truck Company.
- J. E. Smith, for Western Auto Supply Co.
- J. V. Raymond, for U. S. Gypsum Company.
- Franklin L. Knox, for 20th Century Delivery Service, Inc.

SUPPLEMENTAL OPINION

By prior orders in this proceeding the Commission has established minimum rates, rules and regulations governing the transportation of property by for-hire carriers within a portion of Los Angeles County, hereinafter referred to as the "drayage area."

The present rates are contained in City Carriers' Tariff No. 4, Highway Carriers' Tariff No. 5, which, for convenience, will be referred to as the "drayage tariff."¹

The Motor Truck Association of Southern California, (hereinafter called "the Association"), representing some 150 highway carriers transporting property within the drayage area, now asks that substantial revisions, resulting generally in increases, be made in the established minimum rates, rules and regulations. Evidence relative to the proposed modifications was received at public hearings held in Los Angeles before Examiner Bryant.

The Association alleges that since the minimum rates were established the costs of performing transportation within the drayage area have increased; that the experience of carriers operating under these rates has indicated that the existing rate structure is in many particulars unreasonable, unjust and economically unsound. It asserts further that many of the commodity rates are insufficient to return the cost of operation, are so broad in application as to result in the breaking down of the class rates, and are not based upon any substantial evidence of record. Based upon these allegations, the petitioner asks that the class and commodity rate structure heretofore established in this proceeding be reconsidered and adjusted.

A number of carrier representatives called as witnesses on behalf of the Association asserted that many of the present

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Rates were first established in this proceeding effective May 1, 1938, by Decision No. 30785, (41 CRC 222), and have been amended from time to time. City Carriers' Tariff No. 4, Highway Carriers' Tariff No. 5 is Appendix "A" of Decision No. 32504 of October 24, 1939, as amended, (42 CRC 239).

rates have proved to be unreasonably low under present conditions and that certain of them, particularly those applicable to broad commodity groupings, are below the cost of performing the service. They declared that the effect upon the carriers of the generally low level of rates within the drayage area had been aggravated by a recent diversion of substantially all intercoastal vessel traffic to transcontinental rail routes, by reason of which the local carriers were no longer able to augment their income with revenue derived from traffic handled from and to Los Angeles Harbor. Several of these witnesses stated that competition made it impracticable for carriers to assess rates in excess of those established by this Commission as minimum, although the record shows that in certain instances higher charges have been applied. The tariff publishing agent of Southwestern Motor Tariff Bureau, a subsidiary of the Association, testified that numerous Association members had complained to him that the present minimum rates were too low and in various respects in need of adjustment. He explained that the many complaints from individual carriers brought about group action, culminating in filing of the petition here considered.

A witness for the Association introduced a comprehensive study of the costs encountered in the transportation of property by motor vehicle within the Los Angeles drayage area, together with class rates calculated to return such costs.

The cost study was based upon information obtained from special studies made by carriers operating within the drayage area, records of Pacific Freight Lines and Southern California Freight Lines, and exhibits introduced by Commission cost witnesses in this and other proceedings, augmented by the use of estimates and

approximations where necessary. Costs were developed separately (a) on freight brought to carriers' terminals by pickup trucks, segregated, and thereafter delivered by delivery trucks (which the witness explained was the method regularly employed by common carriers in the handling of less-truckload shipments), and (b) on freight transported direct from point of origin to point of destination. Using whichever of the two methods produced the lower cost for each weight bracket, the witness computed costs in cents per 100 pounds for moving shipments of various weights within and between the several zones comprising the drayage area. Before translating the results into class rates, the witness made percentage increases intended to minimize, so far as practicable, the effect of the so-called "break-back" rule of rate application.² Costs were separately developed for vehicles hired on an hourly or other period basis for which rates are provided in the drayage tariff. In addition, the study includes information on loading and unloading experience in pounds per man hour for various articles named in the commodity rate items of the drayage tariff, together with the development of estimated costs for transporting such commodities in shipments of 20,000 to 30,000 pounds, and of 30,000 pounds and over.

The class rates developed by the cost witness are higher than those now in effect by amounts ranging up to 70 per cent, although the average is much less. In minor instances the developed class rates are below the present rates. The estimated costs for the

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Item No. 80 of the drayage tariff, like similar items in other tariffs, provides that 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.

furnishing of vehicles on an hourly basis are from one to 40 per cent above the present rates for corresponding service; and for furnishing vehicles for weekly and other periods the costs range from one to 30 per cent above the rates. The cost data relating to specific commodities, if applied directly to the rate structure, would result in materially increased rates in many cases. In essentially no important instance does it appear that the estimated costs are below the present rate level. Nevertheless, following the adjournment of two months which intervened between the introduction of the cost exhibit and the conclusion of cross-examination, the witness declared that if he were then called upon to make a similar study he would find it necessary to increase "almost every figure in the exhibit" in order to reflect higher costs.

The publishing agent of Southwestern Motor Tariff Bureau introduced an exhibit setting forth specifically and in tariff form the modifications in the drayage tariff proposed on behalf of the Association. The recommended class rates, except for minor adjustments, are identical with those projected by the cost witness. For reasons inherent in the cost study, the proposed class rates applicable to minimum weights of less than 2,000 pounds do not vary with the zone or zones involved, and only for maximum distances do they vary with the zones for weights of less than 10,000 pounds. In addition to the present weight minima, of which the highest is 20,000 pounds, class rates subject to a minimum of 30,000 pounds would be provided.

The Association proposal with respect to commodity rates consists of (a) removal from commodity rate items of compressed gases, glassware, wine, and extensive lists of articles now included

under the headings of groceries and grocers' supplies, roofing and building materials, paper and paper articles, and stationers' and janitors' supplies; and (b) cancellation, except for weights of 20,000 pounds or more, of commodity rates for the transportation of grain and grain products, green coffee, iron and steel articles, cement, junk, newsprint paper, citrus refuse, paperboard and pulpboard. Only for the transportation of forest products and sugar would the present commodity rates be left entirely undisturbed. The rate witness explained that his proposals with respect to commodity rates were based upon the cost of performing the service as indicated by the loading and unloading experience in pounds per man hour shown in the cost study.

The recommended rates for vehicles furnished for hourly, weekly, and other periods approximate in a general way the estimated costs for these services, although in a number of instances - particularly for the longer periods - the rates are appreciably lower. The rate witness explained that these departures from the cost estimates reflected the desire of the carriers to accept something less than their full costs rather than provoke a diversion of tonnage to proprietary vehicles, recognizing that shippers who hired transportation by the week or month usually had sufficient traffic to justify their giving serious consideration to operating their own vehicles. The plan of the proposed period rates is similar to that now in effect, except that (a) the hourly rates would be subject to additional charges after 6:00 p.m. and on Sundays and holidays, (b) the rates for longer periods would be subject to additional charges for hours in excess of eight on any one day, and (c) an additional bracket would be added for weights over 30,000 pounds. The addition of the

now bracket would have the effect of lowering several of the charges for weights between 20,000 and 30,000 pounds, but in all other cases the proposed rates are the same as, or higher than those now applicable. The maximum increases over the present tariff, disregarding the effect of the recommended overtime charges, would be 33 per cent in connection with the hourly rates, and approximately 20 per cent in connection with the rates for longer periods.

In addition to these major rate adjustments, the Association proposal includes a number of incidental changes which have as their principal purpose the increasing of charges for certain transportation and accessorial services. For example, an item which provides charges ranging from 10 to 30 cents for shipments below 100 pounds would be cancelled, permitting somewhat higher charges to apply; a minimum charge of 40 cents now applicable to shipments weighing from 100 to 150 pounds would be increased to 50 cents; and a charge of \$1.00 per man per hour, now provided for stacking, sorting and certain other incidental services, would be increased to \$1.25. Each of these changes, the rate witness explained, was predicated upon information developed in the cost study. With reference to the labor charge particularly, he declared that under present conditions the charge of \$1.00 per hour often failed to return to the carriers even the amount actually paid in wages for the service rendered. Another change proposed was an increase in the charges for collecting and remitting the amount of collect on delivery (C.O.D.) bills over \$100. This particular change was recommended for the purpose of making the charges within the drayage area the same as those applicable in the surrounding territory and elsewhere throughout the state. The witness declared that the carriers felt that the

cost of collecting and remitting the amount of C.O.D. bills would probably be the same whether or not the transportation was performed wholly within the drayage area.

Although there was extensive cross-examination of the witnesses, the main features of the Association's proposals were not specifically opposed. In some particulars, however, exceptions were taken by carriers as well as shippers, and a number of counter proposals were made.

Signal Trucking Service, Inc., a permitted carrier having some 26 of its vehicles in service at monthly rates, proposed monthly charges somewhat lower than those recommended by the Association. A Signal employee explained that the rates which his company suggested were predicated upon the Association's cost study, modified by the use of a lower expansion for overhead and gross revenue expenses.³ He declared that from the experience of his company, and of other carriers by which he had been previously employed, he was satisfied that for this type of operation an expansion figure of 11.75 per cent was sufficient.

United Parcel Service of Los Angeles, Inc. asked that the Association's proposal with respect to C.O.D. charges be not adopted for parcel delivery carriers. A rate witness for this company recommended that the present charge of 10 cents be retained for bills up to \$100, and that the charges now applicable to larger amounts be reduced to the basis of 10 cents for each \$100 or fraction thereof.

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The Association cost witness used an expansion of 23 per cent, but agreed that a lower figure might well be proper in connection with monthly rates. The monthly rates proposed by the Association rate witness were predicated upon an expansion of 15 per cent. The Signal witness used 11.75 per cent.

He said he would have no objection to restricting the application of these lower charges to shipments weighing 100 pounds or less, permitting higher charges as proposed by the Association to apply on the heavier shipments usually transported by carriers engaged in a general drayage business. He asserted that the lower charges would be compensatory from a cost standpoint so far as the specialized operations of his company were concerned. The auditor of United Parcel testified that the average cost to his company of handling C.O.D. transactions was approximately 8.62 cents per bill, and introduced and explained a cost study showing in some detail how the figure was developed.

Several carriers engaged primarily in parcel delivery service asked that the minimum rates for shipments below 100 pounds be established at 9 cents per package plus one-half cent per pound, but not to exceed 35 cents.⁴ These rates do not differ greatly from either those now provided or those proposed by the Association, but for some weights of shipments would produce charges slightly above the former and below the latter. A representative of one of the carriers testified that in his opinion rates lower than those suggested would be inadequate, and higher rates would cause a diversion of traffic to Parcel Post service.

Several manufacturers and distributors of certain roofing, building and paving materials urged that careful consideration be given in any upward adjustment of rates to the circumstances and conditions affecting the movement of this particular traffic. They were agreeable to a moderate advance in rates to offset higher costs con-

⁴ The carriers were 20th Century Delivery Service, Inc.; Irving Bekey, doing business as Cooperative Delivery Service; Goodman Delivery Service; and United Parcel Service of Los Angeles, Inc.

fronting the carriers, but considered some of the rates sought by the Association to be excessive. Traffic representatives of these companies showed that the individual rate increases would range from 9 to 100 per cent, and estimated that the over-all advance in transportation charges on roofing materials would be 72 per cent in the case of one manufacturer and nearly 82 per cent for another. In lieu of the Association proposal they recommended a basis of charges under which the present commodity rates for shipments of 10,000 pounds and more would be increased one cent per 100 pounds, and smaller shipments would move at whatever class rates are established by the Commission.⁵ These witnesses testified that any rate increase would have to be absorbed by the manufacturer, since maximum prices on roofing materials had been fixed by an agency of the federal government; declared that they were already burdened with higher costs for interstate transportation of inbound raw materials; and pointed out that on certain weights of shipments manufacturers located beyond the drayage area enjoyed lower rates than would apply for shorter distances within the drayage area under the Association proposal. One of the witnesses offered in evidence a statement of the cost of rendering the service, calculated by substituting performance data obtained from the carrier used by his company for corresponding data in the Association's cost study. By this method he developed average costs, exclusive of gross revenue taxes, which he said were very close to the present minimum rates.

Another of the shipper witnesses, whose company manufactures paperboard and pulpboard products in addition to roofing, asked that no rate increase be authorized on these commodities in shipments of 10,000 pounds or more. A carrier testified that this shipper regularly placed its products on skids, assisted in loading

⁵ One of the witnesses estimated that this basis would produce an average increase to his company of 23 per cent.

the vehicles, and permitted use of office and telephone without charge. Under these circumstances, and with some additional economies which he anticipated, he believed that the rates suggested by the shipper would be compensatory.

The traffic representative of a number of manufacturers and distributors proposed quantity commodity rates on glassware, clay and clay products, dry paint, soap, cleaning and washing compounds, and malt liquors. The rates in general are somewhat above those now provided in the drayage tariff, but in all cases are below those which would apply under the Association proposal. The witness explained that the suggested rates were not predicated upon the cost of performing the service, but asserted that in some respects at least they were consistent with rates recommended by the Association on other commodities.

The local traffic manager of General Foods Corporation said that he recognized the carriers' need for additional revenue, but thought that none of the rates should in any event be increased more than 25 per cent. This witness estimated that adoption of the Association's proposal would result in an average rate increase to his company on some commodities of nearly 80 per cent. He asked that quantity commodity rates be retained for certain food products distributed by his company.

The traffic manager of California Portland Cement Company declared that handling of bulk cement requires the use of specially equipped dump or tank trucks for which neither the present or proposed minimum rates are suitable, and urged that this type of transportation be exempted from the drayage tariff until such time as adequate and specific cost information may be made available to the Commission. He testified that war conditions had created a serious shortage of sacks, as a result of which the movement of bulk cement may be expected to increase substantially. This witness recommended also that no change be made in the present commodity rates for transportation of cement in sacks.

⁶ Coffee, tea, dessert preparations, gelatine and pectin.

The testimony shows that charges in excess of the minimum rates are frequently assessed and collected, but nevertheless is convincing that on the whole, in spite of rising costs, the minimum rates established by this Commission have been the dominant factor in determining the "going" rate level. The record leaves no room for questioning that carriers in the Los Angeles area have experienced increased costs since the present minimum rates were established; that these rates as a whole are insufficient to return the prevailing cost of performing the service, and are in other respects not adapted to present changed conditions; and that in particular some articles which have been accorded relatively low commodity rates should be required to bear a greater share of the transportation burden. It appears that the maintenance of adequate transportation service is dependent upon a raising of the minimum rate level to reflect, so far as feasible, the advance in costs. The shipping public is cognizant of the situation confronting the carriers, is generally sympathetic with their request for additional revenue, and, in fact, is desirous that rates be increased sufficiently to preserve satisfactory transportation facilities and service.

The current cost level may be judged with a reasonable amount of precision by the study prepared and introduced by the Association cost witness; and the rate proposals developed from this study must, upon the evidence of record, form the general outline upon which the minimum rates should be patterned. However, neither the cost figures nor the rate proposals may be accepted without qualification. The cost study includes assumptions as to load and use factors, average truck speeds, loading and unloading performance, overhead and gross revenue expenses and other basic elements of cost which were not fully supported, and which in our opinion may not properly be accepted for the purpose of establishing minimum rates. Modification of these assumptions has the

effect of reducing somewhat the final cost figures developed in the study. In addition to the effect of these changes, the proposed rates must be further qualified in order to reflect evidence adduced by other parties as hereinbefore indicated. Moreover, conflicting testimony developed in earlier hearings in this proceeding may not be disregarded.

The class rates hereinafter established are based upon the indicated costs, adjusted as just stated. They are generally lower than suggested by the Association. For minimum weights up to 4,000 pounds they are in most cases higher than the rates now applicable, although in a few instances they are the same or even lower. For weight minima of 10,000 pounds and more the class rates are unchanged.

The hourly, weekly and monthly period rates are likewise based upon indicated costs, as adjusted. Full effect has been given to the uncontradicted testimony of the witness for Signal Trucking Service, Inc., and for this reason, among others, the weekly and monthly rates are in all cases lower than those sought by the Association. In some instances they are below the present minimum rates. The Association proposals for added charges during overtime periods have been adopted.

The suggestion that the preponderance of the present commodity rates be removed from the drayage tariff would produce a greater percentage increase on particular articles and for individual shippers than any other feature of the Association's proposal. The shippers of roofing materials and a few other commodities took some exception to this suggestion, but no objection was made in so far as many other commodities are concerned. Review of the entire record in this proceeding discloses that many of the articles now proposed to be eliminated were included in the tariff in the first instance at the insistence of the Association which

now seeks their removal. Evidence adduced by the Association at the earlier hearings showed that unless these commodities were accorded rates lower than the class rates a substantial volume of traffic would be diverted to proprietary vehicles. The instant record does not contradict the earlier testimony in this respect, nor does it show that the competitive conditions have been materially altered. The cost information now introduced to show that on some articles the commodity rates are below the full cost of performing the service is not sufficient evidence to support the recommended elimination of all such articles from the commodity rate items.

Commodity rates have been retained for the transportation of substantially all articles now included in the commodity rate items, other than stationers' supplies, and paper and paper articles (except paperboard, pulpboard and boxes made therefrom), although on some articles the rates have been increased one cent per 100 pounds. For commodities other than lumber, forest products and sugar, the rates have been restricted to minimum weights of 10,000 pounds or more. The shipper proposals with respect to roofing, building and paving materials have been generally followed.

Charges for accessorial services and minimum charges for small shipments have been increased somewhat. Bulk cement has been added to the list of commodities exempted from the tariff.

The foregoing discussion covers the major points at issue. Some minor proposals which were not clearly advanced, or which were not supported by evidence of probative value, have been dismissed without comment. The number of suggestions and proposals made during the course of the hearings makes it impracticable to discuss each in full detail, or to explain with reference to each the

reasoning which prompted its adoption or rejection. All of the evidence of record has been carefully weighed, and the absence of discussion should not be taken as an indication that any evidence has not received proper recognition.

The Commission has here been called upon to bring about higher transportation charges, not by authorizing a uniform percentage increase in the present rates but by eliminating some commodity rates, by adjusting the class rates and the period rates in accordance with a current study of the cost of performing the services, and by otherwise completely revising the rate structure. The rates adopted will result in reductions as well as increases, although the latter predominate. The effect of a general adjustment of this kind is difficult to measure in advance, even for individual carriers, and it is impracticable on this record to determine with exactitude the total or average amount of the increase hereinafter prescribed as applied to the transportation industry as a whole. We are fully satisfied from the evidence before us that the resulting rate level will not be above the normal minimum cost to efficient carriers of performing the service under present conditions. Should any individual inequalities or unnecessary hardships be created by this broad adjustment, such matters may be brought to the attention of the Commission for correction.

Upon careful consideration of all of the evidence herein, the Commission is of the opinion and finds that the drayage tariff should be further amended as shown in the revised pages attached to and made a part of the order which follows, and that in all other respects Decision No. 32504, supra, as amended, should remain in full force and effect.

O R D E R

Adjourned public hearings having been held in the above entitled proceeding, and based upon all of the evidence 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, in this proceeding) 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, to become effective June 20, 1942, which pages are numbered as follows:

Third Revised Page 3 cancels Second Revised Page 3,
 Second Revised Page 4 cancels First Revised Page 4,
 Third Revised Page 5 cancels Second Revised Page 5,
 Second Revised Page 7 cancels First Revised Page 7,
 Fifth Revised Page 13 cancels Fourth Revised Page 13,
 First Revised Page 16 cancels Original Page 16,
 First Revised Page 18 cancels Original Page 18,
 First Revised Page 26 cancels Original Page 26,
 First Revised Page 28 cancels Original Page 28,
 Third Revised Page 29 cancels Second Revised Page 29,
 Second Revised Page 30 cancels First Revised Page 30,
 Third Revised Page 31 cancels Second Revised Page 31,
 First Revised Page 32 cancels Original Page 32,
 First Revised Page 33 cancels Original Page 33,
 First Revised Page 34 cancels Original Page 34,
 Second Revised Page 35 cancels First Revised Page 35,
 First Revised Page 36 cancels Original Page 36,
 Second Revised Page 38 cancels First Revised Page 38,
 First Revised Page 40 cancels Original Page 40,
 First Revised Page 41 cancels Original Page 41.

IT IS HEREBY FURTHER ORDERED that tariff publications required to be made by common carriers as a result of the amendments herein of the aforesaid tariff shall be made effective on June 20, 1942 on not less than three (3) days' notice to the Commission and to the public; and that tariff publications which are not required to be made but are herein authorized may be made effective not earlier than June 20, 1942, and on not less than three

(3) days' notice if published to become effective on that date.

IT IS HEREBY FURTHER ORDERED that in all other respects the petition of The Motor Truck Association of Southern California, referred to in the preceding opinion, be and it 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 fifteen (15) days from the date hereof.

Dated at San Francisco, California this 26th day of May, 1942.

Justus J. Calver
Ray L. Riley

Richard H. Locke

Commissioners

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	341	*Castings, rough, iron or steel	340
*Angles, iron or steel	340	*Cement, clinker,	345
*Bakery Goods	341	*Cement, portland, building	340, 345
*Bands, iron or steel	340	*Cereal and Nuts, combined	341
*Bars, iron or steel, as described	340	*Cereal Food Preparations	341
*Basos, post, iron or steel	340	*Channels, iron or steel	340
*Beams, iron or steel	340	*Cheese	341
*Beans, dry	341	*Chocolate	341
*Beer	341	*Chocolate Coating	341
*Beer Tonic	341	*Cocoa	341
*Beverages	341	*Coffee	341
*Beverage Preparations	341	*Coffee Substitutes	341
*Billets, iron or steel	340	*Coloring, Confectioners'	341
*Bolts, iron or steel	340	*Columns, iron or steel	340
*Bottles, glass	341	*Compounds, flavoring	341
*Boxes, paperboard or pulpboard	385	*Compounds, food curing, preserving or seasoning	341
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*Candy	341	*Eggs	341
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*Change, Decision No. 35413

EFFECTIVE JUNE 20, 1942

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

Correction No. 26

INDEX OF COMMODITIES (Continued)

COMMODITY	Item Number	COMMODITY	Item Number
*Fencing, iron or steel	340	*Ingots, iron or steel	340
*Fittings, pipe, iron or steel	340	*Iron and Steel Articles, as described	340
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*Fruit or Fruit Peel, candied, crystallized, glazed or stuffed	341	*Margarine	341
*Fruit, dried, as described	341	Meal, Corn, edible	340
*Fruit, fresh	341	*Milk, malted	341
*Fruit Juice Powders or Crystals	341	*Nails, iron or steel	340
*Gases, compressed,	341	*Noodles, except canned	341
*Gelatine	341	*Nuts, edible	341
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*Guides, elevator, iron or steel	340	*Paving Material	342
*Gum, chewing	341		
*Hangers, joist, iron or steel	340		
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*Hoops, iron or steel	340		
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*Change, Decision No. 35413

EFFECTIVE JUNE 20, 1942

Issued by The Railroad Commission of the State of California,
 San Francisco, California.
 Correction No. 27

INDEX OF COMMODITIES (Concluded)

COMMODITY	Item Number	COMMODITY	Item Number
*Peas, dry	341	*Shoes, iron or steel, as described	340
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*Pipe, iron or steel	340	*Spaghotti, except canned	341
*Plates, iron or steel	340	*Stout	341
*Popcorn	341	*Substitutes, Iard Sugar	341 390
*Porter	341	*Tapioca	341
*Potato Chips	341	*Tea	341
*Powder, baking or yeast	341	*Tees, iron or steel	340
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*Railings, bridge, iron or steel	340	*Tinsplate	340
*Rails, iron or steel	340	*Trusses, iron or steel	340
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*Salads as described	341	*Wire, iron or steel	340
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*Change, Decision No. 35413

EFFECTIVE JUNE 20, 1942

Correction No. 28

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

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION
	<p>DEFINITION OF TECHNICAL TERMS (Items Nos. 10 and 11 series)</p> <p>(a) CARRIER means a carrier, as defined in the City Carriers' Act (Chapter 312, Statutes of 1935, as amended), or a radial highway common carrier or a highway contract carrier, as defined in the Highway Carriers' Act (Chapter 223, Statutes of 1935, as amended).</p> <p>(b) CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles operated by the carrier.</p> <p>(c) COMMON CARRIER RATE means any intrastate rate or rates of any common carrier, or common carriers, as defined in the Public Utilities Act, on file with the Commission and in effect on date of shipment.</p> <p>(d) EXCEPTION SHEET means Pacific Freight Tariff Bureau Exception Sheet No. 1-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>10-B Cancels 10-A</p> <p>*(d-a) HOLIDAYS mean New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas Day.</p> <p>(e) POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent.</p> <p>(f) POINT OF ORIGIN means the precise location at which property is physically delivered by the consignor or his agent into the custody of the carrier for transportation.</p> <p>(g) RATE includes charge, and also the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>(h) SAME TRANSPORTATION means transportation of the same kind and quantity of property and subject to the same limitations, conditions and privileges, although not necessarily in an identical type of equipment.</p> <p>(i) SHIPMENT means a quantity of freight tendered by one shipper on one shipping document at one point of origin at one time for one consignee at one point of destination. (See also paragraph (j).)</p> <p style="text-align: center;">(Concluded on page 8)</p>

*Addition, Decision No. 35413

EFFECTIVE JUNE 20, 1942

Issued by The Railroad Commission of the State of California,
San Francisco, California.
Correction No. 29

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
40-D Cancels 40-C	<p style="text-align: center;">APPLICATION OF TARIFF - COMMODITIES</p> <p>Rates in this tariff apply for the transportation of all commodities except the following:</p> <p>Accessories and Supplies, motion picture, Baggage, viz.: personal baggage and baggage containing sample merchandise, transported from or to a depot, dock or other point where passengers are discharged or received by common carriers, Buttermilk, in milk shipping cans or in bottles in cases or crates, Carriers (used packages), empty, returning from an outbound paying load, or being forwarded for a return paying load of traffic for which rates are not provided in this tariff (Subject to Rule No. 130 series of the Exception Sheet), *Cement, portland (building), when transported in bulk, Commodities weighing 100 pounds or less per package or per piece, delivered from retail stores, Commodities transported in bulk in tank trucks, tank trailers, tank semi-trailers, or a combination of such highway vehicles, Commodities picked up or delivered for common carriers as defined in the Public Utilities Act, or for radial highway common or highway contract carriers as defined in the Highway Carriers' Act, when the property is in the custody of such carriers for transportation from or to points not included in the zones described in Items Nos. 30, 31, 32 and 33 series, under rates which include pickup or delivery at points within the said zones, Commodities when transported in dump trucks, for which rates are provided in Decision No. 32566 of November 14, 1939, as amended, in Cases Nos. 4246 and 4434, 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, Cream, in milk shipping cans or in bottles in cases or crates, Directories, telephone, Fertilizers, as described in Items Nos. 535, 540 and 550 series of the Exception Sheet, Film, motion picture, Furniture, household appliances and other home furnishings, transported from retail stores where they have been sold at retail by a retail merchant, or transported from retail customers to retail stores, Live stock, Milk, in milk shipping cans or in bottles in cases or crates, 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 "1" 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>
	*Addition, Decision No. 35413
	EFFECTIVE JUNE 20, 1942 Issued by the Railroad Commission of the State of California, San Francisco, California
Correction No. 20	

Item No.	SECTION NO. 1 - RULES AND REGULATIONS OF GENERAL APPLICATION(Continued)				
100	<p style="text-align: center;">APPLICATION OF RATES</p> <p>Rates provided in this tariff are for the transportation of shipments, as defined in Items Nos. 10(i) and 11(j) series from point of origin to point of destination, and include loading into and unloading from the carrier's equipment, subject to Note 1.</p> <p>NOTE 1. - When shipment is picked up at or delivered to a point not at street level, and no vehicular elevator service or vehicular ramp is provided and made available to the carrier, an additional charge of 5 cents per 100 pounds, minimum additional charge 25 cents per shipment, shall be assessed for the service of handling shipment beyond carrier's equipment; except that no additional charge shall be made for this service in connection with shipments weighing less than 100 pounds.</p>				
*110-A Cancels 110	<p style="text-align: center;">ACCESSORIAL CHARGES</p> <p>An additional charge at the rate of \$1.25 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-A Cancels 120	<p style="text-align: center;">MINIMUM CHARGE</p> <p>The minimum charge per shipment shall be as follows:</p> <p>Weight of shipment</p> <table style="margin-left: 40px;"> <tr> <td>Less than 100 pounds</td> <td>\$35 cents (See Item No. 325 series for exception)</td> </tr> <tr> <td>100 pounds and over</td> <td>\$50 cents</td> </tr> </table>	Less than 100 pounds	\$35 cents (See Item No. 325 series for exception)	100 pounds and over	\$50 cents
Less than 100 pounds	\$35 cents (See Item No. 325 series for exception)				
100 pounds and over	\$50 cents				
<p>* Change) ♦ Increase) Decision No. 35413</p>					
EFFECTIVE JUNE 20, 1942					
<p style="text-align: center;">Issued by The Railroad Commission of the State of California, San Francisco, California.</p> <p>Correction No. 31</p>					

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 weighing less than 100 pounds shall be 10 cents for each \$100.00 or fraction thereof.

(c) The charges for collecting and remitting the amount of C.O.D. bills collected on C.O.D. shipments weighing 100 pounds and over shall be as follows:

When the amount collected is:		Charge for Collecting and Remitting will be
Not over \$2.50	.....	\$0.18
Over \$2.50 not over \$5.00	.....	.20
Over 5.00 not over 10.00	.....	.28
Over 10.00 not over 20.00	.....	.30
Over 20.00 not over 25.00	.....	.32
Over 25.00 not over 40.00	.....	.37
Over 40.00 not over 50.00	.....	.40
Over 50.00 not over 60.00	.....	.50
Over 60.00 not over 80.00	.....	.52
Over 80.00 not over 100.00	.....	.54
Over 100.00 not over 102.50	.....	.68
Over 102.50 not over 105.00	.....	.70
Over 105.00 not over 110.00	.....	.73
Over 110.00 not over 120.00	.....	.75
Over 120.00 not over 140.00	.....	.77
Over 140.00 not over 150.00	.....	.80
Over 150.00 not over 160.00	.....	.85
Over 160.00 not over 180.00	.....	.87
Over 180.00 not over 200.00	.....	.89
Over 200.00 not over 250.00	.....	1.00
Over 250.00 not over 300.00	.....	1.15
Over 300.00 not over 350.00	.....	1.30
Over 350.00 not over 400.00	.....	1.45
Over 400.00 not over 450.00	.....	1.60
Over 450.00 not over 500.00	.....	1.75
Over 500.00 not over 550.00	.....	1.90
Over 550.00 not over 600.00	.....	2.05
Over 600.00 not over 650.00	.....	2.20
Over 650.00 not over 700.00	.....	2.35
Over 700.00 not over 750.00	.....	2.50
Over 750.00 not over 800.00	.....	2.65
Over 800.00 not over 850.00	.....	2.80
Over 850.00 not over 900.00	.....	2.95
Over 900.00 not over 950.00	.....	3.10
Over 950.00 not over 1,000.00	.....	3.25
Over 1,000.00 at rate of \$3.25 per \$1,000.00		

150-A
Cancels
150

•Increase
•Reduction

Decision No. 35413

EFFECTIVE JUNE 20, 1942

Correction No. 32

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

First Revised Page....26
 Cancels
 Original Page.....26

CITY CARRIERS' TARIFF NO. 4
 HIGHWAY CARRIERS TARIFF NO. 5

Item No.	SECTION NO. 3 - CLASS RATES In Cents per 100 Pounds												
	Rate Basis	Minimum Weight in Pounds											
Any Quantity				500				2,000					
1		2	3	4	1	2	3	4	1	2	3	4	
310-4 Cancels 310	A	♦39	♦35	♦31	♦27	♦29	♦26	♦23	♦20	♦23	♦21	♦18	♦16
	B	♦42	♦37	♦33	♦29	♦31	♦28	♦25	♦22	♦25	♦23	♦20	♦18
	C	♦43	♦39	♦34	♦30	♦33	♦30	26	♦23	♦28	♦25	♦22	♦20
	Rate Basis	Minimum Weight in Pounds											
4,000				10,000				20,000					
1		2	3	4	1	2	3	4	1	2	3	4	
	A	♦14	♦13	11	10	11	10	9	8	9	8	7	6
	B	♦16	14	13	♦11	12	11	10	9	10	9	8	7
	C	♦18	16	♦14	♦13	13	12	11	10	11	10	9	8

♦ Increase }
 ♦ Reduction } Decision No. 35413

EFFECTIVE JUNE 20, 1942

Correction No. 33 Issued by The Railroad Commission of the State of California,
 San Francisco, California.

Item No.	SECTION NO. 4	COMMODITY RATES										
*320-A Cancels 320	Rates cancelled. ** Other commodity rates or class rates apply.											
(1) 325**	<p>FREIGHT, regardless of classification, transported between or within the zones described in Items Nos. 30, 31, 32 and 33 series, subject to Note 1.</p> <p style="text-align: center;"><u>RATE</u></p> <p>9 Cents per package or per piece, plus one-half cent for each pound or fraction thereof of its gross weight, but not to exceed a total charge of 35 cents per package or per piece.</p> <p>NOTE 1.-Rates named in this item apply only to shipments weighing less than 100 pounds, and are not subject to the provisions of Item No. 120 series.</p>											
330	<p>FREIGHT transported between or within the zones described in Items Nos. 30, 31, 32 and 33 series and between points at which facilities are maintained for the loading of property into or upon, and the unloading of property from, rail cars, including truck loading and unloading facilities of plants or industries located at such rail loading and unloading points:</p> <p>Apply the railroad switching rates in effect on date of shipment as published in the tariffs of the rail carriers on file with the Railroad Commission of the State of California, plus an added charge as provided herein.</p> <table border="0" style="width: 100%;"> <tr> <td style="text-align: center;">Any quantity or less-carload ratings as shown in the Western Classification, <u>Exception Sheet or this tariff</u></td> <td style="text-align: center; vertical-align: bottom;"><u>Added Charges in cents per 100 pounds</u></td> </tr> <tr> <td style="text-align: center;">1st Class or Higher</td> <td style="text-align: center;">5</td> </tr> <tr> <td style="text-align: center;">2nd Class</td> <td style="text-align: center;">4</td> </tr> <tr> <td style="text-align: center;">3rd Class</td> <td style="text-align: center;">3$\frac{1}{2}$</td> </tr> <tr> <td style="text-align: center;">4th Class or Lower</td> <td style="text-align: center;">2$\frac{1}{2}$</td> </tr> </table>		Any quantity or less-carload ratings as shown in the Western Classification, <u>Exception Sheet or this tariff</u>	<u>Added Charges in cents per 100 pounds</u>	1st Class or Higher	5	2nd Class	4	3rd Class	3 $\frac{1}{2}$	4th Class or Lower	2 $\frac{1}{2}$
Any quantity or less-carload ratings as shown in the Western Classification, <u>Exception Sheet or this tariff</u>	<u>Added Charges in cents per 100 pounds</u>											
1st Class or Higher	5											
2nd Class	4											
3rd Class	3 $\frac{1}{2}$											
4th Class or Lower	2 $\frac{1}{2}$											
<table border="0" style="width: 100%;"> <tr> <td style="vertical-align: middle;"> ♦ Increase ♦ Reduction (1) New Item *Change </td> <td style="font-size: 3em; vertical-align: middle;">}</td> <td style="vertical-align: middle;">Decision No. 35413</td> </tr> </table>			♦ Increase ♦ Reduction (1) New Item *Change	}	Decision No. 35413							
♦ Increase ♦ Reduction (1) New Item *Change	}	Decision No. 35413										
EFFECTIVE JUNE 20, 1942												
Issued by The Railroad Commission of the State of California, San Francisco, California.												

Correction No. 34

Item No.	SECTION NO. 4 -	COMMODITY RATES (Continued) In Cents per 100 Pounds					
*340-C Cancels 340-B	FREIGHT, viz.: Cement, portland, building, (See also Items Nos. 40 and 345 series), Flour or Corn Meal, edible, Grain and other articles as described in Item No. 400 series of the Exception Sheet, Iron and Steel Articles, viz.: Bands, Bars, plain, corrugated, twisted or bent, Billets, Bolts, Castings, rough, Fencing, Fittings, pipe, Forging, rough, Hoops, Ingots, Nails, Nuts, Pipe, Rivets, Rods, Sheets, black, galvanized, corrugated or plain, Ties, bale, Timplat, Washers, Wire. Iron and Steel, structural, fabricated or unfabricated, consisting of: Angles, Bars, truss, Bases, post, Beams,	Iron and Steel, structural, fab- ricated or unfabricated, con- sisting of: (Continued) 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 sash weights), Zees. Junk, viz.: Paper, waste, and Rags, in mach- ine 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. Paper, newsprint, Refuse, citrus fruit, not fit for human consumption.					
	Minimum Weight in Pounds						
	10,000			20,000			
	Rate Basis			Rate Basis			
	A	B	C	A	B	C	
	5	6	7	4	4½	5	
*Change, Decision No. 35413							
EFFECTIVE JUNE 20, 1942							
Issued by The Railroad Commission of the State of California, San Francisco, California.							

Item No.	SECTION NO. 4	COMMODITY RATES (Continued) In Cents per 100 Pounds
<p>*341-B Cancels 341-A</p>	<p>FREIGHT, viz.: (Items Nos. 341, 342 and 343 series)</p> <p>Cases, compressed, as described under that heading in the Western Classification,</p> <p>Glassware, viz.: Bottles, Jars, Glasses,</p> <p>Groceries and Grocers' Supplies, viz.:</p> <p>Bakery Goods, as described under that heading in the Western Classification,</p> <p>Beans, Peas and Lentils, dry,</p> <p>Beverages or Beverage Preparations, as described in Items Nos. 18175, 18180, 18185, 18575, 18580, 18585, 18620 and 18625 series of the Western Classification,</p> <p>Butter, Dairy,</p> <p>Candy or Confectionery, as described in Items Nos. 8960, 8965 and 8970 series of the Western Classification,</p> <p>Canned Goods and other articles, as described in Item No. 210 series of the Exception Sheet,</p> <p>Cereal and Nuts combined (Meat Substitutes),</p> <p>Cereal Food Preparations, as described under that heading in the Western Classification,</p> <p>Cheese (including cottage cheese and pot cheese),</p> <p>Chocolate,</p> <p>Chocolate Coating,</p> <p>Cocoa,</p> <p>Coffee,</p> <p>Coffee Substitutes, cereal, fruit or vegetable, including Chicory,</p> <p>Coloring, confectioners',</p> <p>Compounds, food curing, preserving or seasoning,</p> <p>Dessert Preparations, as described in Items Nos. 18300, 18305 and 18310 series of the Western Classification,</p> <p>Eggs,</p> <p>Extracts or Flavoring Compounds, not otherwise indexed by name in the Western Classification,</p>	<p>Groceries and Grocers' Supplies, viz.: (Concluded)</p> <p>Fondant, candy (candy filler),</p> <p>Food, Infants' or Invalids' cereal, or Food, prepared, not otherwise indexed by name in the Western Classification,</p> <p>Fruit, dried, including raisins, prunes (dried), figs (dried), and fig pulp or fig paste,</p> <p>Fruit or Fruit Peel, candied, crystallized, glazed or stuffed,</p> <p>Fruit, fresh,</p> <p>Fruit Juice Powders or Crystals, citrus,</p> <p>Gelatine,</p> <p>Glucose,</p> <p>Gum, chewing,</p> <p>Honey,</p> <p>Horseradish,</p> <p>Lard, Lard Compounds, Lard Substitutes or Vegetable Oil</p> <p>Shortening, as described in Items Nos. 15320 and 32080 series of the Western Classification,</p> <p>Liquors, malt, viz.:</p> <p>Ale,</p> <p>Beer,</p> <p>Beer Tonic,</p> <p>Porter,</p> <p>Stout,</p> <p>Macaroni, except canned,</p> <p>Margarine,</p> <p>Milk, malted,</p> <p>Noodles, except canned,</p> <p>Nuts, edible, as described under that heading in the Western Classification,</p> <p>Paste, alimentary,</p> <p>Paste, confectioners' or icing,</p> <p>Popcorn,</p> <p>Potato Chips,</p> <p>Powder, baking or yeast,</p> <p>Rice,</p> <p>Sago,</p> <p>Salads, Fish, Macaroni, Meat or Vegetable,</p> <p>Salt, common,</p> <p>Spaghetti, except canned,</p> <p>Tapioca,</p> <p>Tea,</p> <p>Vegetables, fresh or green,</p> <p>Vermicelli, except canned,</p> <p>Yeast.</p>
	<p>(Continued on page 31)</p>	

*Change, Decision No. **3541S** EFFECTIVE JUNE 20, 1942

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

Correction No. 36

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued)																																																																	
<p>*342-B Cancel 342-A</p>	<p>FREIGHT, viz.: (Items Nos. 341, 342 and 343 series)</p> <p>Roofing, Building, or Paving Material, as described in Item No. 1110 series of the Exception Sheet (subject to Note),</p> <p>Wine, domestic, having a declared value of not more than \$2.00 per gallon.</p> <p>NOTE - With shipments of one or more articles listed in Item No. 1110 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>																																																																	
<p>*343-A Cancel 343</p>	<p>FREIGHT, as described in Items Nos. 341 and 342 series.</p> <table border="1" data-bbox="383 1041 1470 1302"> <thead> <tr> <th colspan="6">Minimum Weight in Pounds</th> </tr> <tr> <th colspan="3">10,000</th> <th colspan="3">20,000</th> </tr> <tr> <th colspan="3">Rate Basis</th> <th colspan="3">Rate Basis</th> </tr> <tr> <th>A</th> <th>B</th> <th>C</th> <th>A</th> <th>B</th> <th>C</th> </tr> </thead> <tbody> <tr> <td>♦6</td> <td>♦7</td> <td>♦8</td> <td>♦5</td> <td>♦5½</td> <td>♦6</td> </tr> </tbody> </table>						Minimum Weight in Pounds						10,000			20,000			Rate Basis			Rate Basis			A	B	C	A	B	C	♦6	♦7	♦8	♦5	♦5½	♦6																														
Minimum Weight in Pounds																																																																		
10,000			20,000																																																															
Rate Basis			Rate Basis																																																															
A	B	C	A	B	C																																																													
♦6	♦7	♦8	♦5	♦5½	♦6																																																													
<p>345</p>	<p>FREIGHT, viz.:</p> <p>Cement, portland, building, Cement clinker, Sacks, empty, cement, returning from an outbound paying load.</p> <p>Minimum Weight 28,500 pounds</p> <table border="1" data-bbox="383 1601 1470 1939"> <thead> <tr> <th>Between</th> <th>And</th> <th colspan="5">Rates in Cents per 100 Pounds</th> </tr> <tr> <th colspan="2"></th> <th colspan="2">(1) MILES</th> <th colspan="3">(1) MILES</th> </tr> <tr> <th colspan="2"></th> <th>But not</th> <th>Rate</th> <th>But not</th> <th>Rate</th> <th>Rate</th> </tr> <tr> <th>Any point located within Zones 1-A, 1-B, 1-C, 1-D, 10, 11, 12 or 17</th> <th>Any other point located within Zones 1-A, 1-B, 1-C, 1-D, 10, 11, 12 or 17</th> <th>Over</th> <th>Over</th> <th>Over</th> <th>Over</th> <th></th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td>0</td> <td>2½</td> <td>2½</td> <td>25</td> <td>50</td> <td>4½</td> </tr> <tr> <td></td> <td></td> <td>2½</td> <td>7½</td> <td>3</td> <td>50</td> <td>75</td> <td>6</td> </tr> <tr> <td></td> <td></td> <td>7½</td> <td>12½</td> <td>3½</td> <td>75</td> <td>100</td> <td>7</td> </tr> <tr> <td></td> <td></td> <td>12½</td> <td>25</td> <td>4</td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>(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					But not	Rate	But not	Rate	Rate	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	Over	Over	Over	Over				0	2½	2½	25	50	4½			2½	7½	3	50	75	6			7½	12½	3½	75	100	7			12½	25	4			
Between	And	Rates in Cents per 100 Pounds																																																																
		(1) MILES		(1) MILES																																																														
		But not	Rate	But not	Rate	Rate																																																												
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		0	2½	2½	25	50	4½																																																											
		2½	7½	3	50	75	6																																																											
		7½	12½	3½	75	100	7																																																											
		12½	25	4																																																														
<p>* Change) ♦ Increase) Decision No. 35413</p>																																																																		
<p>EFFECTIVE JUNE 20, 1942</p>																																																																		

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

Correction No. 37

Item No.	SECTION NO. 4		COMMODITY RATES (Continued) In Cents per 100 Pounds					
*350-A Cancels 350	*Item cancelled. See also Items Nos. 340, 341 and 342 series.							
*360-A Cancels 360	LUMBER AND FOREST PRODUCTS, as described in Item No. 580 series of the Exception Sheet:							
	Rate Basis	Minimum Weight in Pounds						
		*Any Quantity	500	2,000	4,000	10,000	20,000	30,000
	A	13	11	8	7	6	4	4
B	16	13	11	8	6½	5	4	
C	20	15	13	10	7	6	4½	

*Change }
*Increase } Decision No. 35413

EFFECTIVE JUNE 20, 1942

Correction No. 38 Issued by The Railroad Commission of the State of California, San Francisco, California.

First Revised Page 33
Cancels
Original Page 33

CITY CARRIERS' TARIFF NO. 4
HIGHWAY CARRIERS' TARIFF NO. 5

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued)
* 370-A Cancels 370	Item Cancelled.
* Change, Decision No. 35413	
EFFECTIVE JUNE 20, 1942	
Issued by The Railroad Commission of the State of California, San Francisco, California. Correction No. 39	

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CITY CARRIERS' TARIFF NO. 4
HIGHWAY CARRIERS' TARIFF NO. 5

Item No.	SECTION NO. 4 - COMMODITY RATES (Continued)
*371-A Cancels 370	Item Cancelled
* Change, Decision No. 35413	
EFFECTIVE JUNE 20, 1942	
Issued by The Railroad Commission of the State of California, San Francisco, California. Correction No. 40	

Item No.	SECTION NO. 4 - COMMODITY RATES (Concluded) In Cents per 100 Pounds																																			
*380-B Cancels 380-A	Item cancelled.																																			
(1) 385	<p>PAPER AND PAPER ARTICLES, viz:- Boxes, paperboard or pulpboard, flat or folded flat, with or without fillers, partitions and pads sufficient to complete the boxes in the shipment, Paperboard or Pulpboard, binders', bristol, card, tar or trunk board.</p> <table border="1"> <thead> <tr> <th>Minimum Weight</th> <th>COLUMN A</th> <th>COLUMN B</th> </tr> </thead> <tbody> <tr> <td>10,000 pounds</td> <td>8</td> <td>9</td> </tr> <tr> <td>20,000 pounds</td> <td>7</td> <td>8</td> </tr> <tr> <td>30,000 pounds</td> <td>6½</td> <td>7½</td> </tr> </tbody> </table> <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>		Minimum Weight	COLUMN A	COLUMN B	10,000 pounds	8	9	20,000 pounds	7	8	30,000 pounds	6½	7½																						
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*390-B Cancels 390-A	<p>SUGAR:</p> <table border="1"> <thead> <tr> <th rowspan="2">Rate Basis</th> <th colspan="6">Minimum Weight in Pounds</th> </tr> <tr> <th>Any Quantity</th> <th>500</th> <th>2,000</th> <th>4,000</th> <th>10,000</th> <th>20,000</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>16</td> <td>14</td> <td>11</td> <td>9</td> <td>4</td> <td>4</td> </tr> <tr> <td>B</td> <td>21</td> <td>16</td> <td>14</td> <td>11</td> <td>4</td> <td>4</td> </tr> <tr> <td>C</td> <td>25</td> <td>20</td> <td>16</td> <td>13</td> <td>6</td> <td>5</td> </tr> </tbody> </table>		Rate Basis	Minimum Weight in Pounds						Any Quantity	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
Rate Basis	Minimum Weight in Pounds																																			
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<p>* Change) (1) New Item) Decision No. 35413</p>																																				
EFFECTIVE JUNE 20, 1942																																				
Issued by The Railroad Commission of the State of California, San Francisco, California.																																				
Correction No. 41																																				

SECTION NO. 5

UNIT RATES, RULES AND REGULATIONS

*Rates in this Section apply only when, prior to the transportation of the property, the shipper enters into a written agreement with the carrier as provided in Item No. 400 series. When such agreement is executed, rates in Sections Nos. 3 and 4 will not apply.

*Change, Decision No. 35413

EFFECTIVE JUNE 20, 1942

Correction No. 42

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

Item No.	SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Continued)
401-B Cancels 401-A	<p style="text-align: center;">RULES AND REGULATIONS (Concluded) (Items Nos. 400 and 401 series)</p> <p> (d) Rates named in Items Nos. 420 and 430 series are subject to an additional charge at the rate of \$1.25 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 services. The total time so computed shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the table provided by Note 2(b) Item No. 420 series.</p> <p>* (e) Unit rates named in Item No. 410 series are not applicable when shipper requests and carrier furnishes transportation directly from point of origin to point of destination without passing through carrier's terminal.</p>
*405-A Cancels 405	<p>Item cancelled. See Item No. 325 series.</p>
<p>* Change) Decision No. 35413 ♦ Increase)</p>	
<p style="text-align: right;">EFFECTIVE JUNE 20, 1942</p>	
<p style="text-align: center;">Issued by The Railroad Commission of the State of California, San Francisco, California.</p> <p>Correction No. 43</p>	

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:

Weight in Pounds	Rates in Cents	
	Per Hour	Minimum Charges in Cents
250 or less	200	100
Over 250 but not over 2,500	♦250	♦250
Over 2,500 but not over 5,000	♦285	♦285
Over 5,000 but not over 8,000	♦310	♦310
Over 8,000 but not over 12,000	350	350
Over 12,000 but not over 20,000	400	400
Over 20,000 but not over 30,000	♦430	♦430
Over 30,000	♦570	♦570

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

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

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

- Less than 8 minutes omit.
- 8 minutes or more but less than 23 minutes shall be 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.

♦ NOTE 3. - Between the hours of 6:00 P.M. and 7:00 A.M., and on Sundays or holidays, an additional charge at the rate of 50 cents per hour (or fraction thereof) shall be assessed.

420-A
 Cancels
 420

♦ Increase)
 ♦ Reduction) Decision No. 35413

EFFECTIVE JUNE 20, 1942

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

Correction No. 44

Item No. SECTION NO. 5 - UNIT RATES, RULES AND REGULATIONS (Concluded)

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

Weight in Pounds subject to Note 1:	Column 1	Column 2	Column 3	Column 4	Column 5
2,500 or less	♦82	♦259	♦300	♦ 5½	140
Over 2,500 but not over 5,000..	♦90	♦287	♦330	♦ 7	140
Over 5,000 but not over 8,000..	♦94	300	♦343	♦ 7½	140
Over 8,000 but not over 12,000..	♦105	♦338	385	♦ 8	140
Over 12,000 but not over 20,000..	♦120	♦375	♦429	♦ 9	155
Over 20,000 but not over 30,000..	♦130	♦410	♦457	♦ 9½	155
Over 30,000	♦170	♦540	♦606	♦12	165

*COLUMN 1 - Rates in dollars per unit of carrier's equipment for a period of six successive days or any portion thereof, excluding Sundays and holidays, and limited to 8 hours out of each 9 consecutive hours. When equipment is operated in excess of 300 miles during such period, add rates provided by Column 4. When equipment is operated in excess of 8 hours in each 9 hours, add rates provided by Column 5.

*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 holidays, for a period of twenty-one successive days exclusive of Saturdays, Sundays and 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. When equipment is operated in excess of 8 hours in any one day, add rates provided by Column 5.

*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 holidays, for a period of twenty-five successive days, exclusive of Sundays and 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. When equipment is operated in excess of 8 hours in any one day, add rates provided by Column 5.

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.

*COLUMN 5 - Rates in cents per hour 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 hours 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.

* Change)
♦ Increase) Decision No. 35413
♦ Reduction)

END OF TARIFF

EFFECTIVE JUNE 20, 1942

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

Correction No. 45