

Decision No. 35827

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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

Case No. 4121

ORIGINAL

BY THE COMMISSION:

SUPPLEMENTAL OPINION

An adjourned hearing was held in this proceeding before Examiner Bryant in Los Angeles on September 30, 1942, for the purpose of affording a hearing herein to certain highway carriers and city carriers who had not previously had an opportunity to be heard respecting the subject matter of this proceeding. Minimum rates and rules and regulations applicable to all other highway carriers and city carriers have heretofore been established herein¹ by Decision No. 32504, as amended. The carriers for who this hearing was held include those who first obtained permits as radial highway common carriers, highway contract carriers or city carriers between July 5, 1942 and September 15, 1942, inclusive, and radial highway common carriers, highway contract carriers and city carriers named in Appendix "X" hereof. The record shows that the order instituting investigation herein was duly served on and notice of said hearing duly given all such carriers.

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

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

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

F I N D I N G S

Upon consideration of all the evidence of record, the Commission is of the opinion and finds:

1. That the ratings, rates, charges, accessorial charges, rules and regulations set forth in City Carriers' Tariff No. 4 and Highway Carriers' Tariff No. 5, contained in Appendix "B" of the

order herein, are and will be for the future the just, reasonable and nondiscriminatory minimum rates, charges and accessorial charges to be assessed, charged and collected, and the just, reasonable and nondiscriminatory rules and regulations to be observed in applying such rates, charges and accessorial charges, by radial highway common carriers, highway contract carriers and city carriers who first obtained permits, between the dates of July 5, 1942 and September 15, 1942, inclusive, and radial highway common carriers, highway contract carriers and city carriers named in Appendix "A" hereof.

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

3. That except as provided in Finding No. 2, all of said radial highway common carriers, highway contract carriers and city carriers should be required to assess, charge and collect, for the transportation or accessorial services to which said tariff is applicable, rates, charges and accessorial charges no lower in volume or effect than those set forth or referred to in said tariff and to observe ratings, rules and regulations no lower in volume or effect than those set forth or referred to therein.

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

5. That none of said radial highway common carriers, highway contract carriers or city carriers should be permitted to quote, assess, charge, collect, or observe rates, rules, regulations or accessorial charges in a unit of measurement different from that in which the rates herein provided as minimum for the same transportation or accessorial charges are stated.

6. That to the extent carriers affected by order herein may be deemed to be "transportation companies" within the meaning

of Article XII, Section 21 of the Constitution of the State of California, they should be authorized to charge less for longer than for shorter distances, to the extent necessary to meet the rates of competitive forms of for-hire transport for the same transportation, under the terms and conditions and in the manner provided in said tariff contained in Appendix "B" of the order herein.

O R D E R

An adjourned public hearing having been held in the above entitled proceeding, and based upon the evidence received therein and upon the conclusions and findings set forth in the preceding opinion,

IT IS HEREBY ORDERED:

1. That the rates, charges, accessorial charges, rules and regulations set forth in City Carriers' Tariff No. 4 and Highway Carriers' Tariff No. 5 contained in Appendix "B" attached hereto and by this reference made a part hereof, be and they are hereby established and approved 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, highway contract carriers and city carriers who first obtained permits between the dates of July 5, 1942 and September 15, 1942, inclusive, and radial highway common carriers, highway contract carriers and city carriers named in Appendix "A" hereof, for the transportation of the property and between the points for which rates and charges are provided in said tariff and for the accessorial services rendered incidental thereto.

2. That all of said radial highway common carriers, highway contract carriers and city carriers be and they are hereby authorized to assess, charge and collect common carrier rates and accessorial charges, and to observe common carrier rules and regulations

lawfully on file with the Commission and in effect on the date of movement, subject to the terms and conditions and in the manner explained in Finding No. 2 of the preceding opinion.

3. That on and after the effective date of this order all of said radial highway common carriers, highway contract carriers and city carriers be and they are hereby ordered and directed to cease and desist and thereafter to 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, and from observing rates, rules or regulations lower in volume or effect than those set forth or referred to therein.

4. That on and after the effective date of this order all of said radial highway common carriers, highway contract carriers and city carriers be and they are hereby ordered and directed to cease and desist and thereafter to 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.

5. That to the extent carriers affected by the order herein may be deemed to be "transportation companies" within the meaning of Article XII, Section 21 of the Constitution of the State of California, said carriers be and they are hereby authorized to charge less for longer than for shorter distances, to the extent necessary to meet the rates of competitive forms of for-hire transport for the same transportation, under the terms and conditions and in the manner provided in said tariff contained in Appendix "B" hereof.

6. That said radial highway common carriers, highway contract carriers and city carriers 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 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 contained in Appendix "B" hereof, 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 contained in Appendix "B" hereof will be suitable and proper.

7. That any and all supplements to or modifications and amendments of said City Carriers' Tariff No. 4 and Highway Carriers' Tariff No. 5, being Appendix "A" to Decision No. 32504 and contained in Appendix "B" to this decision, hereinafter made in this proceeding, shall supplement, modify, or amend this decision also, without express reference to this decision therein.

This order shall become effective on the date hereof.

Dated at San Francisco, California, this 6th day of October, 1942.

Justin F. Sawyer
W. J. Baker
Francis K. Stevenson
Richard K. Baker
Commissioners

APPENDIX "A"

Dennis Beckman

W. B. Henson

Robert Bryan Hill

S. M. Gaddis, as Secty-Treas., Hunt Transfer Co., Inc.

Carl G. Jennings, as President of Jennings Contracting & Trucking Corp.

James R. Liscom

John McCune

W. H. Marrs, dba, W. H. Marrs Trucking

M. Norton

L. B. Parks

Sam Pearlman

Ralph Pipkin

B. H. Ray

Albert O. Rios

Lee Roberson

Harold C. Schuller

Dick Smith

Gus Stamenson

Jerry Tonkinson

Geo. Vouch

Elmer H. Struebing, dba, Westlake Transfer Co.

APPENDIX "B"

Consisting of .

(1) City Carriers' Tariff No. 4

and

Highway Carriers' Tariff No. 5

Naming

Minimum Rates, Rules and Regulations

For The

Transportation of Property Between Points
in Los Angeles County

by

City Carriers

Radial Highway Common Carriers

and

Highway Contract Carriers

and

(2) Suitable and Proper Forms of Shipping Documents
for the above Described Transportation

(a) at unit rates

and

(b) at other than unit rates

City Carriers' Tariff No. 4 Highway Carriers' Tariff No. 5

NAMING

MINIMUM RATES, RULES AND REGULATIONS FOR THE

TRANSPORTATION OF PROPERTY OVER THE PUBLIC HIGHWAYS WITHIN DEFINED TERRITORY IN LOS ANGELES COUNTY

BY

CITY CARRIERS

RADIAL HIGHWAY COMMON CARRIERS

AND

HIGHWAY CONTRACT CARRIERS

The original tariff contains rates, rules and regulations established in Decision No. 32504, in Case No. 4121. Changes contained in subsequent orders will be made by reissuing the pages on which the changes occur or by issuing supplements showing the corrected items.

* Governed, except as otherwise provided herein, by Western Classification No. 70, C. R. C.-W. C. No. 3 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.

* Change, Decision No. 35111

EFFECTIVE MARCH 17, 1942

Correction No. 23

(Original Tariff effective January 1, 1940)

14854

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

CORRECTION NUMBER CHECKING SHEET

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

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

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*Change, Decision No. 35418.

EFFECTIVE JUNE 20, 1942

Correction No. 26

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

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*Change, Decision No. 35418.

EFFECTIVE JUNE 20, 1942

Correction No. 27

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

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*Change, Decision No. 35418.

EFFECTIVE JUNE 20, 1942

Correction No. 28

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

ARRANGEMENT OF TARIFF

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

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

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

SECTION NO. 2 contains rate bases.

SECTION NO. 3 contains class rates.

SECTION NO. 4 contains commodity rates.

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

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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION
10-B Cancels 10-A	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Items Nos. 10 and 11 series)</p> <p>(a) CARRIER means a carrier, as defined in the City Carriers' Act (Chapter 312, Statutes of 1935, as amended), or a radial highway common carrier or a highway contract carrier, as defined in the Highway Carriers' Act (Chapter 223, Statutes of 1935, as amended).</p> <p>(b) CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semi-trailer, or any combination of such highway vehicles operated by the carrier.</p> <p>(c) COMMON CARRIER RATE means any intrastate rate or rates of any common carrier, or common carriers, as defined in the Public Utilities Act, on file with the Commission and in effect on date of shipment.</p> <p>(d) EXCEPTION SHEET means Pacific Freight Tariff Bureau Exception Sheet No. 1-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>* (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: right;">(Concluded on page 8)</p>
	*Addition, Decision No. 35418
	EFFECTIVE JUNE 20, 1942
Correction No. 29	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-B Cancels 11-A	<p style="text-align: center;">DEFINITION OF TECHNICAL TERMS (Concluded) (Items Nos. 10 and 11 series)</p> <p>(j) SPLIT DELIVERY SHIPMENT means a shipment consisting of several component parts delivered to (a) one consignee at more than one point of destination, or (b) more than one consignee at one or more points of destination, the composite shipment weighing (or transportation charges computed upon a weight of) not less than 4,000 pounds, said shipment being shipped by one consignor at one point of origin and charges thereon being paid by the consignor when there is more than one consignee.</p> <p>* (k) WESTERN CLASSIFICATION means Western Classification No. 70, C.R.C.-W.C. No. 3 of R. C. Fyfe, Agent, and supplements thereto or reissues thereof when the provisions of said supplements or reissues have been approved by the Commission.</p>
20	<p style="text-align: center;">APPLICATION OF TARIFF—CARRIERS</p> <p>Rates provided in this tariff are minimum rates, established pursuant to the City Carriers' Act (Chapter 312, Statutes of 1935, as amended), and the Highway Carriers' Act (Chapter 223, Statutes of 1935, as amended). They apply for the transportation of property by carriers as defined in said City Carriers' Act, and radial highway common carriers and highway contract carriers, as defined in said Highway Carriers' Act.</p>
<p>* Change, Decision No. 35111</p>	
<p>EFFECTIVE MARCH 17, 1942</p>	
Correction No. 24	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, 31, 32 and 33 series)</p> <p>Rates in this tariff apply for transportation of shipments between points in Los Angeles County located in the zones described below. The zones hereinafter described embrace all points of origin and destination within their respective boundaries and include both sides of streets, boulevards, roads, avenues or highways named.</p> <p style="text-align: center;">Zone 1-A</p> <p>Beginning at the intersection of Washington Boulevard and Indiana Street, thence northerly on Indiana Street and its prolongation to City Terrace Drive, northerly on City Terrace Drive to Ramona Boulevard, northeasterly on Ramona Boulevard to Eastern Avenue, northerly on Eastern Avenue and Marianna Avenue to Valley Boulevard, westerly on Valley Boulevard and North Main Street to the west bank of the Los Angeles River, northerly along the west bank of the Los Angeles River to North Broadway, southwesterly on North Broadway to College Street, easterly on College Street to Alameda Street, southerly on Alameda Street to Aliso Street, westerly on Aliso Street to San Pedro Street, southwesterly on San Pedro Street to Washington Boulevard, easterly on Washington Boulevard to Soto Street, southerly on Soto Street to 26th Street, easterly on 26th Street to Downey Road, northerly on Downey Road to Washington Boulevard, easterly on Washington Boulevard to point of beginning.</p> <p style="text-align: center;">Zone 1-B</p> <p>Beginning at the intersection of Washington Boulevard and San Pedro Street, thence northeasterly on San Pedro Street to Aliso Street, easterly on Aliso Street to Alameda Street, northerly on Alameda Street to College Street, westerly on College Street to North Broadway, northeasterly on North Broadway to the west bank of the Los Angeles River, southerly along the west bank of the Los Angeles River to North Main Street, easterly on North Main Street to Mission Road, northeasterly on Mission Road to North Broadway, westerly on North Broadway to Griffin Avenue, northerly on Griffin Avenue to Avenue 35, westerly on Avenue 35 to Pasadena Avenue, northerly on Pasadena Avenue to North Figueroa Street, southwesterly on North Figueroa Street to Amabel Street, northwesterly on Amabel Street and Isabel Street to Macon Street, southwesterly on Macon Street to Cypress Avenue, northwesterly on Cypress Avenue and its prolongation to the intersection of San Fernando Road and Eagle Rock Boulevard, northwesterly on San Fernando Road to Edward Avenue, northerly on Edward</p> <p style="text-align: center;">(Continued on page 10)</p>
EFFECTIVE AS SHOWN ON TITLE PAGE	
Issued by The Railroad Commission of the State of California, San Francisco, California.	

Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
	<p style="text-align: center;">APPLICATION OF TARIFF—TERRITORIAL (Continued) (Items Nos. 30, 31, 32 and 33 series)</p> <p style="text-align: center;">Zone 1-B (Concluded)</p> <p>Avenue to Marguerite Street, southwesterly on Marguerite Street to West Avenue 32, northwesterly on West Avenue 32 to the boundary of Forest Lawn Memorial Park, southwesterly and northwesterly along the boundary of Forest Lawn Memorial Park to Rosslyn Street, southwesterly on Rosslyn Street to San Fernando Road, southeasterly on San Fernando Road to Tyburn Street, southwesterly on Tyburn Street and its prolongation across the Southern Pacific Company right of way to Casitas Avenue, southeasterly on Casitas Avenue to Fletcher Drive, southwesterly on Fletcher Drive to Glendale Boulevard, northwesterly on Glendale Boulevard and Rowena Avenue to Hyperion Avenue, southwesterly on Hyperion Avenue to Fountain Avenue, westerly on Fountain Avenue to Normandie Avenue, southerly on Normandie Avenue to Wilshire Boulevard, westerly on Wilshire Boulevard to Irolo Street, southerly on Irolo Street to Olympic Boulevard, westerly on Olympic Boulevard to Victoria Avenue, southerly on Victoria Avenue to Washington Boulevard, easterly on Washington Boulevard to point of beginning.</p> <p style="text-align: center;">Zone 1-C</p> <p>31 Beginning at the intersection of Washington Boulevard and Victoria Avenue, thence southerly on Victoria Avenue to Exposition Boulevard, easterly on Exposition Boulevard to Crenshaw Boulevard, southerly on Crenshaw Boulevard to Stocker Street, westerly on Stocker Street to Victoria Avenue, southerly on Victoria Avenue to Slauson Avenue, westerly on Slauson Avenue to Brynhurst Avenue, southerly on Brynhurst Avenue to 59th Street, easterly on 59th Street to Van Ness Avenue, southerly on Van Ness Avenue to 74th Street, easterly on 74th Street to Normandie Avenue, southerly on Normandie Avenue to 88th Street, easterly on 88th Street to Hoover Street, northerly on Hoover Street to 87th Street, easterly on 87th Street to Figueroa Street, southerly on Figueroa Street to 88th Street, easterly on 88th Street to San Pedro Street, northerly on San Pedro Street to 87th Place, easterly on 87th Place to Maie Avenue, southerly on Maie Avenue to 92nd Street, easterly on 92nd Street to Alameda Street, northerly on Alameda Street to Washington Boulevard, westerly on Washington Boulevard to point of beginning.</p> <p style="text-align: center;">(Continued on page 11)</p>
	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)
32	<p style="text-align: center;">APPLICATION OF TARIFF--TERRITORIAL (Continued) (Items Nos. 30, 31, 32 and 33 series)</p> <p style="text-align: center;">Zone 1-D</p> <p>Beginning at the intersection of Washington Boulevard and Alameda Street, thence southerly on Alameda Street to Century Boulevard, easterly on Century Boulevard to Santa Fe Avenue, northerly on Santa Fe Avenue to Tweedy Boulevard, easterly on Tweedy Boulevard to Stanford Avenue, northerly on Stanford Avenue to Southern Avenue, easterly on Southern Avenue to Atlantic Avenue, southerly on Atlantic Avenue to Stewart and Grey Road, easterly on Stewart and Grey Road to the west bank of the Los Angeles River, northerly along the west bank of the Los Angeles River to Gage Avenue, easterly on Gage Avenue to Garfield Avenue, northeasterly on Garfield Avenue to Anaheim Telegraph Road, southeasterly on Anaheim Telegraph Road to Church Street, northeasterly on Church Street and its prolongation across the Atchison, Topeka and Santa Fe right of way to Vail Avenue, northeasterly on Vail Avenue to Ferguson Drive, westerly on Ferguson Drive to Gerhart Street, northerly on Gerhart Street to Hubbard Avenue, westerly on Hubbard Avenue and its prolongation to Eastern Avenue, southerly on Eastern Avenue to Whittier Boulevard, westerly on Whittier Boulevard to Downey Road, northerly on Downey Road to Hubbard Avenue, westerly on Hubbard Avenue to Indiana Street, southerly on Indiana Street and its prolongation to Washington Boulevard, westerly on Washington Boulevard to Downey Road, southerly on Downey Road to 26th Street, westerly on 26th Street to Soto Street, northerly on Soto Street to Washington Boulevard, westerly on Washington Boulevard to point of beginning.</p> <p style="text-align: center;">Zone 10</p> <p>Beginning at the intersection of Cahuenga Boulevard and Mulholland Highway, thence westerly along Mulholland Highway to Coldwater Canyon Road, southerly on Coldwater Canyon Road to the boundary of the City of Beverly Hills, southeasterly along the boundary of the City of Beverly Hills to the intersection of La Cienega Boulevard and Olympic Boulevard, easterly on Olympic Boulevard to Irolo Street, northerly on Irolo Street to Wilshire Boulevard, easterly on Wilshire Boulevard to Normandie Avenue, northerly on Normandie Avenue to Fountain Avenue, easterly on Fountain Avenue to Hyperion Avenue, northeasterly on Hyperion Avenue to Rowena Avenue, southeasterly on Rowena Avenue and Glendale Boulevard to Fletcher Drive, northeasterly on Fletcher Drive to the east bank of the Los Angeles River, northerly along the east bank of the Los Angeles River to the boundary of the City of Los Angeles, westerly along the boundary of the City of Los Angeles to Barham Boulevard, southerly on Barham Boulevard to Cahuenga Boulevard, southeasterly on Cahuenga Boulevard to point of beginning.</p> <p style="text-align: center;">(Concluded on Page 12)</p>
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)
33	<p style="text-align: center;">APPLICATION OF TARIFF—TERRITORIAL (Concluded) (Items Nos. 30, 31, 32 and 33 series)</p>
	<p style="text-align: center;">Zone 11</p> <p>Beginning at the intersection of Fletcher Drive and the east bank of the Los Angeles River, thence northeasterly on Fletcher Drive to Casitas Avenue, northwesterly on Casitas Avenue to Tyburn Street, northeasterly on Tyburn Street to its intersection with the boundary of the City of Los Angeles, northwesterly along the boundary of the City of Los Angeles to the east bank of the Los Angeles River, southerly along the east bank of the Los Angeles River to point of beginning.</p>
	<p style="text-align: center;">Zone 12</p> <p>Beginning at the intersection of the boundary of Forest Lawn Memorial Park and West Avenue 32, thence southeasterly on West Avenue 32 to Marguerite Street, northeasterly on Marguerite Street to Edward Avenue, southerly on Edward Avenue to San Fernando Road, southeasterly on San Fernando Road to the intersection of San Fernando Road and Eagle Rock Boulevard, southeasterly along the prolongation of Cypress Avenue, and Cypress Avenue to Macon Street, northeasterly on Macon Street to Isabel Street, southeasterly on Isabel Street and Amabel Street to North Figueroa Street, northeasterly on North Figueroa Street to Pasadena Avenue, southerly on Pasadena Avenue to Avenue 35, easterly on Avenue 35 to Griffin Avenue, southerly on Griffin Avenue to North Broadway, easterly on North Broadway to Mission Road, southwesterly on Mission Road to Valley Boulevard, easterly on Valley Boulevard to Marianna Avenue, southerly on Marianna Avenue to the boundary line of the City of Los Angeles, easterly, northerly and westerly along the boundary of the City of Los Angeles to the boundary of Forest Lawn Memorial Park, southwesterly along the boundary of Forest Lawn Memorial Park to point of beginning.</p>
	<p style="text-align: center;">Zone 17</p> <p>Beginning at the intersection of 88th Street and Vermont Avenue, thence southerly on Vermont Avenue to 120th Street, easterly on 120th Street and its prolongation to Alameda Street, northerly on Alameda Street to 92nd Street, westerly on 92nd Street to Maie Avenue, northerly on Maie Avenue to 87th Place, westerly on 87th Place to San Pedro Street, southerly on San Pedro Street to 88th Street, westerly on 88th Street to Figueroa Street, northerly on Figueroa Street to 87th Street, westerly on 87th Street to Hoover Street, southerly on Hoover Street to 88th Street, westerly on 88th Street to point of beginning.</p>
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-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> <ul style="list-style-type: none"> 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 "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>*Addition, Decision No. 35418 EFFECTIVE JUNE 20, 1942</p>
<p>Correction No. 30</p>	<p style="text-align: right;">Issued by The Railroad Commission of the State of California, San Francisco, California.</p>

Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)
50	<p style="text-align: center;">APPLICATION OF WESTERN CLASSIFICATION AND EXCEPTION SHEET</p> <p>(a) This tariff is governed to the extent shown herein by the Western Classification and the Exception Sheet.</p> <p>(b) Where the ratings, rules and regulations or other provisions or conditions provided in the Western Classification or Exception Sheet are in conflict with those provided in this tariff, the provisions of this tariff will apply.</p>
60	<p style="text-align: center;">SHIPMENTS TO BE RATED SEPARATELY</p> <p>Each shipment shall be rated separately. Shipments shall not be consolidated or combined by the carrier. (Component parts of split delivery shipments, as defined in Item No. 10 (j) series, may be combined under the provisions of Item No. 130 series).</p>
70	<p style="text-align: center;">GROSS WEIGHT</p> <p>Charges shall be assessed on the gross weight of the shipment. No allowance shall be made for the weight of containers.</p>
80	<p style="text-align: center;">RATES BASED ON VARYING MINIMUM WEIGHTS</p> <p>When the charges accruing on a shipment based upon actual weight exceed the charges computed upon a rate based upon a greater minimum weight, the latter shall apply. For the purpose of applying this item to a mixed shipment, deficiency between actual weight of the shipment and the greater minimum weight shall be computed at the rate applicable to the lowest rated commodity in the shipment.</p>
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;">MIXED SHIPMENTS</p> <p>1. Commodities for which rates are provided in this tariff:</p> <p>(a) When two or more commodities for which different ratings are provided, are shipped as a mixed shipment, without actual weights being furnished or obtained for the portions shipped under the separate ratings, charges for the entire shipment will be computed at the class or commodity rate applicable to the highest classed or rated commodity contained in such mixed shipment, subject to Item No. 80 series.</p> <p>(b) When two or more commodities are included in the same shipment and separate weights thereof are furnished or obtained, charges will be computed at the separate rates applicable to such commodities in straight shipments of the combined weight of the mixed shipment. The minimum weight shall be the highest provided for any of the rates used in computing the charges, subject to Item No. 80 series. In the event a lower charge results by considering such commodities as if they were divided into two or more separate shipments, such lower charge shall apply.</p> <p>2. Commodities for which rates are provided herein, moving in mixed shipments containing commodities for which rates are provided in other effective orders of the Commission, or in mixed shipments containing commodities upon which no minimum rates or charges have been established by this Commission:</p> <p>(a) Except as otherwise provided by paragraph (b) hereof, when one or more commodities for which rates are not provided in this tariff are included in a shipment of one or more commodities for which rates are herein provided, the rate or rates applicable to the entire shipment may be determined as though all of the commodities were ratable under the provisions of this tariff; or one or more of the commodities for which rates are not provided in this tariff may be transported at the rates otherwise applicable.</p> <p>(b) When one or more commodities for which rates are provided in this tariff are included in a shipment with uncrated property, viz.: used household goods, office and store fixtures and equipment as described in and for which rates are provided in City Carriers' Tariff No. 3, Highway Carriers' Tariff No. 4, (Appendix "A" of Decision No. 32325, or as amended, in Case No. 4086), the charge on the entire shipment may be computed at the hourly rates in said tariff; or each component part of the shipment may be rated at the rates otherwise applicable thereto.</p> <p>3. Intrastate and Interstate Tonnage: When property consisting of part intrastate and part interstate tonnage is received as a single shipment, the intrastate portion may be charged for at the rate which would be applicable on such portion were the entire quantity intrastate in character. In no event shall the aggregate charge on the intrastate and interstate portions be less than the charge herein provided for an intrastate shipment of the same combined quantity.</p>
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)
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> <p>Less than 100 pounds...♦35 cents (See Item No. 325 series for exception)</p> <p>100 pounds and over...♦50 cents</p>
♦ Change ♦ Increase	} Decision No. 35418
EFFECTIVE JUNE 20, 1942	
Correction No. 31	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)										
130	<p style="text-align: center;">SPLIT DELIVERY</p> <p>The charge for a split delivery shipment, as defined in Item No. 11(j) series, shall be the charge applicable to the transportation of a single shipment of the same kind and quantity of property from point of origin to that point of destination of any component part which produces the highest charge, plus an added charge as provided in paragraph (1) :</p> <p>(1) Table of added charges:</p> <table border="0" style="margin-left: 40px;"> <thead> <tr> <th style="text-align: left;">Number of Deliveries</th> <th style="text-align: right;">Added Charge</th> </tr> </thead> <tbody> <tr> <td>2 -----</td> <td style="text-align: right;">150 cents</td> </tr> <tr> <td>3 to and including 5 -----</td> <td style="text-align: right;">200 cents</td> </tr> <tr> <td>6 to and including 10 -----</td> <td style="text-align: right;">250 cents</td> </tr> <tr> <td>11 or more -----</td> <td style="text-align: right;">25 cents per delivery</td> </tr> </tbody> </table> <p>(2) At time of tender of shipment carrier shall issue a single bill of lading or shipping document for the composite shipment, and be furnished with manifest or written delivery instructions showing the name of each consignee, the point of destination, and the kind and quantity of property in each component part.</p> <p>(3) In the event a lower aggregate charge results from treating one or more component parts as a separate shipment, such lower basis may be applied.</p>	Number of Deliveries	Added Charge	2 -----	150 cents	3 to and including 5 -----	200 cents	6 to and including 10 -----	250 cents	11 or more -----	25 cents per delivery
Number of Deliveries	Added Charge										
2 -----	150 cents										
3 to and including 5 -----	200 cents										
6 to and including 10 -----	250 cents										
11 or more -----	25 cents per delivery										
140	<p style="text-align: center;">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>										
<p>EFFECTIVE AS SHOWN ON TITLE PAGE</p>											
<p>Issued by The Railroad Commission of the State of California, San Francisco, California.</p>											

Item
 No.

**SECTION NO. 1—RULES AND REGULATIONS OF GENERAL
 APPLICATION (Continued)**

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. 35418.

EFFECTIVE JUNE 20, 1942

Correction No. 32

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-A Cancels 160	<p style="text-align: center;">① COLLECTION OF CHARGES</p> <p>(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of the payment of the charges thereon and may extend credit in the amount of such charges accruing during a calendar month to those who undertake to pay them, such persons hereinafter being called shippers, and collection thereof made not later than the tenth day (excluding Sundays and legal holidays other than Saturday half-holidays) of the calendar month following the delivery of the freight.</p> <p>(c) Where a carrier has relinquished possession of freight and collected the amount of charges represented in a freight bill presented by it as the total amount of such charges, and another freight bill for additional charges is thereafter presented to the shipper, the carrier may extend credit in the amount of such additional charges for a period of 30 calendar days to be computed from the first 12:00 o'clock midnight following the presentation of the subsequently presented freight bill.</p> <p>(d) Freight bills for all transportation and accessorial charges shall be presented to the shippers not later than 12:00 o'clock midnight of the fifth day (excluding Sundays and legal holidays other than Saturday half-holidays) of the calendar month following the delivery of the freight.</p> <p>(e) Shippers may elect to have their freight bills presented by means of the United States mail, and when the mail service is so used, the time of mailing by the carrier, as evidenced by the postmark, shall be deemed to be the time of presentation of the freight bills.</p> <p>(f) The mailing by the shipper of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such shipper may be deemed to be the collection of the charges within the credit period for the purpose of these rules. In case of dispute as to the time of mailing, the postmark shall be accepted as showing such time.</p> <p>① Will not apply to the transportation of property for the United States, state, county or municipal governments.</p>
*Change, Decision No. 33837	
EFFECTIVE FEBRUARY 17, 1941	
Correction No. 8	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	<p style="text-align: center;">DELAYED DELIVERY OF SHIPMENTS</p> <p>(a) Where carrier cannot effect delivery upon arrival of shipment at point of destination, a free storage period of 48 hours from the first 7:00 A.M. thereafter may be allowed. After said free storage period, storage charges shall be assessed at not less than 1½ cents per 100 pounds per day for each of the first five days and at not less than 3 cents per 100 pounds per day for the sixth and each succeeding day until such time as instructions regarding disposition of the shipment are received by the carrier. In computing time, Sundays and legal holidays shall be excluded.</p> <p>(b) Subsequent delivery of the property from point of storage shall constitute a new shipment.</p>
180	<p style="text-align: center;">DISPOSITION OF FRACTIONS</p> <p>In computing a rate based on a percentage of another rate, the following rule shall be observed in the disposition of fractions:</p> <p>Fractions of less than ¼ or .50 of a cent, omit.</p> <p>Fractions of ¼ or .50 of a cent or greater, increase to next whole figure.</p>
EFFECTIVE AS SHOWN ON TITLE PAGE	
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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Continued)																																																																						
	EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET																																																																						
190	<p style="text-align: center;">RULES</p> <p>Rates in this tariff are not subject to the provisions of the following rules of the Western Classification:</p> <table style="margin-left: auto; margin-right: auto;"> <tr><td>1</td><td>7</td><td>13</td><td>24</td><td>30</td><td>37</td><td>42</td></tr> <tr><td>3</td><td>8</td><td>14</td><td>26</td><td>31</td><td>38</td><td>43</td></tr> <tr><td>4</td><td>9</td><td>15</td><td>27</td><td>32</td><td>39</td><td>44</td></tr> <tr><td>5</td><td>10</td><td>16</td><td>28</td><td>34</td><td>40</td><td>47</td></tr> <tr><td>6</td><td>11</td><td>23</td><td>29</td><td>35</td><td>41</td><td></td></tr> </table> <p>Rates in this tariff are not subject to the provisions of the following rules of the Exception Sheet:</p> <table style="margin-left: auto; margin-right: auto;"> <tr><td>10</td><td>35</td><td>50</td><td>65</td><td>110</td><td>145</td><td>165</td></tr> <tr><td>15</td><td>38</td><td>55</td><td>75</td><td>115</td><td>150</td><td>168</td></tr> <tr><td>20</td><td>40</td><td>60</td><td>78</td><td>120</td><td>155</td><td>170</td></tr> <tr><td>25</td><td>42</td><td>61</td><td>100</td><td>125</td><td>160</td><td>175</td></tr> <tr><td>30</td><td>45</td><td>62</td><td>105</td><td>140</td><td>161</td><td>180</td></tr> </table>	1	7	13	24	30	37	42	3	8	14	26	31	38	43	4	9	15	27	32	39	44	5	10	16	28	34	40	47	6	11	23	29	35	41		10	35	50	65	110	145	165	15	38	55	75	115	150	168	20	40	60	78	120	155	170	25	42	61	100	125	160	175	30	45	62	105	140	161	180
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10	35	50	65	110	145	165																																																																	
15	38	55	75	115	150	168																																																																	
20	40	60	78	120	155	170																																																																	
25	42	61	100	125	160	175																																																																	
30	45	62	105	140	161	180																																																																	
200	<p style="text-align: center;">RATINGS</p> <p>Except as otherwise provided in this Section, class rates contained in Section No. 3 are subject to any quantity or less-carload ratings as shown in the Western Classification and Exception Sheet.</p>																																																																						
210	<p style="text-align: center;">PACKING REQUIREMENTS</p> <p>Articles will not be subject to the packing requirements of the Western Classification or Exception Sheet, but may be accepted for transportation in any container or any shipping form, providing such container or form of shipment will render the transportation of the freight reasonably safe and practicable.</p> <p>If two or more ratings are provided for an article in the form in which it is shipped (e.g., set up or knocked down, nested or not nested, compressed or not compressed, folded flat or not folded flat), subject to different packing requirements, the lowest of such ratings will apply.</p>																																																																						
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Item No.	SECTION NO. 1—RULES AND REGULATIONS OF GENERAL APPLICATION (Concluded)	
	EXCEPTIONS TO WESTERN CLASSIFICATION AND EXCEPTION SHEET (Concluded)	Class Rating
220-A Cancels 220	Carriers (used packages), second-hand, empty, as described in and subject to the provisions of Item No. *300 series of the Exception Sheet (1) Subject to a minimum rate of 4 cents per 100 pounds.	One-half of 4 (1)
230	Flowers, fresh, cut.....	1
240	Ice Cream	2
<p>* Change, Decision No. 33978.</p>		
<p>EFFECTIVE APRIL 1, 1941</p>		
<p>Correction No. 16</p>	<p>Issued by The Railroad Commission of the State of California, San Francisco, California.</p>	

SECTION No. 2

RATE BASES

**Applying in Connection with Rates in
Section No. 3 and Section No. 4**

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San Francisco, California.

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

CLASS RATES

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

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

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-A Cancels 310	A	♦39	♦35	♦31	♦27	♦29	♦26	♦23	♦20	♦23	♦21	♦18	♦16
	B	♦41	♦37	♦33	♦29	♦31	♦28	♦25	♦22	♦25	♦23	♦20	♦18
	C	♦43	♦39	♦34	♦30	♦33	♦30	26	♦23	♦23	♦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. 35418.													
EFFECTIVE JUNE 20, 1942													
Issued by The Railroad Commission of the State of California, San Francisco, California.													
Correction No. 33													

SECTION No. 4

COMMODITY RATES

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

EFFECTIVE AS SHOWN ON TITLE PAGE

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;">Rate</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> <hr/> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; border-bottom: 1px solid black;">Any quantity or less-carload ratings as shown in the Western Classification, Exception Sheet or this tariff</th> <th style="text-align: right; border-bottom: 1px solid black;">Added charges in cents per 100 pounds</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1st Class or Higher</td> <td style="text-align: right;">5</td> </tr> <tr> <td style="text-align: center;">2nd Class</td> <td style="text-align: right;">4</td> </tr> <tr> <td style="text-align: center;">3rd Class</td> <td style="text-align: right;">3½</td> </tr> <tr> <td style="text-align: center;">4th Class or Lower</td> <td style="text-align: right;">2½</td> </tr> </tbody> </table>	Any quantity or less-carload ratings as shown in the Western Classification, Exception Sheet or this tariff	Added charges in cents per 100 pounds	1st Class or Higher	5	2nd Class	4	3rd Class	3½	4th Class or Lower	2½
Any quantity or less-carload ratings as shown in the Western Classification, Exception Sheet or this tariff	Added charges in cents per 100 pounds										
1st Class or Higher	5										
2nd Class	4										
3rd Class	3½										
4th Class or Lower	2½										
♦ Increase ▲ Reduction ○ New Item * Change	} Decision No. 35418.										
EFFECTIVE JUNE 20, 1942											
Correction No. 34	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					
*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, Tinplate, Washers, Wire. Iron and Steel, structural, fabricated or unfabricated, consisting of: Angles, Bars, cross, Bases, post, Beams,	Iron and Steel, structural, fabricated or unfabricated, consisting 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 machine pressed bales; Sacks, old, worn-out; Tires (rubber), old, worn-out; Tubes (rubber), pneumatic, old, worn-out; Metal, scrap, having value for remelting purposes only. 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. 35418.						
EFFECTIVE JUNE 20, 1942						
Correction No. 35			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>Gases, compressed, as described under that heading in the Western Classification, Glassware, viz.: Bottles, Jars, Glasses, Groceries and Grocers' Supplies, viz.:</p> <p style="padding-left: 20px;">Bakery Goods, as described under that heading in the Western Classification, Beans, Peas and Lentils, dry, Beverages or Beverage Preparations, as described in Items Nos. 18175, 18180, 18185, 18375, 18580, 18585, 18620 and 18625 series of the Western Classification, Butter, Dairy, Candy or Confectionery, as described in Items Nos. 8960, 8965 and 8970 series of the Western Classification, Canned Goods and other articles, as described in Item No. 220 series of the Exception Sheet, Cereal and Nuts combined (Meat Substitutes), Cereal Food Preparations, as described under that heading in the Western Classification, Cheese (including cottage cheese and pot cheese), Chocolate, Chocolate Coating, Cocoa, Coffee, Coffee Substitutes, cereal, fruit or vegetable, including Chicory, Coloring, confectioners', Compounds, food curing, preserving or seasoning, Dessert Preparations, as described in Items Nos. 18300, 18305 and 18310 series of the Western Classification, Eggs, Extracts or Flavoring Compounds, not otherwise indexed by name in the Western Classification, Fondant, candy (candy filler), Food, Infants' or Invalids' cereal, or Food, prepared, not otherwise indexed by name in the Western Classification,</p> <p style="padding-left: 20px;">Groceries and Grocers' Supplies, viz.:</p> <p style="padding-left: 40px;">(Concluded)</p> <p style="padding-left: 20px;">Fruit, dried, including raisins, prunes (dried), figs (dried), and fig pulp or fig paste, Fruit or Fruit Peel, candied, crystallized, glazed or stuffed, Fruit, fresh, Fruit Juice Powders or Crystals, citrus, Gelatine, Glucose, Gum, chewing, Honey, Horseradish, Lard, Lard Compounds, Lard Substitutes or Vegetable Oil Shortening, as described in Items Nos. 15320 and 32080 series of the Western Classification, Liquors, malt, viz.:</p> <p style="padding-left: 40px;">Ale, Beer, Beer Tonic, Porter, Stout,</p> <p style="padding-left: 20px;">Macaroni, except canned, Margarine, Milk, malted, Noodles, except canned, Nuts, edible, as described under that heading in the Western Classification, Paste, alimentary, Paste, confectioners' or icing, Popcorn, Potato Chips, Powder, baking or yeast, Rice, Sago, Salads, Fish, Macaroni, Meat or Vegetable, Salt, common, Spaghetti, except canned, Tapioca, Tea, Vegetables, fresh or green, Vermicelli, except canned, Yeast.</p>
	(Continued on page 31)
	*Change, Decision No. 35418.
	EFFECTIVE JUNE 20, 1942
Correction No. 36	Issued by The Railroad Commission of the State of California, San Francisco, California.

Item No.	SECTION NO. 4—COMMODITY RATES (Continued)								
*342-B Cancels 342-A	FREIGHT, viz.: (Items Nos. 341, 342 and 343 series)								
	Roofing, Building, or Paving Material, as described in Item No. 1110 series of the Exception Sheet (subject to Note),			Wine, domestic, having a declared value of not more than \$2.00 per gallon.					
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.									
*343-A Cancels 343	FREIGHT, as described in Items Nos. 341 and 342 series.								
	Minimum Weight in Pounds								
	10,000			20,000					
	Rate Basis			Rate Basis					
	A	B	C	A	B	C			
	♦6	♦7	♦8	♦5	♦5½	♦6			
345	FREIGHT, viz.: Cement, portland, building, Cement clinker, Sacks, empty, cement, returning from an outbound paying load. Minimum Weight 28,500 pounds								
	Between		And	Rates in Cents per 100 Pounds					
	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	(1) MILES		(1) MILES			
				Over	But not over	Over	But not over	Rate	
				0	2½	2½	25	50	4½
				2½	7½	3	50	75	6
7½	12½	3½	75	100	7				
12½	25	4							
(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.									
* Change ♦ Increase		Decision No. 35418.							
EFFECTIVE JUNE 20, 1942									
Correction No. 37		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							
*350-A Cancels 350	*Item cancelled. See also Items Nos. 340, 341 and 342 series.							
LUMBER AND FOREST PRODUCTS , as described in Item No. 580 series of the Exception Sheet:								
*360-A Cancels 360	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. 35418.								
EFFECTIVE JUNE 20, 1942								
Correction No. 38	Issued by The Railroad Commission of the State of California, San Francisco, California.							

Item No.	SECTION NO. 4—COMMODITY RATES (Continued)
*370-A Cancels 370	Item Cancelled.
*Change, Decision No. 35418.	
EFFECTIVE JUNE 20, 1942	
Correction No. 39	Issued by The Railroad Commission of the State of California, San Francisco, California.

Item No.	SECTION NO. 4—COMMODITY RATES (Continued)
*371-A Cancels 370	Item Cancelled.
*Change, Decision No. 35418.	
EFFECTIVE JUNE 20, 1942	
Correction No. 40	Issued by The Railroad Commission of the State of California, San Francisco, California.

Item No.	SECTION NO. 4—COMMODITY RATES (Concluded) In cents per 100 pounds						
*380-B Cancels 380-A	Item cancelled.						
© 385	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.						
	Minimum Weight	Column A	Column B				
	10,000 pounds -----	8	9				
20,000 pounds -----	7	8					
30,000 pounds -----	6½	7½					
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.							
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.							
SUGAR:							
*390-B Cancels 390-A	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	
* Change } ©New Item } Decision No. 35418.							
EFFECTIVE JUNE 20, 1942							
Correction No. 41	Issued by The Railroad Commission of the State of California, San Francisco, California.						

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. 35418.

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
	<p>RULES AND REGULATIONS (Items Nos. 400 and 401 series)</p> <p>(a) Rates named in this section are subject to Items Nos. 10 and 11 series, Definition of Technical Terms, Items Nos. 30, 31, 32 and 33 series, Application of Tariff-Territorial, Item No. 40 series, Application of Tariff-Commodities, Item No. 150 series, Collect on Delivery (C.O.D.) Shipments, and Item No. 160 series, Collection of Charges. They are not subject to other rules and regulations provided by Section No. 1.</p> <p>(b) Rates named in this section apply only when the property is transported by one carrier for one shipper.</p> <p>(c) Prior to the transportation of the property, the shipper must 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>
*400-A Cancels 400	<p style="text-align: right;">Date.....</p> <p>In accordance with the provisions of Item No. 400 series of City Carriers' Tariff No. 4, Highway Carriers' Tariff No. 5 (Appendix "A" of Decision No. 32504, as amended, in Case No. 4121), I hereby elect to have (identify transaction)..... transported by (carrier)..... from(point of origin)..... to(point of destination)..... at the rate of ----(see note)---- under the rates and provisions of Item No. ----(see note)---- series of said tariff.</p> <p>Shipper..... By..... (name in full) (name in full)</p> <p>Confirmed: Carrier..... By..... (name in full)</p> <p>NOTE.—In the event shipper and carrier agree to a basis higher than that provided by the Item, but in the same unit or units of measurement in which the minimum basis is stated, the agreed basis may be stated in place of the Item Number.</p> <p style="text-align: center;">(Concluded on page 38)</p>
	*Change, Decision No. 32706.
	EFFECTIVE JANUARY 2, 1940
Correction No. 6	Issued by The Railroad Commission of the State of California, San Francisco, California.

Item No.	SECTION NO. 5—UNIT RATES, RULES AND REGULATIONS (Continued)
401-B Cancels 401-A	<p>RULES AND REGULATIONS (Concluded)</p> <p>(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	Item cancelled. See Item No. 325 series.
* Change ♦ Increase	} Decision No. 35418.
EFFECTIVE JUNE 20, 1942	
Correction No. 43	Issued by The Railroad Commission of the State of California, San Francisco, California.

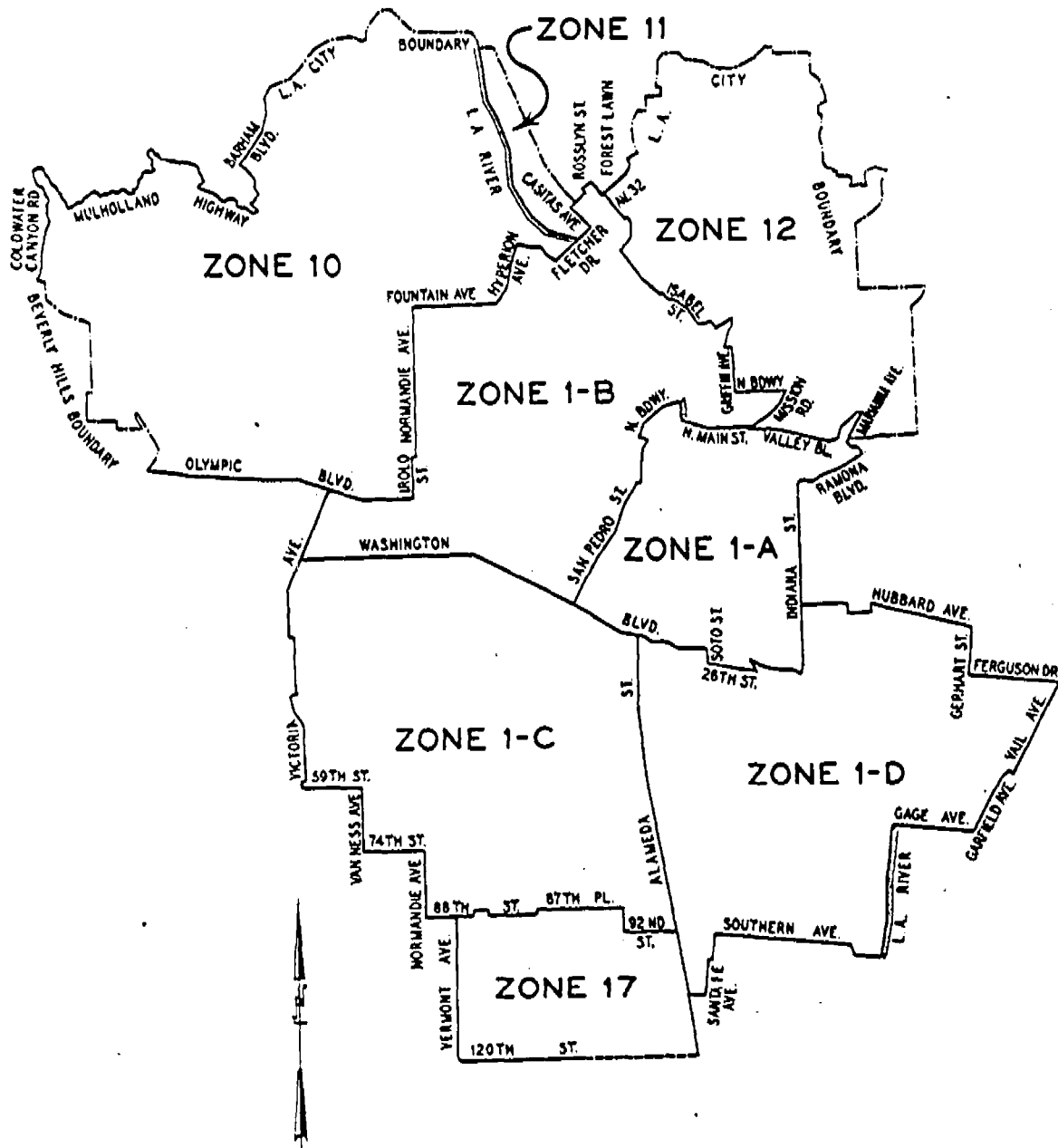
Item No.	SECTION NO. 5—UNIT RATES, RULES AND REGULATIONS (Continued)																					
	FREIGHT , regardless of classification, † transported between or within the zones described in Items Nos. 30, 31, 32 and 33 series, subject to Notes 1, 2 and 3:																					
	Minimum Units per calendar month or any portion thereof	Rates in cents per unit																				
	Any Quantity -----	30																				
	250 -----	27½																				
	750 -----	25½																				
	2,000 -----	23½																				
	4,000 -----	21½																				
	6,000 -----	20																				
	8,000 -----	18½																				
	10,000 -----	17																				
	12,500 -----	16																				
	15,000 -----	15																				
*410-A Cancels 410	<p>NOTE 1.—When the charge accruing at the actual number of units exceeds the charge computed upon a rate based upon a greater number of units, the latter shall apply.</p> <p>NOTE 2.—The weight of each shipment shall be the gross weight thereof. No allowance shall be made for the weight of containers.</p> <p>NOTE 3.—The number of units shall be computed as follows:</p> <table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">Weight of shipment in pounds</th> <th style="text-align: right;">Number of units</th> </tr> </thead> <tbody> <tr> <td>50 or less -----</td> <td style="text-align: right;">1</td> </tr> <tr> <td>Over 50 but not over 150 -----</td> <td style="text-align: right;">2</td> </tr> <tr> <td>Over 150 but not over 300 -----</td> <td style="text-align: right;">3</td> </tr> <tr> <td>Over 300 but not over 500 -----</td> <td style="text-align: right;">4</td> </tr> <tr> <td>‡ Over 500 but not over 550 -----</td> <td style="text-align: right;">5</td> </tr> <tr> <td>‡ Over 550 but not over 650 -----</td> <td style="text-align: right;">6</td> </tr> <tr> <td>‡ Over 650 but not over 800 -----</td> <td style="text-align: right;">7</td> </tr> <tr> <td>‡ Over 800 but not over 1,000 -----</td> <td style="text-align: right;">8</td> </tr> <tr> <td>‡ Over 1,000 -----</td> <td style="text-align: right;">(See Below)</td> </tr> </tbody> </table> <p>To determine the number of units on shipments weighing over 1,000 pounds, use same method of computation as provided above for first 1,000 pounds.</p>		Weight of shipment in pounds	Number of units	50 or less -----	1	Over 50 but not over 150 -----	2	Over 150 but not over 300 -----	3	Over 300 but not over 500 -----	4	‡ Over 500 but not over 550 -----	5	‡ Over 550 but not over 650 -----	6	‡ Over 650 but not over 800 -----	7	‡ Over 800 but not over 1,000 -----	8	‡ Over 1,000 -----	(See Below)
Weight of shipment in pounds	Number of units																					
50 or less -----	1																					
Over 50 but not over 150 -----	2																					
Over 150 but not over 300 -----	3																					
Over 300 but not over 500 -----	4																					
‡ Over 500 but not over 550 -----	5																					
‡ Over 550 but not over 650 -----	6																					
‡ Over 650 but not over 800 -----	7																					
‡ Over 800 but not over 1,000 -----	8																					
‡ Over 1,000 -----	(See Below)																					
<p>*Change, Decision No. 32706. ‡ Reduction.</p>																						
EFFECTIVE JANUARY 2, 1940																						
Correction No. 7	Issued by The Railroad Commission of the State of California, San Francisco, California.																					

Item No.	SECTION NO. 5—UNIT RATES, RULES AND REGULATIONS (Continued)																																					
	<p>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:</p> <table border="0" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Weight in Pounds</th> <th style="text-align: center;">Rates in Cents Per Hour</th> <th style="text-align: center;">Minimum Charges in Cents</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 2,500.....</td> <td style="text-align: center;">♦250</td> <td style="text-align: center;">♦250</td> </tr> <tr> <td>Over 2,500 but not over 5,000.....</td> <td style="text-align: center;">♦285</td> <td style="text-align: center;">♦285</td> </tr> <tr> <td>Over 5,000 but not over 8,000.....</td> <td style="text-align: center;">♦310</td> <td style="text-align: center;">♦310</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 but not over 30,000.....</td> <td style="text-align: center;">♦430</td> <td style="text-align: center;">♦430</td> </tr> <tr> <td>Over 30,000.....</td> <td style="text-align: center;">♦570</td> <td style="text-align: center;">♦570</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 border="0" style="margin-left: auto; margin-right: auto;"> <tbody> <tr> <td>Less than 8 minutes</td> <td>omit.</td> </tr> <tr> <td>8 minutes or more but less than 23 minutes shall be</td> <td>$\frac{1}{4}$ hour.</td> </tr> <tr> <td>23 minutes or more but less than 38 minutes shall be</td> <td>$\frac{1}{2}$ hour.</td> </tr> <tr> <td>38 minutes or more but less than 53 minutes shall be</td> <td>$\frac{3}{4}$ hour.</td> </tr> <tr> <td>53 minutes or more shall be</td> <td>1 hour.</td> </tr> </tbody> </table> <p>♦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.</p>	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	Less than 8 minutes	omit.	8 minutes or more but less than 23 minutes shall be	$\frac{1}{4}$ hour.	23 minutes or more but less than 38 minutes shall be	$\frac{1}{2}$ hour.	38 minutes or more but less than 53 minutes shall be	$\frac{3}{4}$ hour.	53 minutes or more shall be	1 hour.
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Correction No. 44	Issued by The Railroad Commission of the State of California, San Francisco, California.																																					

Item No.	SECTION NO. 5—UNIT RATES, RULES AND REGULATIONS (Concluded)																																																
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	<p> * Change } ♦ Increase } Decision No. 35418. † Reduction } </p> <p style="text-align: center;">End of Tariff</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. 45</p>																																																

ZONE MAP

CASE NO. 4121



FOR ADDITIONAL DETAIL REFER TO DESCRIPTION OF ZONES.

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

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

Packages	Kind	Description of Commodities	(1) Weight	Hourly Equipment Unit Rates						Charges
				Service	Time Started	Time Completed	(2) Deductions	Time for Computation of Charges	Rate per hour	
				Loading						
				Driving						
				Unloading						
				Total						
			(3) Weight	Weekly and Monthly Equipment Unit Rates						
				Period equipment unit is engaged:				Date Started	Date Completed	
			(4)							
				Miles operated _____						
				Maximum miles _____						
				Excess miles _____			Rate per mile _____			
			No. of Units	Weight Unit Rates per Calendar Month or any Portion Thereof (5)						
				Month of _____						
				Number of units _____			Rate per unit _____			
				Help in Addition to Driver						
				Service	No. of Men	Time Started	Time Completed	(2) Deductions	Time for Computation of Charges	Rate per Hour
				Loading						
				Driving						
				Unloading						
				Other Accessorial service (6)						
				Total						

Shipper _____ C.O.D. _____ (Amount to Collect)
 By _____ (Show name in full) Advances (6) _____
 Received by carrier in good condition, except as noted: _____
 By _____ Driver (Show name in full) Other Charges (6) _____
 Received by consignee in good condition, except as noted: _____
 (Show name in full) Prepaid _____
TOTAL TO COLLECT _____

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

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

Name of Carrier _____ (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 Commodity	Weight (1)	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 _____	C. O. D. _____ (Amount to Collect)
By _____ (show name in full)	Advances (3) _____
Received by carrier in good condition, except as noted:	Other Charges (3) _____
By _____ Driver (show name in full)	Prepaid _____
Received by consignee in good condition, except as noted:	TOTAL TO COLLECT _____
(show name in full)	

(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.