

ORIGINALDecision No. 67766

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation
 into the rates, rules, regulations,
 charges, allowances and practices
 of all common carriers, highway
 carriers and city carriers relat-
 ing to the transportation of prop-
 erty within San Diego County
 (Transportation rates therefor are
 provided in Minimum Rate Tariff
 No. 9-A).

Case No. 5439
 Petition for Modification
 No. 31
 (Filed August 19, 1963;
 amended May 12, 1964)

E. J. Langhofer and Hugh A. Hall, for the San Diego Chamber of Commerce, petitioner.
W. Ross Starkey and Rodney Starkey, for Pacific Messenger Service; Don J. Glardon, for Harbor Transfer Co.; E. B. Gould, for Lyon Van & Storage Co.; John M. Graham, for San Diego Forwarding Co.; L. M. Pepper, for Pep's Kerosene Service; E. E. Padilla, for Padre Freight Lines; Arno W. Mueller, for Mueller Truck Co.; John R. Chamberlain and Fred B. Lloyd, for Aztec Transportation Co.; Jerome M. Swisind, for United Parcel Service; J. H. Fevling, for Bekins; R. J. Taylor, for Pacific Transfer Van and Truck; and Ben Cope, for California Cartage Co., respondents.
A. D. Poe, J. C. Kaspar and H. F. Kollmyer, for California Trucking Association; William R. Daly, for San Diego Unified Port District; Fred R. Collier, for Automotive Warehousing Co.; and William W. Carstens, for the City of National City, interested parties.
Leonard Diamond, for the Commission staff.

O P I N I O N

Minimum Rate Tariff No. 9-A names rates for transportation within the San Diego Drayage Area. The tariff is governed by the rules and ratings contained in Classification No. 1 (issued by the Commission). By this petition the San Diego Chamber of Commerce asks that Classification No. 1 be canceled and that National Motor Freight Classification A-7 be made the governing classification for Minimum Rate Tariff No. 9-A.

Following notice to parties believed to be interested, public hearings on the petition were held before Examiner Turpen on June 23 and 24, 1964, at San Diego. Evidence was presented by a traffic consultant and several shipper representatives on behalf of petitioner. Representatives of the California Trucking Association and of the Commission's staff assisted in developing the record. At the conclusion of the hearings the staff was authorized to submit a late-filed exhibit, if necessary, to point out any conflicts in the tariff rules. This was found to be unnecessary and the petition was submitted on July 1, 1964.

Decision No. 55256, dated July 9, 1957, in Case No. 5439, completely revised the rate structure in the San Diego Drayage Area and established a class rate system based on Class 100 as the principal rating. Classification No. 1, established by the same decision, listed ratings for all commodities not taking a Class 100 rating as percents of Class 100. Since then, until recently, the other minimum rate tariffs requiring a classification were governed by the Western Classification. Pursuant to a petition filed by the California Trucking Association (Petition No. 303 in Case No. 5432, et al.), Decision No. 66268, dated November 5, 1963, substituted the National Motor Freight Classification for the Western Classification in those tariffs where applicable.

At several previous hearings involving the rates in Minimum Rate Tariff No. 9-A the San Diego Chamber of Commerce had taken the position that the unique rate structure in San Diego is unduly discriminatory.¹ The Chamber's traffic manager at those times urged that the San Diego tariff be made subject to the same classification

¹ See Decision No. 64168, dated August 28, 1962, and Decision No. 65812, dated July 30, 1963.

as the other minimum rate tariffs. Due to the extensive tariff changes required, such action was ruled beyond the scope of those proceedings. The filing of Petition No. 303 in Case No. 5432 prompted the filing of the instant petition in Case No. 5439.

A traffic consultant, employed by petitioner, presented an exhibit showing the tariff changes he thought necessary to make the tariff subject to the National Motor Freight Classification. It developed that a number of the proposed tariff changes were not related to the change of classifications and the Examiner ruled that these proposals were beyond the scope of this proceeding. As a result the witness revised his exhibit. The revised proposal involves transfer of a number of rules from Classification No. 1 to Minimum Rate Tariff No. 9-A and cancellation of Classification No. 1. Additional rules are proposed to effectuate the application of the National Motor Freight Classification. The biggest change is in the rate structure, where petitioner proposes that the present Class 100 rates be used as 3rd Class, and 1st, 2nd and 4th Classes be constructed so that 2nd, 3rd and 4th Classes will be respectively 90, 80 and 70 percent of 1st Class. A scale of minimum charges for up to 1,000 pounds is proposed at the level of the current charges for such shipments at Class 100, Rate Basis B. Various changes in references between items are necessary. Exception ratings on grain, lumber, petroleum, sugar and salt are proposed so as to retain the current rates for these commodities. The California Trucking Association supported the revised proposals.

Several shipper representatives testified in support of the petition. They stressed the need of uniformity of rate structures and the difficulties caused by the present classification.

A representative of the California Trucking Association asked that common carriers be authorized to make the corresponding changes on exempt commodities moving under class rates. If this authority is not granted, he explained, the carriers would have to retain the present scale of rates as well as the new scale.

The record is clear, and we find, that use of a separate and unique classification and system of rates in San Diego results in a great disadvantage to the shippers of that area, and that the drayage tariff should be subject to the same classification and rate structure as other minimum rate tariffs. We also find that the rate structure proposed by the San Diego Chamber of Commerce will result in reasonable rates. A change of classification will naturally result in many changes in ratings and resultant freight charges, both increases and reductions. It would be impracticable to describe all the many changes that may result. We find that such increases are justified.

In view of the extensive changes involved, Minimum Rate Tariff No. 9-A will be reissued and designated as Minimum Rate Tariff No. 9-B.

The Commission further finds that:

1. The rates, charges, accessorial charges, rules and regulations set forth in Minimum Rate Tariff No. 9-B, which is designated as Appendix A of the order herein, are and will be for the future the just, reasonable and nondiscriminatory minimum rates, charges and accessorial charges to be assessed, charged and collected and just, reasonable and nondiscriminatory rules and regulations to be observed in applying such rates, charges and accessorial charges by any and all radial highway common carriers, highway contract carriers, cement contract carriers and city carriers for transportation and other services, including accessorial services rendered

incident thereto, for which rates, charges, accessorial charges, rules and regulations are provided in said Minimum Rate Tariff No. 9-B.

2. The ratings, rules and regulations named in National Motor Freight Classification No. A-7 (Cal) as governed by National Motor Freight Classification No. A-7, should replace Classification No. 1 as the governing classification for Minimum Rate Tariff No. 9-B.

3. Any and all radial highway common carriers, highway contract carriers, cement contract carriers and city carriers should be required to assess, charge and collect, for the transportation and other services, including accessorial services, to which said Minimum Rate Tariff No. 9-B is applicable, rates, charges and accessorial charges no lower in volume or effect than those set forth in said tariff, and to observe rules and regulations no lower in volume or effect than those set forth therein.

4. The existing rates, charges, accessorial charges, rules and regulations maintained by common carriers, as defined in the Public Utilities Act, for transportation over the public highways within California, and for accessorial services incidental thereto, are and will for the future be unreasonable, insufficient and not justified by the actual competitive rates of competing carriers, or by the cost of other means of transportation, insofar as they are lower in volume or effect than those set forth in said Minimum Rate Tariff No. 9-B for the performance of the same transportation and the same accessorial services by radial highway common carriers, highway contract carriers, cement contract carriers and city carriers.

5. The rates, charges, accessorial charges, rules and regulations set forth in said Minimum Rate Tariff No. 9-B will be just, reasonable and sufficient minimum rates, charges, accessorial charges,

rules and regulations for the transportation by common carriers as defined in the Public Utilities Act.

The Commission concludes that the petition should be granted to the extent set forth in the ensuing order and that Classification No. 1 should be canceled.

O R D E R

IT IS ORDERED that:

1. The rates, rules and regulations set forth in Minimum Rate Tariff No. 9-B, which is designated as Appendix A of the order herein and by this reference is incorporated in and made a part of this order, 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, cement contract carriers and city carriers for the transportation and other services, including accessorial services rendered incident thereto, for which rates, charges, rules and regulations are provided in said Minimum Rate Tariff No. 9-B.

2. Classification No. 1 (Appendix C of Decision No. 55256, as amended) is canceled by incorporating therein, to become effective October 3, 1964, Supplement No. 1, attached hereto and by this reference made a part hereof.

3. All radial highway common carriers, highway contract carriers, cement contract carriers and city carriers are hereby ordered and directed to cease and desist on October 3, 1964, and thereafter abstain from assessing, charging or collecting rates, charges or accessorial charges lower in volume or effect than those set forth in said Minimum Rate Tariff No. 9-B, and from observing

rules or regulations lower in volume or effect than those set forth therein.

4. All common carriers, as defined in the Public Utilities Act, maintaining rates, charges, accessorial charges, rules and regulations for transportation over the public highways within California and for accessorial services incidental thereto, found by Finding 4 in the opinion preceding this order to be unreasonable, insufficient and not justified by the actual competitive rates of competing carriers or by the cost of other means of transportation, are hereby ordered and directed to cancel said rates, charges, accessorial charges, rules and regulations on not less than ten days' notice to the Commission and to the public, and to establish in their stead rates, charges, accessorial charges, rules and regulations no lower in volume or effect than those set forth in said Minimum Rate Tariff No. 9-B.

5. All common carriers referred to and described in ordering paragraph 4 are hereby ordered and directed to cease and desist from publishing or maintaining in their tariffs rates, charges, accessorial charges, rules or regulations lower in volume or effect than those set forth in Minimum Rate Tariff No. 9-B.

6. Except as is otherwise stated hereinbelow, the ratings and class rates, minimum charges and accessorial charges which are established by ordering paragraph 1 hereof are authorized to be made applicable to the transportation of the commodities listed in Items Nos. 50 and 51 of Minimum Rate Tariff No. 9-B, by common carriers (as defined in Section 211 of the Public Utilities Act) provided (a) that said transportation is performed between origins and destinations which are both located within the San Diego Drayage Area (as described in Minimum Rate Tariff No. 9-B); and (b) that said transportation is now subject to class rates in the tariffs of said common carriers.

EXCEPTIONS: The rate increase authority which is granted by this paragraph does not apply

- (1) To transportation for which minimum rates apply in accordance with the provisions of other minimum rate tariffs of the Commission; and
- (2) To transportation which is being performed by dump or tank vehicles.

7. Tariff publications resulting in increases required or authorized to be made by common carriers as a result of the order herein may be made effective not earlier than the tenth day after the effective date of this order, on not less than ten days' notice to the Commission and to the public; such tariff publications as are required shall be made effective not later than October 3, 1964; as to increases which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date of this order; and tariff publications resulting in reductions may be made effective not earlier than the tenth day after the effective date of this order, and may be made effective on not less than ten days' notice to the Commission and to the public if filed not later than sixty days after the effective date of the minimum rate tariff pages incorporated in this order.

8. Common carriers, in establishing and maintaining the rates authorized hereinabove, are hereby authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the rates published under this

authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 25th day of August, 1964.

Fredrick B. Hallock
President
George H. Hoover
William M. Bennett
Commissioners

CANCELLATION SUPPLEMENT

SUPPLEMENT NO. 1
TO
CLASSIFICATION NO. 1

NAMING

MINIMUM RATINGS, RULES AND REGULATIONS

GOVERNING

MINIMUM RATE TARIFFS

MAKING REFERENCE HERETO

CANCELLATION NOTICE

Classification No. 1 is canceled. For provisions in effect on and after the effective date hereof for transportation within San Diego Drayage Area, see Minimum Rate Tariff No. 9-B.

Decision No. **67766**

EFFECTIVE OCTOBER 3, 1964

Issued by the
PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA
State Building, Civic Center
San Francisco, California

APPENDIX A
OF
DECISION NO. 67766
IN CASE NO. 5439

ISSUED BY
PUBLIC UTILITIES COMMISSION
OF THE
STATE OF CALIFORNIA

CONSISTING OF MINIMUM RATE TARIFF NO. 9-B
NAMING MINIMUM RATES, RULES AND REGULATIONS
FOR THE TRANSPORTATION OF PROPERTY OVER
THE PUBLIC HIGHWAYS WITHIN A DEFINED
SAN DIEGO DRAYAGE AREA

BY
CITY CARRIERS
HIGHWAY CONTRACT CARRIERS
CEMENT CONTRACT CARRIERS
AND
RADIAL HIGHWAY COMMON CARRIERS

MINIMUM RATE TARIFF NO. 9-B
(Cancels Minimum Rate Tariff No. 9-A)

NAMING
MINIMUM RATES, RULES, AND REGULATIONS
FOR THE
TRANSPORTATION OF PROPERTY
OVER THE PUBLIC HIGHWAYS
WITHIN A
DEFINED SAN DIEGO DRAYAGE AREA
BY
CITY CARRIERS
HIGHWAY CONTRACT CARRIERS
CEMENT CONTRACT CARRIERS
AND
RADIAL HIGHWAY COMMON CARRIERS

The original tariff contains rates, rules and regulations established in Decision No. 67766 in Case No. 5439. Changes will be made by issuing revised or added pages or by issuing supplements.

Governed, except as otherwise provided herein, by the Governing Classification referred to in Item No. 10 to the extent shown in Item No. 60.

EFFECTIVE OCTOBER 3, 1964

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CORRECTION NUMBER CHECKING SHEET

This tariff is issued in loose-leaf form. Correction numbers appearing on 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 the tariff.

CORRECTION NUMBERS

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ARRANGEMENT OF TARIFF

This Is a Loose-Leaf Tariff Consisting
of Four Sections

Section No. 1 - Rules and Regulations

Section No. 2 - Rate Bases and Rates

Section No. 3 - Equipment Rates, Rules
and Regulations

Section No. 4 - Forms of Shipping Documents

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SECTION NO. 1

RULES AND REGULATIONS

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San Francisco, California

SECTION NO. 1 - RULES AND REGULATIONS

Item
No.DEFINITION OF TECHNICAL TERMS
(Items Nos. 10 and 11)

ARMORED CAR means any motor truck and/or other highway vehicle which has been armored with bullet resistant metal and/or bullet proof glass, and which is manned by an armed crew.

CARRIER means a carrier, as defined in the City Carriers' Act, or a radial highway common carrier, a highway contract carrier or a cement contract carrier, as defined in the Highway Carriers' Act.

CARRIER'S EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semitrailer, dolly or any combination of such highway vehicles operated by the carrier.

COMMISSION means the Public Utilities Commission of the State of California.

COMMON CARRIER RATE means any intrastate rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, lawfully on file with the Commission and in effect at time of shipment for transportation by land; also any interstate or foreign rate or rates of any common carrier or common carriers, as defined in the Public Utilities Act, applying between points in California and in effect at time of shipment and covering transportation exempt from rate regulation of the Interstate Commerce Commission under Section 203(b)(6) or Section 203(b)(8) of Part II of the Interstate Commerce Act.

DEBTOR means the person obligated to pay the freight charges to the carrier, whether consignor, consignee or other party.

ESCORT SERVICE means the furnishing of pilot cars or vehicles by a carrier as may be required by any governmental agency to accompany a shipment for highway safety.

ESTABLISHED DEPOT means a freight terminal owned or leased and maintained by a carrier for the receipt and delivery of shipments.

GOVERNING CLASSIFICATION means National Motor Freight Classification A-7(Cal) as governed by National Motor Freight Classification A-7.

HOLIDAYS mean New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, December 24 and Christmas.

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INDEPENDENT-CONTRACTOR SUBHAULER means any carrier who renders service for a principal carrier, for a specified recompense, for a specified result, under the control of the principal as to the result of the work only and not as to the means by which such result is accomplished.

PERMIT SHIPMENT means a shipment which because of its width, length, height, weight or size requires special authority from a governmental agency regulating the use of highways, roads or streets for the transportation of such shipment in whole or in part.

(Continued in Item No. 11)

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| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. |
|--|----------|
| <p style="text-align: center;">DEFINITIONS OF TECHNICAL TERMS (Concluded) (Items Nos. 10 and 11)</p> <p>POINT OF DESTINATION means the precise location at which property is tendered for physical delivery into the custody of the consignee or his agent. All points within a single industrial plant or receiving area of one consignee shall be considered as one point of destination. An industrial plant or receiving area of one consignee shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.</p> <p>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. All points within a single industrial plant or shipping area of one consignor shall be considered as one point of origin. An industrial plant or shipping area of one consignor shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.</p> <p>POOL LOT means a quantity of freight contained in a rail car or motor vehicle or located on a steamship wharf for delivery or reshipment to two or more points of destination in the San Diego Drayage Area, or to one or more points in the San Diego Drayage Area and one or more points outside thereof, such freight for delivery within the San Diego Drayage Area being consigned to:</p> <ol style="list-style-type: none"> (1) A carrier to segregate or to unload and segregate and deliver to consignees, their agents or to other carriers; or (2) A consignee, other than a carrier, when carrier is instructed to distribute and deliver to the consignees, subconsignees, their agents, or other carriers. <p>RATE includes charge and, also, the ratings, minimum weight, rules and regulations governing, and the accessorial charges applying in connection therewith.</p> <p>SAME TRANSPORTATION means transportation of the same kind and quantity of property between the same points, and subject to the same limitations, conditions and privileges, but not necessarily in an identical type of equipment.</p> <p>SAN DIEGO DRAYAGE AREA means the area encompassed by all of the zones described in Items Nos. 30 through 40.</p> <p>SHIPMENT means a quantity of property 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 definition for Split Delivery Shipment for exceptions.)</p> | 11 |

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 one debtor.

TON means 2,000 pounds.

UNIT OF EQUIPMENT means any motor truck or other self-propelled highway vehicle, trailer, semitrailer, dolly or any combination of such highway vehicles operated by the carrier.

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San Francisco, California.

| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. |
|--|----------|
| <p style="text-align: center;">APPLICATION OF TARIFF</p> <p>(a) Rates provided in this tariff are minimum rates established pursuant to the City Carriers' Act and the Highway Carriers' Act. They apply for the transportation of property by carriers as described in Item No. 10, and include loading into and unloading from carriers' equipment except as provided in Items Nos. 110 and 500. The rates in this tariff include unloading from rail cars and trucks.</p> <p>(b) Rates, rules and regulations named in this tariff shall not apply to transportation by independent-contractor subhaulers when such transportation is performed for other carriers as defined in this tariff or for common carriers as defined in the Public Utilities Act.</p> | 20 |
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| <p>Issued by the Public Utilities Commission of the State of California San Francisco, California</p> | |

| SECTION NO. 1-RULES AND REGULATIONS (Continued) | Item No. |
|---|----------|
| <p style="text-align: center;">APPLICATION OF TARIFF-TERRITORIAL (Items Nos. 30 through 40)</p> <p>Rates in this tariff apply for the transportation of shipments between points within the San Diego Drayage Area. The zones hereinafter described embrace all points of origin and destination within their respective boundaries. Where streets are used to define zone boundaries described below, the zones include both sides of the streets named. Where railway lines, rights of way, water courses or freeways are used to define the zone boundaries described below, the center line of such railway lines, rights of way, water courses or freeways will constitute the boundary line, except as otherwise specifically designated.</p> <p>Where the written description of an area, zone or territory conflicts with the map description of that same area, zone or territory, the written description will govern.</p> <p>The term "street" as used above will be synonymous with "avenue," "boulevard," "drive," "lane," "terrace," "road," or other designations thereof.</p> <p>Where the term "shore line," "ocean," or "bay" is employed as a boundary line, such boundary line shall be construed to embrace any pier or wharf extending into the adjacent body of water.</p> <p style="text-align: center;">ZONE 1</p> <p>Beginning at the intersection of Pacific Highway (U.S. Highway No. 101) and Camino Del Rio; southwesterly along Camino Del Rio and Rosecrans Street to Emerson Street; southeasterly along Emerson Street to San Diego Bay; easterly and southeasterly along the shore line and waterfront of San Diego Bay to the mouth of the south fork of the Sweetwater River; easterly along the south fork of Sweetwater River and the river to the intersection of Edgemere Avenue and Sweetwater River; northerly along Edgemere Avenue to 30th Street; westerly along 30th Street to N Avenue; northerly along N Avenue to 16th Street; easterly on 16th Street to Palm Avenue; northerly along Palm Avenue to Division Street; westerly along Division Street to 43rd Street; northerly along 43rd Street to National Avenue; westerly along National Avenue to Boundary Street (41st Street); northerly along Boundary Street and the prolongation thereof to its intersection with Camino Del Rio; westerly along Camino Del Rio to point of beginning.</p> | 30 |

ZONE 2

Beginning at the intersection of Camino Del Rio and the prolongation of Boundary Street; southerly along the prolongation of Boundary Street and Boundary Street (41st Street) to National Avenue; easterly along National Avenue to 43rd Street; southerly along 43rd Street to Division Street; easterly along Division Street to Palm Avenue; southerly along Palm Avenue to 16th Street; westerly along 16th Street to N Avenue; southerly along N Avenue to 30th Street; easterly along 30th Street and Sweetwater Road to Valley Road; easterly along Valley Road to Reo Drive; northerly along Reo Drive to Rancho Hills Drive; easterly along Rancho Hills Drive to Sea Breeze Drive; northerly along Sea Breeze Drive to Winchester Street; easterly along Winchester Street to Calle Serena; northerly along Calle Serena to Calle Pintoresco; easterly along Calle Pintoresco to Paradise Valley Road; northerly along a direct line to the intersection of the southerly prolongation of 69th Street and Skyline Drive; northerly along said southerly prolongation of 69th Street and 69th Street to Madera Street; north-easterly along Madera Street to Massachusetts Avenue; northerly along Massachusetts Avenue to University Avenue; westerly along University Avenue to 70th Street; northerly along 70th Street and Lake Murray Boulevard to Alvarado Freeway; northwesterly along Alvarado Freeway to Pennsylvania Avenue; northerly along Pennsylvania Avenue and its northerly prolongation to the San Diego River; westerly and southerly along the San Diego River to Ward Road; southerly along Ward Road to Camino Del Rio; westerly along Camino Del Rio to point of beginning.

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| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. |
|--|---|
| <p data-bbox="360 371 1248 442" style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL (Continued) (Items Nos. 30 through 40)</p> <p data-bbox="753 476 872 510" style="text-align: center;">ZONE 3</p> <p data-bbox="211 529 1385 1547">Beginning at the intersection of the San Diego River and the prolongation of Pennsylvania Avenue; southerly along the prolongation of Pennsylvania Avenue and Pennsylvania Avenue to Alvarado Freeway; southeasterly along Alvarado Freeway to Lake Murray Boulevard; southerly along Lake Murray Boulevard and 70th Street to University Avenue; easterly along University Avenue to Massachusetts Avenue; southerly along Massachusetts Avenue to Madera Street; southwesterly along Madera Street to 69th Street; southerly along 69th Street and its southerly prolongation to Skyline Drive; easterly and northerly along Skyline Drive to Jamacha Road; easterly along Jamacha Road to Helix Street; northerly along Helix Street to Lamar Street; easterly along Lamar Street and Upland Street to Kenora Drive; northerly along Kenora Drive to Dale Avenue; easterly along Dale Avenue to Bonita Street; southerly along Bonita Street to Buena Vista Drive; easterly along Buena Vista Drive to Sweetwater Springs Boulevard; southerly along Sweetwater Springs Boulevard to Del Rio Road; easterly along Del Rio Road to Calavo Drive; northerly along Calavo Drive to Campo Road; northeasterly along Campo Road to Avocado Boulevard; northerly along Avocado Boulevard to Chase Avenue; easterly along Chase Avenue to Anza Street; northerly along Anza Street to Washington Avenue; easterly along Washington Avenue to Dorothy Street; northerly along Dorothy Street to Jamacha Road; northwesterly along Jamacha Road to Main Street (U.S. Highway No. 80); northeasterly along Main Street (U.S. Highway No. 80) to Greenfield Drive; northwesterly and westerly along Greenfield Drive to Magnolia Avenue; northerly along Magnolia Avenue, Mesa Avenue and Cottonwood Avenue to the San Diego River; westerly along the San Diego River to the point of beginning.</p> <p data-bbox="758 1594 877 1629" style="text-align: center;">ZONE 4</p> <p data-bbox="218 1673 1359 2266">Beginning at the mouth of the south fork of the Sweetwater River; southerly along the shore line of San Diego Bay to the easterly boundary of the City of Coronado near the mouth of the Otay River; southwesterly along the boundary of the City of Coronado to the northerly boundary of the City of Imperial Beach; southeasterly and southerly along the boundary of the City of Imperial Beach to Palm Avenue; easterly along Palm Avenue to Montgomery Freeway (U.S. Highway No. 101); northerly along Montgomery Freeway to the Otay River; easterly along the Otay River to Beyer Way; northerly along Beyer Way and 3rd Avenue to Quintard Street; easterly along Quintard Street to 1st Avenue; northerly along 1st Avenue to Oxford Street; easterly along Oxford Street to Hill Top Drive; northerly along Hill Top Drive to Emerson Street; easterly along Emerson Street to Theresa Way; easterly along Theresa Way to Monserate Avenue; northerly along Monserate Avenue to L Street; westerly along L Street to Cuyamaca Avenue; northerly along Cuyamaca Avenue</p> | <p data-bbox="1431 1542 1470 1576" style="text-align: center;">32</p> |

to San Miguel Drive; westerly along San Miguel Drive to Hill Top Drive; northerly along Hill Top Drive to J Street; easterly along J Street to Dennis Avenue; northerly along Dennis Avenue to Gretchen Road; easterly, northerly, westerly along Gretchen Road to Robert Avenue; northerly along Robert Avenue to I Street; westerly along I Street to Hill Top Drive; northerly along Hill Top Drive and its prolongation to Sweetwater Road; westerly along Sweetwater Road to Edgemere Avenue; southerly along Edgemere Avenue to the Sweetwater River; westerly along the Sweetwater River to its south fork; westerly along the south fork of the Sweetwater River to the point of beginning.

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| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. |
|--|----------|
| <p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL (Continued)</p> <p style="text-align: center;">(Items Nos. 30 through 40)</p> <p style="text-align: center;">ZONE 5</p> <p>All territory within the city limits of Coronado and the U.S. Naval Air Station, North Island.</p> <p style="text-align: center;">ZONE 6</p> <p>Beginning at the intersection of Pacific Highway (U.S. Highway No. 101) with Camino Del Rio; thence southwesterly along Camino Del Rio and Rosecrans Street to Emerson Street; southeasterly along Emerson Street to San Diego Bay, and generally southerly along San Diego Bay to the Pacific Ocean; northerly along the Pacific Ocean to the center line of the San Diego River Flood Channel; easterly along said center line to Pacific Highway (U.S. Highway No. 101); southerly along Pacific Highway to point of beginning.</p> <p style="text-align: center;">ZONE 7</p> <p>Beginning at the intersection of Pacific Highway (U.S. Highway No. 101) and Camino Del Rio (U.S. Highway No. 80); northerly along Pacific Highway (U.S. Highway No. 101) to the center line of the San Diego River Flood Channel; westerly along the San Diego River Flood Channel to the Pacific Ocean; northerly along the shoreline of the Pacific Ocean to the westerly prolongation of Forward Street; easterly along the prolongation of Forward Street and Forward Street to Linda Rosa Avenue; southeasterly along Linda Rosa Avenue to La Jolla Mesa Drive; southerly along La Jolla Mesa Drive to Agate Street; easterly along Agate Street to Fanuel Street; southerly along Fanuel Street to Foothill Boulevard; southeasterly along Foothill Boulevard to Ingraham Street; southerly along Ingraham Street to Diamond Street; easterly along Diamond Street to Noyes Street; northerly along Noyes Street to Chalcedony Street; easterly along Chalcedony Street to Camino Vuelto; southerly along Camino Vuelto to Avenida Altura; easterly along Avenida Altura to Calle Tinto; southerly along Calle Tinto to Balboa Avenue; easterly along Balboa Avenue to Old Pacific Highway; northerly along Old Pacific Highway to U.S. Highway No. 101; thence northerly along U.S. Highway No. 101 to the intersection of the western prolongation of Luna Avenue; easterly along the western prolongation of Luna Avenue and Luna Avenue to Clairemont Mesa Boulevard; easterly along Clairemont Mesa Boulevard to the southerly boundary of Miramar Naval Air Station; easterly, northerly and easterly along the boundary of Miramar Naval Air Station to Murphy Canyon Road; southerly along Murphy Canyon Road, Friars Road and Ward Road to Camino Del Rio; westerly along Camino Del Rio to the point of beginning.</p> | 34 |

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| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. |
|---|----------|
| <p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL (Continued)</p> <p style="text-align: center;">(Items Nos. 30 through 40)</p> <p style="text-align: center;">ZONE 8</p> <p>Beginning at the intersection of Old Pacific Highway and Balboa Avenue; westerly along Balboa Avenue to Calle Tinto; northerly along Calle Tinto to Avenida Altura; westerly along Avenida Altura to Camino Vuelto; northerly along Camino Vuelto to Chalcedony Street; westerly along Chalcedony Street to Noyes Street; southerly along Noyes Street to Diamond Street; westerly along Diamond Street to Ingraham Street; northerly along Ingraham Street to Foothill Boulevard; northwesterly along Foothill Boulevard to Fanuel Street; northerly along Fanuel Street to Agate Street; westerly along Agate Street to La Jolla Mesa Drive; northerly along La Jolla Mesa Drive to Linda Rosa Avenue; northwesterly along Linda Rosa Avenue to Forward Street; westerly along Forward Street and its prolongation to the Pacific Ocean; northerly along the shore line of the Pacific Ocean to the westerly prolongation of Inyaha Lane; easterly along the westerly prolongation of Inyaha Lane and Inyaha Lane to La Jolla Shores Drive; northeasterly and easterly along La Jolla Shores Drive and Miramar Road to the northeasterly boundary of the Pueblo Lands of San Diego; southeasterly along the boundary of the Pueblo Lands of San Diego to Clairemont Mesa Boulevard; westerly along Clairemont Mesa Boulevard to Luna Avenue; westerly along Luna Avenue and its prolongation to a point on U.S. Highway No. 101; southerly along U.S. Highway No. 101 to its junction with Old Pacific Highway; southerly along Old Pacific Highway to point of beginning.</p> <p style="text-align: center;">ZONE 9</p> <p>Beginning at the intersection of the shore line of the Pacific Ocean and the westerly prolongation of Border Avenue, northwesterly of the Del Mar Race Track; easterly along the prolongation of Border Avenue, Border Avenue and Via De La Valle to the western boundary of the City of San Diego; northerly, easterly and southerly along the boundary of the City of San Diego to the northeastern corner of Section 5, T. 15 S., R. 3 W.; southerly along the eastern boundary of Section 5, T. 15 S., R. 3 W. to its intersection with the northeastern boundary of the Pueblo Lands of San Diego; southeasterly along the boundary of the Pueblo Lands of San Diego to Miramar Road; westerly and southwestwesterly along Miramar Road and La Jolla Shores Drive to Inyaha Lane; westerly along Inyaha Lane and its prolongation to the Pacific Ocean; northerly along the shore line of the Pacific Ocean to the point of beginning.</p> | 36 |
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| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. |
|---|----------|
| <p style="text-align: center;">APPLICATION OF TARIFF - TERRITORIAL (Continued)</p> <p style="text-align: center;">(Items Nos. 30 through 40)</p> <p style="text-align: center;">ZONE 10</p> <p>Beginning at the northeastern corner of Section 5, T. 15 S., R. 3 W. on the boundary of the City of San Diego; north-easterly and easterly along the boundary of the City of San Diego to U.S. Highway No. 395; southerly along U.S. Highway No. 395 to Mission Road; southerly along Mission Road to Escondido Boulevard; southwesterly along Escondido Boulevard to Murphy Canyon Road; southerly along Murphy Canyon Road to the southern boundary of the Miramar Naval Air Station; west-erly and southerly along the boundary of the Miramar Naval Air Station to Clairemont Mesa Boulevard; westerly along Claire-mont Mesa Boulevard to the northeasterly boundary of the Pueblo Lands of San Diego; northwesterly along the boundary of the Pueblo Lands of San Diego to the southeastern corner of Sec-tion 5, T. 15 S., R. 3 W.; northerly along the eastern bound-ary of Section 5, T. 15 S., R. 3 W. to point of beginning.</p> <p style="text-align: center;">ZONE 11</p> <p>Beginning at the intersection of the northerly boundary of the City of Imperial Beach (southerly boundary of the City of Coronado) and the Pacific Ocean; southerly along the shore line of the Pacific Ocean to the International Boundary; easterly along the International Boundary to the southerly prolongation of Dairy Mart Road; northerly along the prolong-ation of Dairy Mart Road and Dairy Mart Road to U.S. Highway No. 101 Alternate; northwesterly along U.S. Highway No. 101 Alternate to Beyer Way; northerly along Beyer Way to the Otay River; westerly along the Otay River to Montgomery Freeway (U.S. Highway No. 101); southerly along Montgomery Freeway to Palm Avenue; westerly along Palm Avenue to the easterly bound-ary of the City of Imperial Beach; northerly and westerly along the boundary of the City of Imperial Beach to point of beginning.</p> <p style="text-align: center;">ZONE 12</p> <p>Beginning at the intersection of Beyer Way and Otay River in the community of Otay; southerly along Beyer Way to U.S. Highway No. 101 Alternate; southeasterly along U.S. Highway No. 101 Alternate to Dairy Mart Road; southerly along Dairy Mart Road and its prolongation to the International Boundary; easterly along the International Boundary to the eastern boundary line of Section 5, T. 19 S., R. 1 W.; northerly along the eastern boundary line of Section 5, T. 19 S., R. 1 W., and Section 32, T. 18 S., R. 1 W., to the inter-section of Otay Valley Road and Mesa Road; northerly and westerly along Otay Valley Road to the Otay River; westerly along the Otay River to point of beginning.</p> | 38 |
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| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. |
|---|-----------|
| <p>APPLICATION OF TARIFF - TERRITORIAL (Concluded) (Items Nos. 30 through 40)</p> <p>MAP OF ZONES DESCRIBED IN ITEMS NOS. 30 THROUGH 38</p> <p>(Map to be furnished in printed form.)</p> | <p>40</p> |
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| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. |
|--|----------|
| <p style="text-align: center;">APPLICATION OF TARIFF - COMMODITIES (Items Nos. 50 and 51)</p> <p>Rates in this tariff apply for the transportation of all commodities except the following:</p> <p>Accessories, motion picture,</p> <p>Animals, live,</p> <p>Automobiles, freight or passenger, set up,</p> <p>Automobile parts, accessories and related articles in secondary movement by truckaway service when subject to the rates, rules and regulations set forth in Minimum Rate Tariff No. 12,</p> <p>Baggage,</p> <p>Carriers, used packages, empty, returning from an outbound paying load of traffic for which no rates are provided in this tariff, or forwarded for a return paying load of traffic for which no rates are provided in this tariff,</p> <p>Cement, hydraulic, masonry, natural or Portland--also lime, common (including magnesium lime, hydrated or hydraulic lime, quick or slaked), cement flue dust and/or limestone, powdered, shipped in mixed shipments with cement--when transported in shipments of 47,500 pounds or more, or when transported in shipments of lesser weights subject to the rates, rules and regulations, including the minimum charge computed on a minimum weight of 47,500 pounds, which are set forth in Minimum Rate Tariff No. 10,</p> <p>Commodities as described in and for which rates are provided in Minimum Rate Tariff No. 14-A,</p> <p>Commodities picked up or delivered for common carriers within the common carriers' lawfully published pickup and delivery limits, when transported beyond said pickup and delivery limits under through rates,</p> <p>Commodities weighing 100 pounds or less per package or piece when delivered from retail stores or retail store warehouses, or when returned to the original retail store or retail store warehouses via the carrier which handled the outbound movement,</p> <p>Commodities when transported in an armored car operated under permit from the Commissioner of the California Highway Patrol,</p> <p>Commodities when transported in dump trucks, for which rates are provided in Minimum Rate Tariff No. 7,</p> <p>Commodities when transported under the vehicle unit rates, rules and regulations of Minimum Rate Tariff No. 15,</p> | 50 |

Commodities which have been sold at retail by a retail merchant, and transported from a retail store or retail store warehouse to residences of retail customers, or transported from residences of retail customers to retail stores or retail store warehouses, and such transportation is performed in vehicles in the exclusive use of the retailer and provided no shipment exceeds 2,000 pounds in weight; further, that the merchandise is for the use or consumption of retail customers and is not for use in the furtherance of an industrial or commercial enterprise; and provided that the retailer shall certify on the shipping document for each delivery that the merchandise was sold at retail to a retail customer,

Concrete transported in motor vehicles equipped for mechanical mixing in transit,

Cotton, in bales,

Cotton Linters, in bales,

Film, motion picture,

Fruit, fresh or green (not cold pack nor frozen),

(Continued in Item No. 51)

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| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. |
|--|----------|
| <p style="text-align: center;">APPLICATION OF TARIFF - COMMODITIES (Concluded) (Items Nos. 50 and 51)</p> <p>Rates in this tariff apply for the transportation of all commodities except the following:</p> <p>Furniture, household appliances and other home furnishings transported from retail stores or retail store warehouses where they have been sold at retail by a retail merchant, or transported from retail customers to retail stores, or retail store warehouses,</p> <p>Liquids, compressed gases, commodities in semi-plastic form and commodities in suspension in liquids, in bulk in tank trucks, tank trailers, tank semi-trailers or a combination of such highway vehicles,</p> <p>Mushrooms, fresh. (not cold pack nor frozen),</p> <p>Newspapers, newspaper supplements, sections or inserts (not scrap nor waste),</p> <p>Nuts, in the shell,</p> <p>Nuts, field shelled (rough shelled, with or without removal of broken shells, dirt, residue, or foreign material, and not cleaned nor further processed),</p> <p>Property shipped to or from producers of motion pictures or television shows when transported subject to the rates, rules and regulations provided by Decision No. 33226, in Cases Nos. 4246 and 4434, as amended,</p> <p>Property of the United States, or property transported under an agreement whereby the United States contracted for the carrier's services,</p> <p>Property transported to a United States Post Office for mailing, United States mail transported from a post office to the addressee thereof, and United States mail transported for the Post Office Department under contract,</p> <p>Telephone directories,</p> <p>Used property, viz.: household goods, personal effects, furniture, musical instruments, radios, television sets, and office and store fixtures and equipment as described in and for which rates are provided in Minimum Rate Tariff No. 4-B, and used property as described therein of state, county or municipal governments, or transported under an agreement whereby the governments contracted for the carrier's services,</p> | 51 |

Vegetables, fresh or green (not cold pack nor frozen),

Vehicles, disabled, when transported by towing,

Voting booths, ballot boxes, election tents, and election
supplies when transported from or to polling places.

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| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. | | | | | | | | | | | | | | | | | | | | | |
|--|--|-----------------|--|---|--|------------|----|----------------------------------|---------------|----|--|-----------------|----|--|-----|----|--|-----|-----|--|--|----|
| <p style="text-align: center;">APPLICATION OF CLASSIFICATION RATINGS AND MINIMUM WEIGHTS</p> <p>Except as otherwise provided in this tariff, shipments subject to truckload ratings in the Governing Classification lower than fourth (4th) class will be subject to rates provided for fourth (4th) class.</p> <p>When truckload minimum weight as provided in the Governing Classification exceeds 40,000 pounds, the minimum weight shall be 40,000 pounds.</p> <p>Except as otherwise provided in this tariff, class rates contained in this tariff are subject to any quantity or less-truckload and truckload ratings as shown in the Governing Classification.</p> | 60 | | | | | | | | | | | | | | | | | | | | | |
| <p style="text-align: center;">APPLICATION OF CLASS RATES THAT ARE PERCENTAGES, MULTIPLES OR PROPORTIONS OF SPECIFIC CLASS RATINGS</p> <p>Class ratings which are based on percentages, multiples or proportions of first class or other specified class ratings are not restricted in their application solely to the minimum class rates in the any quantity weight brackets but will apply in connection with the minimum weight brackets set forth in this tariff applicable to the shipment transported.</p> | 70 | | | | | | | | | | | | | | | | | | | | | |
| <p style="text-align: center;">APPLICATION OF GOVERNING CLASSIFICATION</p> <p>(a) Except as otherwise provided, this tariff is governed by the Governing Classification, as defined in Item No. 10. Rates in this tariff are subject to the provisions of the following rules only of the Governing Classification:</p> <table style="margin-left: 40px;"> <tr> <td>1</td> <td></td> <td></td> </tr> <tr> <td>5</td> <td>(Sections 4(b), 7, 9, 11, 12, 13, 14, 15 and 16 only)</td> <td>105 110</td> </tr> <tr> <td>10</td> <td>(Sections 2(c), 2(d) and 3 only)</td> <td>115 (Table A)</td> </tr> <tr> <td>80</td> <td></td> <td>140 (Section 2)</td> </tr> <tr> <td>90</td> <td></td> <td>145</td> </tr> <tr> <td>95</td> <td></td> <td>170</td> </tr> <tr> <td>100</td> <td></td> <td></td> </tr> </table> <p>(b) Where the ratings, rules and regulations or other provisions or conditions provided in the Governing Classification are in conflict with those provided in this tariff, the provisions of this tariff will apply.</p> | 1 | | | 5 | (Sections 4(b), 7, 9, 11, 12, 13, 14, 15 and 16 only) | 105 110 | 10 | (Sections 2(c), 2(d) and 3 only) | 115 (Table A) | 80 | | 140 (Section 2) | 90 | | 145 | 95 | | 170 | 100 | | | 80 |
| 1 | | | | | | | | | | | | | | | | | | | | | | |
| 5 | (Sections 4(b), 7, 9, 11, 12, 13, 14, 15 and 16 only) | 105 110 | | | | | | | | | | | | | | | | | | | | |
| 10 | (Sections 2(c), 2(d) and 3 only) | 115 (Table A) | | | | | | | | | | | | | | | | | | | | |
| 80 | | 140 (Section 2) | | | | | | | | | | | | | | | | | | | | |
| 90 | | 145 | | | | | | | | | | | | | | | | | | | | |
| 95 | | 170 | | | | | | | | | | | | | | | | | | | | |
| 100 | | | | | | | | | | | | | | | | | | | | | | |
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| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. |
|---|----------|
| <p style="text-align: center;">ACCESSORIAL CHARGES NOT TO BE OFFSET BY TRANSPORTATION CHARGES</p> <p>Accessorial charges set forth in this tariff for accessorial services not included in the rate for actual transportation shall be assessed and collected, whenever such services are performed, regardless of the level of the transportation rate assessed. Such accessorial charges may not be waived on the basis that a higher-than-minimum transportation rate serves as an offset.</p> | 90 |
| <p style="text-align: center;">ALTERNATIONS AND COMBINATION OF RATES</p> <p>(a) In the event two or more rates are named in this tariff for the same transportation, the lower of such rates shall apply.</p> <p>(b) In the event any combination of rates provided in this tariff produces a lower aggregate charge for the same transportation than is produced by a one-factor through rate, such combination of rates shall be applied (See Note 1 for exception).</p> <p>NOTE 1.-When a consignor has elected in writing to utilize the rate provided in Item No. 420, or when a shipper has entered into a written agreement with a carrier to utilize rates provided in Item No. 540, such rates will not alternate or combine with rates provided in other items of the tariff.</p> | 100 |
| <p>.....</p> | |
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| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. |
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| <p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Common carrier rates (including common carrier railroad switching 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>When the common carrier rate used does not include accessorial services performed by the carrier, the following charges for such accessorial services shall be added: (See Note)</p> <ul style="list-style-type: none"> (a) For loading onto carrier's equipment, the charges provided in paragraph (d). (b) For unloading from carrier's equipment, the charges provided in paragraph (d). (c) For other accessorial services for which charges are provided in this tariff, the additional charge or charges so provided. (d) 5 cents per 100 pounds. <p>NOTE.-In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p> | 110 |
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|---|--------------------------------|---|--|--|--------------------------------|---|---|-----|-----|---------------------------|----|----|-----|
| <p style="text-align: center;">ACCESSORIAL SERVICE</p> <p>When carrier performs any accessorial or incidental service which is not authorized to be performed under rates named in this tariff, and for which a charge is not otherwise provided, additional charges shall be assessed as provided in Item No. 140. The charge therein provided for unit of equipment shall apply whenever the accessorial or incidental service requires its use, or whenever the unit of equipment is inactivated by reason of its driver or helper being engaged in such service.</p> | 120 | | | | | | | | | | | | |
| <p style="text-align: center;">DELAYS TO EQUIPMENT</p> <p>When consignor or consignee is responsible for delay to carrier's equipment at or in vicinity of either point of loading or point of unloading in excess of 30 minutes (exclusive of time actually involved in loading or unloading) additional charges for delay time in excess of 30 minutes shall be assessed as provided in Item No. 140.</p> | 130 | | | | | | | | | | | | |
| <p style="text-align: center;">CHARGES FOR ACCESSORIAL SERVICES OR DELAYS</p> <p>For accessorial services or delays under the conditions specified in Items Nos. 120 and 130, charges shall be assessed for each period or fraction thereof, as follows:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th colspan="2" style="text-align: center;">Charges in Cents</th> </tr> <tr> <th></th> <th style="text-align: center;">For First <u>30 Minutes</u></th> <th style="text-align: center;">For Each Additional <u>15 Minutes</u></th> </tr> </thead> <tbody> <tr> <td>(a) For driver, helper or other employee, per man</td> <td style="text-align: center;">310</td> <td style="text-align: center;">155</td> </tr> <tr> <td>(b) For unit of equipment</td> <td style="text-align: center;">30</td> <td style="text-align: center;">15</td> </tr> </tbody> </table> | | Charges in Cents | | | For First <u>30 Minutes</u> | For Each Additional <u>15 Minutes</u> | (a) For driver, helper or other employee, per man | 310 | 155 | (b) For unit of equipment | 30 | 15 | 140 |
| | Charges in Cents | | | | | | | | | | | | |
| | For First <u>30 Minutes</u> | For Each Additional <u>15 Minutes</u> | | | | | | | | | | | |
| (a) For driver, helper or other employee, per man | 310 | 155 | | | | | | | | | | | |
| (b) For unit of equipment | 30 | 15 | | | | | | | | | | | |
| <p> </p> | | | | | | | | | | | | | |
| <p>EFFECTIVE AS SHOWN ON ORIGINAL-TITLE PAGE</p> | | | | | | | | | | | | | |
| <p>Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> | | | | | | | | | | | | | |

| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. | | | | | | | | | | | | | | | | | | |
|---|-----------------|-------------------------|--|---|---|------------|---|----|-------------------------|----|----|-------------------------|----|----|-------------------------|----|----|-----------------------|-----|
| <p style="text-align: center;">CHARGES FOR ESCORT SERVICE</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring escort service;</p> <p>(a) A charge of \$6.55 per hour, plus 9 cents per actual mile, shall be made for each escort vehicle and driver furnished, for the time and distance said vehicle and driver are engaged in such service. (See Notes 1 and 2.)</p> <p>(b) A charge shall be made equal to the actual cost of any bridge or ferry tolls incurred for each escort car.</p> <p>NOTE 1.-Service shall commence with departure of each escort vehicle from its point of dispatch and terminate with the return of each escort car to its point of dispatch, excluding off-duty hours.</p> <p>NOTE 2.-Charges for fractions of an hour shall be determined in accordance with the following table:</p> <p style="text-align: center;">MINUTES</p> <table border="0" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">Over</th> <th style="text-align: center;">But Not Over</th> <th></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">8</td> <td>----- omit</td> </tr> <tr> <td style="text-align: center;">8</td> <td style="text-align: center;">23</td> <td>----- shall be 1/4 hour</td> </tr> <tr> <td style="text-align: center;">23</td> <td style="text-align: center;">38</td> <td>----- shall be 1/2 hour</td> </tr> <tr> <td style="text-align: center;">38</td> <td style="text-align: center;">53</td> <td>----- shall be 3/4 hour</td> </tr> <tr> <td style="text-align: center;">53</td> <td style="text-align: center;">60</td> <td>----- shall be 1 hour</td> </tr> </tbody> </table> | Over | But Not Over | | 0 | 8 | ----- omit | 8 | 23 | ----- shall be 1/4 hour | 23 | 38 | ----- shall be 1/2 hour | 38 | 53 | ----- shall be 3/4 hour | 53 | 60 | ----- shall be 1 hour | 150 |
| Over | But Not Over | | | | | | | | | | | | | | | | | | |
| 0 | 8 | ----- omit | | | | | | | | | | | | | | | | | |
| 8 | 23 | ----- shall be 1/4 hour | | | | | | | | | | | | | | | | | |
| 23 | 38 | ----- shall be 1/2 hour | | | | | | | | | | | | | | | | | |
| 38 | 53 | ----- shall be 3/4 hour | | | | | | | | | | | | | | | | | |
| 53 | 60 | ----- shall be 1 hour | | | | | | | | | | | | | | | | | |
| <p style="text-align: center;">CHARGES FOR PERMIT SHIPMENTS</p> <p>In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring transportation permits:</p> <p>(a) A charge of \$7.85 shall be made for the service of securing each permit, and</p> <p>(b) A charge shall be made equal to the fee, if any, assessed by the governmental agency for issuing each permit.</p> | 160 | | | | | | | | | | | | | | | | | | |
|) | | | | | | | | | | | | | | | | | | | |
| EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE | | | | | | | | | | | | | | | | | | | |
| Issued by the Public Utilities Commission of the State of California, San Francisco, California. | | | | | | | | | | | | | | | | | | | |

| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. |
|---|----------|
| <p style="text-align: center;">COLLECTION OF CHARGES</p> <p>(a) Except as otherwise provided in this rule, transportation and accessorial charges shall be collected by the carriers prior to relinquishing physical possession of shipments entrusted to them for transportation.</p> <p>(b) Upon taking precautions deemed by them to be sufficient to assure payment of charges within the credit period herein specified, carriers may relinquish possession of freight in advance of payment of the charges thereon and may extend credit in amount of such charges accruing during a calendar month to those who undertake to pay them, such persons hereinafter being called debtors and collection thereof made not later than the tenth day (excluding Sundays and holidays) of the calendar month following the delivery of the freight.</p> <p>(c) Where the 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 debtor, 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 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 debtors not later than 12:00 o'clock midnight of the fifth day (excluding Sundays and holidays) of the calendar month following the delivery of the freight.</p> <p>(e) Debtors 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 debtor of valid checks, drafts, or money orders, which are satisfactory to the carrier, in payment of freight charges within the credit period allowed such debtor, 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> | 170 |
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| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. |
|---|----------|
| <p style="text-align: center;">COLLECT ON DELIVERY (C.O.D.) SHIPMENTS (Items Nos. 180, 181 and 182)</p> <p>1. A collect on delivery shipment, hereinafter referred to as a C.O.D. shipment, means a shipment upon which the consignor has attached, as a condition of delivery, the collection of a specific sum or sums of moneys by the carrier making delivery thereon and the return of said moneys to the consignor or other payee designated by the consignor.</p> <p>2. No carrier shall handle C.O.D. shipments unless and until it has on file with the Commission a good and sufficient bond in such form as the Commission may deem proper, in a sum of not less than Two Thousand Dollars (\$2,000). The principal amount of the bond of any particular carrier may be increased from time to time where the Commission finds that the public interest so requires.</p> <p>3. The bond required by paragraph 2 hereof shall be filed by the carrier as principal and by a qualified surety insurer, authorized to do business in the State of California, as surety, payable to any person or persons to whom any amount may be due on any C.O.D. shipment transported by the carrier and not remitted to the person or persons to whom it is due within 10 days after delivery of any such C.O.D. shipment; that each bond filed pursuant to the foregoing shall specify the extent to which the carrier's operations are covered thereby; that such a bond may cover more than one operative authority held by the same carrier; that when a carrier with such a bond on file with the Commission obtains additional operative authority, said bond shall be revised or reissued to show whether or not the additional operative authority is covered thereby; and that the name of the carrier's surety company in any bond filed pursuant hereto will be made public by the Commission upon reasonable request therefor.</p> <p>4. The term of the bond shall include: that any person or persons to whom an amount may be due on any C.O.D. shipment transported by a carrier and not remitted within 10 days after delivery of said shipment may file a claim therefor with the surety; that upon the filing of the claim, the surety shall notify the Commission and the carrier in writing of such filing; that such notification to the Commission shall be addressed to the Public Utilities Commission of the State of California at its office in San Francisco; that suit against the surety shall be commenced within one year after the date the shipment was tendered to the carrier; and that the surety waives any rights it may have under Section 2845 of the Civil Code of the State of California.</p> <p>5. The bond required herein may be canceled by the surety by written notice to the Public Utilities Commission of the State of California at its office in San Francisco, such cancellation to become effective thirty days after receipt of said notice by the Commission.</p> | 180 |

6. The bond prescribed herein shall not be required of carriers while engaged as independent-contractor subhaulers; or city carriers operating within lawfully established pickup and delivery limits as agents of a common carrier in the performance for such common carrier of transfer, pickup or delivery services provided for in the lawfully published tariffs of such common carrier.

7. Every carrier handling C.O.D. shipments shall:

- (a) Establish and maintain a separate bank account or accounts wherein all moneys (other than checks or drafts payable to consignor or payee designated by consignor) collected on C.O.D. shipments will be held in trust until remitted to payee, except C.O.D. moneys which are remitted within five days after delivery.
- (b) Establish and maintain a record or records of all C.O.D. shipments in such manner and form as will plainly and readily show the following information with respect to each shipment:
 - (1) Number and date of freight bill.
 - (2) Name and address of consignor or other person designated as payee.
 - (3) Name and address of consignee.
 - (4) Date shipment delivered.
 - (5) Amount of C.O.D. moneys collected.
 - (6) Date C.O.D. moneys remitted.
 - (7) Check number or other identification of remittance to payee.

(Continued in Item No. 181)

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| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. |
|---|----------|
| <p style="text-align: center;">COLLECT ON DELIVERY (C.O.D.) SHIPMENTS (Continued) (Items Nos. 180, 181 and 182)</p> | |
| <p>7. Every carrier handling C.O.D. shipments shall: (continued)</p> | |
| <p>(c) Collect the full amount of the C.O.D. moneys at the time C.O.D. shipments are delivered to the consignee and remit all such collections to consignor, or to other persons designated by the consignor on such shipments, promptly and in no event later than 10 days after delivery to the consignee, unless consignor instructs otherwise in writing. All remittances for C.O.D. shipments shall refer to or otherwise identify the C.O.D. shipment or shipments covered by the remittance.</p> | |
| <p>(d) Not accept checks or drafts (other than certified checks, cashier's checks, or money orders) in payment of C.O.D. charges unless authority has been received from the consignor.</p> | 181 |
| <p>(e) Notify the consignor immediately if a C.O.D. shipment is refused or cannot be delivered on the carrier's initial attempt. Upon instructions from the consignor the carrier may attempt subsequent deliveries, the charge for each such delivery, or attempted delivery, being determined by the applicable freight charges from carrier's terminal to the point of destination. The carrier may also return the shipment to the consignor upon his request, subject to a charge equal to the applicable freight charges on the original outbound movement.</p> | |
| <p>(f) Not make a C.O.D. shipment part of a split delivery shipment.</p> | |
| <p>(g) Have recorded on, or appended to, the shipper's copy of its C.O.D. shipping document, the following information:</p> | |
| <p>(1) That the carrier has on file with the Public Utilities Commission of the State of California a C.O.D. surety bond, with an aggregate liability of not less than \$2,000.</p> | |

- (2) That claims arising from failure to remit C.O.D. moneys may be filed directly against the surety company and any suits against the surety must be commenced within one year from the date the shipment was tendered.
- (3) That the name and address of the surety company may be obtained from the Public Utilities Commission, State Building, San Francisco, California 94102

8. If, in any particular case, exemption or deviation from any of the requirements herein is deemed necessary by the carrier concerned, the Commission will consider the application of such carrier for such exemption or deviation when accompanied by a full statement of the conditions existing and the reasons why such exemption or deviation is considered necessary.

9. A carrier not electing to undertake transportation of C.O.D. shipments shall be deemed to have given notice of such election by not filing the bond provided for herein for carriers handling such shipments.

10. 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 30 cents without regard to the amount collected.

(Continued in Item No. 182)

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| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | | Item No. |
|---|---|----------|
| COLLECT ON DELIVERY (C.O.D.) SHIPMENTS (Concluded) (Items Nos. 180, 181 and 182) | | |
| 11. 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 \$20.00----- | \$0.81 | |
| Over 20.00 not over \$25.00----- | 0.85 | |
| Over 25.00 not over 40.00----- | 0.98 | |
| Over 40.00 not over 50.00----- | 1.06 | |
| Over 50.00 not over 60.00----- | 1.32 | |
| Over 60.00 not over 80.00----- | 1.38 | |
| Over 80.00 not over 100.00----- | 1.44 | |
| Over 100.00 not over 102.50----- | 1.78 | |
| Over 102.50 not over 105.00----- | 1.84 | |
| Over 105.00 not over 110.00----- | 1.91 | |
| Over 110.00 not over 120.00----- | 1.96 | |
| Over 120.00 not over 140.00----- | 2.04 | |
| Over 140.00 not over 150.00----- | 2.09 | |
| Over 150.00 not over 160.00----- | 2.24 | |
| Over 160.00 not over 180.00----- | 2.29 | |
| Over 180.00 not over 200.00----- | 2.32 | 182 |
| Over 200.00 not over 250.00----- | 2.62 | |
| Over 250.00 not over 300.00----- | 3.01 | |
| Over 300.00 not over 350.00----- | 3.41 | |
| Over 350.00 not over 400.00----- | 3.79 | |
| Over 400.00 not over 450.00----- | 4.19 | |
| Over 450.00 not over 500.00----- | 4.60 | |
| Over 500.00 not over 550.00----- | 4.97 | |
| Over 550.00 not over 600.00----- | 5.34 | |
| Over 600.00 not over 650.00----- | 5.75 | |
| Over 650.00 not over 700.00----- | 6.14 | |
| Over 700.00 not over 750.00----- | 6.54 | |
| Over 750.00 not over 800.00----- | 6.92 | |
| Over 800.00 not over 850.00----- | 7.33 | |
| Over 850.00 not over 900.00----- | 7.71 | |
| Over 900.00 not over 950.00----- | 8.10 | |
| Over 950.00 not over 1,000.00----- | 8.48 | |
| Over 1,000.00 at rate of \$8.48 per \$1,000.00. | | |
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| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. |
|---|----------|
| <p style="text-align: center;">GROSS WEIGHT</p> <p>(a) Except as provided in Item No. 380, charges shall be assessed on the gross weight of the shipment. No allowance shall be made for the weight of the container.</p> <p>(b) When shipments are transported on pallets, the weight of the pallets shall not be used in determining the weight of the shipment nor the charges thereon. (See Notes 1 and 2.)</p> <p>NOTE 1.-Not applicable to shipments of empty pallets.</p> <p>NOTE 2.-The term "pallets" includes elevating truck pallets or platforms or lift truck skids.</p> | 190 |
| <p style="text-align: center;">ISSUANCE OF SHIPPING DOCUMENTS (Items Nos. 200 and 201)</p> <p>1. Except as otherwise provided in Paragraphs 2 and 3 shown in Item No. 201, a freight bill shall be issued by the carrier to the shipper for each shipment received for transportation. A freight bill in manifest form may be issued for more than one shipment received from one consignor at one point of origin. Each freight bill shall show the following information for each shipment:</p> <ul style="list-style-type: none"> (a) Date of issuance. (b) Name and address of party against whom charges are assessed. (c) Date of tender of the shipment. (d) Name of consignor. (e) Point of origin. (f) Name of consignee. (g) Point of destination. (h) Description of the articles received for shipment. (i) Weight of shipment. (j) Rate and charge assessed. (k) Time at point of loading or point of unloading in excess of free time as set forth in this tariff and the cause therefor. (l) When services of unloading or segregating of pool cars or stacking and assorting of shipments or any other accessorial service is performed by the carrier, the nature of the services performed and the extent thereof, and the rates and charges assessed for such services. (m) For the transportation of (1) permit shipments, or (2) shipments requiring escort service, the following information, wherever applicable, shall be shown on all shipping documents issued by the carrier in connection therewith and shall be in addition to all other information required to be shown thereon: | 200 |

- (1) Permit identification of all permit shipments.
(See Item No. 10.)
- (2) Any escort service furnished and the authority therefor. (See Item No. 10.)

(Continued in Item No. 201)

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Issued by the Public Utilities Commission of the State of California,
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| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. |
|--|----------|
| <p style="text-align: center;">ISSUANCE OF SHIPPING DOCUMENTS (Concluded) (Items Nos. 200 and 201)</p> <p>2. When transportation of property is performed under parcel rates, a freight bill or an invoice of charges shall be issued by the carrier to the shipper for a transaction period not to exceed 31 days. The document shall show the following information:</p> <ul style="list-style-type: none"> (a) Date of issuance. (b) Name and address of the shipper. (c) Point of origin of all shipments. (d) Point of destination or area in which shipments were delivered, e.g., San Diego Drayage Area. (e) For each day during the transaction period the number of parcels and the weight thereof transported for the shipper (or, where a weekly service charge is applicable under the provisions of Item No. 420, for each week). (f) The charges assessed for each day in which transportation was performed during the transaction period (or, where a weekly service charge is applicable under the provisions of Item No. 420, for each week). <p>3. When transportation is performed under vehicle equipment rates, a freight bill or an invoice of charges shall be issued by the carrier to the shipper for transportation performed for a transaction period not to exceed 31 days. The document shall show the following information:</p> <ul style="list-style-type: none"> (a) Name and address of the shipper. (b) The transaction period provided for in the written agreement providing for transportation under vehicle equipment rates. (c) Base rate (excluding Saturdays, Sundays and holidays, etc.). (d) Charges due at the base rate. (e) Number of hours in excess of 8 hours per day as described in this tariff. (f) Charges due, if any, for operation in excess of 8 hours per day. (g) For the transportation of (1) permit shipments, or (2) shipments requiring escort service, the following information, wherever applicable, shall be shown on all shipping documents issued by the carrier in connection therewith and shall be in addition to all other information required to be shown thereon: <ul style="list-style-type: none"> (1) Permit identification of all permit shipments. (See Item No. 10.) (2) Any escort service furnished and the authority therefor. (See Item No. 10.) <p>4. The forms of documents in Items Nos. 600 and 610 will be suitable and proper.</p> | 201 |

5. A copy of each freight bill and all underlying shipping documents, including shipping orders, manifests, agreements for transportation services, hand tags and weight certificates, shall be retained and preserved at a place in the State of California, subject to the Commission's inspection, for a period of not less than three years from the date of its issuance.

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| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | | | Item No. |
|---|-------------------------|--------------------------|-------------|
| MINIMUM CHARGE | | | |
| Except as otherwise provided, the minimum charge per shipment shall be as follows: (See Note) | | | |
| <u>Weight of Shipment (In Pounds)</u> | | | |
| <u>Over</u> | <u>But Not Over</u> | <u>Charge (In Cents)</u> | |
| 0 | 25 | 195 | |
| 25 | 50 | 220 | |
| 50 | 75 | 260 | |
| 75 | 100 | 280 | |
| 100 | 150 | 300 | |
| | | | 210 |
| 150 | 200 | 325 | |
| 200 | 250 | 340 | |
| 250 | 300 | 360 | |
| 300 | 400 | 390 | |
| 400 | 500 | 425 | |
| 500 | 600 | 465 | |
| 600 | 700 | 505 | |
| 700 | 800 | 545 | |
| 800 | 900 | 595 | |
| 900 | --- | 650 | |
| NOTE.-Will not apply on shipments made under the provisions of Item No. 420. | | | |
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| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. |
|--|----------|
| <p style="text-align: center;">MIXED SHIPMENTS</p> <p>1. Mixtures containing only commodities for which rates are provided in this tariff:</p> <p>(a) When two or more commodities for which different rates are provided are shipped as a mixed shipment, without actual weights being furnished or obtained for the portions shipped under the separate rates, charges for the entire shipment shall be computed at the highest rate in cents per 100 pounds applicable to any of the commodities contained in the shipment, subject to Item No. 240.</p> <p>(b) When two or more commodities for which different rates are provided 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, subject to Item No. 240.</p> <p>2. Mixtures containing commodities for which rates are provided in this tariff and commodities for which rates are not provided in this tariff:</p> <p>(a) When one or more commodities for which rates are provided herein are included in a shipment with commodities for which rates are provided in Minimum Rate Tariff No. 4-B, the provisions governing mixed shipments contained in Minimum Rate Tariff No. 4-B shall be applied in determining the applicable minimum rates.</p> <p>(b) When one or more commodities for which rates are provided herein are included in a shipment with one or more commodities described in Items Nos. 50 or 51, or with one or more commodities for which rates are provided in Minimum Rate Tariffs Nos. 3-A, 6-A, 7, 10, 12 or 13, the commodities for which rates are provided in this tariff shall be transported at the rates provided herein applicable to a separate shipment, and the commodity or commodities for which rates are not provided herein shall be transported at the rates otherwise applicable.</p> | 220 |
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| Issued by the Public Utilities Commission of the State of California, San Francisco, California. | |

| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. | | | | | | | | | | | | |
|---|-------------|----------------------|----------------------|--------------|----|----------------------|-------------|-----|----------------------|--------------|----|----------------------|-----|
| <p style="text-align: center;">POOL LOT</p> <p>(a) For the service of segregating, or unloading and segregating, a pool lot, the following shall be assessed for each shipment destined to points in the San Diego Drayage Area, in addition to transportation rates:</p> <p style="margin-left: 40px;">Merchandise classified as:</p> <table style="margin-left: 40px;"> <tr> <td>First Class</td> <td>27</td> <td>cents per 100 pounds</td> </tr> <tr> <td>Second Class</td> <td>24</td> <td>cents per 100 pounds</td> </tr> <tr> <td>Third Class</td> <td>21½</td> <td>cents per 100 pounds</td> </tr> <tr> <td>Fourth Class</td> <td>19</td> <td>cents per 100 pounds</td> </tr> </table> <p>(b) Classification ratings shall be based upon the LTL (less-truckload) ratings in the Governing Classification or this tariff.</p> <p>(c) Articles taking a rating higher than first class shall be computed upon the percentage of the first class rating, as set forth in the Governing Classification or this tariff, except that shipments consisting of articles rated higher than class 1½ in the Governing Classification or this tariff shall be subject to the rates applicable for class 1½.</p> <p>(d) No additional charge shall be made under this item on shipments for which transportation charges are based on a minimum weight of 20,000 pounds when the carrier performing the distribution service receives a transportation charge on such shipment from the distribution point.</p> <p>(e) See Item No. 220 for mixed shipments.</p> <p>(f) When a pool lot is segregated at and delivery is made from carrier's established depot, said depot will be considered as being located within Zone 1 for the purpose of assessing transportation charges under this tariff, and transportation rates shall be applied from Zone 1 as point of origin.</p> <p>(g) Rates named in this item alternate with rates for the same services contained in tariffs filed with the Commission pursuant to the provisions of the Public Utilities Act, and in effect on the date the services are performed.</p> | First Class | 27 | cents per 100 pounds | Second Class | 24 | cents per 100 pounds | Third Class | 21½ | cents per 100 pounds | Fourth Class | 19 | cents per 100 pounds | 230 |
| First Class | 27 | cents per 100 pounds | | | | | | | | | | | |
| Second Class | 24 | cents per 100 pounds | | | | | | | | | | | |
| Third Class | 21½ | cents per 100 pounds | | | | | | | | | | | |
| Fourth Class | 19 | cents per 100 pounds | | | | | | | | | | | |
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| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. |
|---|----------|
| <p style="text-align: center;">RATES BASED ON VARYING MINIMUM WEIGHTS</p> <p>When 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. (See Note 1.)</p> <p>NOTE 1.-The provisions of this item will not apply in connection with charges computed under the provisions of Item No. 420.</p> | 240 |
| <p style="text-align: center;">REFERENCES TO ITEMS AND OTHER TARIFFS</p> <p>Unless otherwise provided, references herein to item numbers in this or other tariffs include references to such numbers with letter suffix, and references to other tariffs or classifications include references to amendments and successive issues of such publications.</p> | 250 |
| <p style="text-align: center;">UNITS OF MEASUREMENT TO BE OBSERVED</p> <p>Rates or accessorial charges shall not be quoted or assessed by carriers based upon a unit of measurement different from that in which the rates and charges are stated in this tariff.</p> <p>Rates and charges shall be quoted, assessed, demanded and collected in the money of the United States of America. Compensation for transportation services in a form other than money is not authorized.</p> | 260 |
| <p>.....</p> | |
| <p>EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE</p> | |
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| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. |
|---|----------|
| <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. When shipments are delivered to or received from other carriers, each bill of lading, freight bill, dock receipt or dock permit shall be considered as a separate shipment and rated accordingly. (Component parts of split delivery shipments as defined in Item No. 11 may be combined under the provisions of Item No. 300.)</p> | 270 |
| <p style="text-align: center;">SHIPMENTS TRANSPORTED BY TWO OR MORE CARRIERS</p> <p>When a shipment in continuous through movement is transported by two or more carriers, the rates provided herein from point of origin to point of destination shall be the minimum rates for the combined transportation.</p> | 280 |
| <p style="text-align: center;">SHIPMENTS TRANSPORTED IN MULTIPLE LOTS</p> <p>(a) When a carrier is unable to pick up an entire shipment, including a split delivery shipment, at the time of the initial pickup, or when a carrier at its option and for its operating convenience picks up a shipment in more than one vehicle or at more than one time, the following provisions shall apply in addition to other applicable rules and regulations:</p> <ol style="list-style-type: none"> 1. The entire shipment shall be tendered at one time and shall be available to the carrier for immediate transportation at the time of the first pickup. 2. A single shipping document for the entire shipment tendered shall be issued prior to or at the time of the first pickup. 3. The date, quantity, kind and weight of the property in each pickup shall be shown on the single shipping document as it is separately picked up, or in lieu thereof, an additional shipping document may be issued for each pickup which shall give reference to the single shipping document covering the entire shipment and shall be attached to and become a part thereof. 4. The entire shipment shall be picked up by the carrier within a period of 2 days computed from 12:01 a.m. of the date on which the first pickup commences, excluding Saturdays, Sundays and legal holidays. | 290 |

5. The separate pickups made in accordance with the foregoing provisions shall institute a composite shipment which shall be subject to the rates named or provided for in this tariff in effect on the date of the first pickup, for the transportation of a single shipment of like kind and quantity of property picked up or transported on a single vehicle.

(b) Any property separately picked up without complying with the foregoing provisions shall constitute a separate shipment and shall be subject to the rates, rules and regulations applicable thereto.

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| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. |
|---|----------|
| <p style="text-align: center;">SPLIT DELIVERY</p> <p>The rate for transportation of a split delivery shipment shall be the rate applicable for the rate base determined as follows:</p> <p>(a) When point of origin and all points of destination are within a single zone, apply rate for rate basis B, subject to Notes 1, 2, and 3;</p> <p>(b) When point of origin and all points of destination are within the area encompassed by two adjoining zones, apply rate for rate basis C, subject to Notes 1, 2, and 3 (Zone 5 does not adjoin any other zone, except Zone 11, for the purposes of this rule);</p> <p>(c) For all other shipments, apply rates for rate basis F, subject to Notes 1, 2, and 3.</p> <p>NOTE 1.-For each split delivery shipment a single bill of lading or shipping order shall be issued. It shall describe the kind and quantity of property for the entire shipment, and bear the date such property is physically accepted by the carrier. At the time of or prior to the tender of the shipment the carrier shall be furnished with written instructions showing the name of each consignee, the point or points of destination, and a description of the kind and quantity of property in each component part of the split delivery shipment.</p> <p>NOTE 2.-If shipping instructions do not conform with the requirements of Note 1 hereof, each component part of the split delivery shipment shall be rated as a separate shipment under other provisions of this tariff. When shipping instructions do conform with the requirements of Note 1 hereof, component parts of split delivery shipments shall not be treated as separate shipments.</p> <p>NOTE 3.-In addition to the rate for transportation, the following additional charges shall be assessed for split delivery service:</p> | 300 |

Weight of Component
Parts (Pounds)

Split Delivery Charge for Each
Component Part in Cents

| Over | But not Over | |
|-------|--------------|-----------|
| 0 | 500 | 145 |
| 500 | 1000 | 175 |
| 1000 | 2000 | 250 |
| 2000 | 4000 | 345 |
| 4000 | 10000 | 395 |
| 10000 | | 470 |

NOTE 4.- Rates provided in this tariff do not apply to transportation of split delivery shipments unless point of origin and all points of destination are within the San Diego Drayage Area. When point of origin or one or more points of destination are located outside of the San Diego Drayage Area, rates in Minimum Rate Tariff No. 2 shall apply.

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| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | | Item No. |
|---|--|----------|
| EXCEPTIONS TO GOVERNING CLASSIFICATION | | |
| PACKING REQUIREMENTS | | |
| <p>Except on articles described in the Governing Classification under the heading "Furniture Group," articles will not be subject to the packing requirements of the Governing Classification but may be accepted for transportation in any container or any shipping form, provided such container or form of shipment will render the transportation of the freight reasonably safe and practicable.</p> <p>Except on articles described in the Governing Classification under the heading "Furniture Group," 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> | | 310 |
| <p>Grain, Grain Products and Related Articles as described in Items Nos. 370, 371 and 372.</p> <p>Minimum Weight 10,000 Pounds-----</p> | <p>Class Rating (Percent of 1st Class)</p> <hr/> <p>55</p> | 320 |
| <p>Lumber and Forest Products as described in Items Nos. 380, 381 and 382.</p> <p>Minimum Weight 10,000 Pounds-----</p> | <p>55</p> | 330 |
| <p>Petroleum and Petroleum Products as described in Item No. 390.</p> <p>Minimum Weight 10,000 Pounds-----</p> | <p>65</p> | 340 |
| <p>Salt, Common (sodium chloride)</p> <p>Minimum Weight 10,000 Pounds-----</p> | <p>55</p> | 350 |
| <p>Sugar.</p> <p>Minimum Weight 10,000 Pounds-----</p> | <p>65</p> | 360 |

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| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. |
|---|----------|
| EXCEPTIONS TO GOVERNING CLASSIFICATION (Continued) | |
| <p>(Applies in connection with rates making specific reference hereto.)</p> <p>Grain, Grain Products and Related Articles, viz.: (Items Nos. 370, 371 and 372)</p> <p>Grain, viz.:</p> <p style="padding-left: 2em;">Grain, dried and threshed, viz.:</p> <p style="padding-left: 4em;">Barley, Buckwheat, Emmer, Oats, Rye, Spelt, Wheat;</p> <p style="padding-left: 4em;">Corn or Maize (except Pop Corn);</p> <p style="padding-left: 4em;">Pop Corn, not popped, in bulk in bags;</p> <p style="padding-left: 4em;">Rice, cleaned, whole or broken, or Paddy;</p> <p style="padding-left: 2em;">Sorghum Grains, viz.:</p> <p style="padding-left: 4em;">Darso, Durra, Egyptian Wheat, Feterita, Hegari (Hegara), Kaffir Corn, Koaliang, Milo Maize, Shallu and Shrock Kaffir;</p> <p style="padding-left: 4em;">Screenings from grains specified above, unground, not containing more than 5% flaxseed.</p> <p>Grain Products, dry, uncooked, manufactured, milled, mixed or packed directly from articles shown under "Grain" above, and consisting entirely of material thereof, viz.:</p> <p>Bran,</p> <p>Brewers' Flakes,</p> <p>Brewers' Grains,</p> <p>Cake or Meal,</p> <p>Chaff,</p> <p>Chaps,</p> <p>Clippings,</p> <p>Corn Cobs,</p> <p>Corn Steep Water, solid, dried,</p> <p>Distillers' Grains,</p> <p>Elevator Dust,</p> <p>Farina,</p> <p>Feed, Animal or Poultry, consisting entirely of whole grain or the direct products thereof as named herein,</p> <p>Feed, Gluten,</p> <p>Flaked Bran,</p> <p>Flour,</p> <p>Germ,</p> <p>Grain, broken, chopped, cracked, crimped, crushed, cut, flaked, ground, hulled, pulverized, rolled, skinned or split,</p> <p>Grits,</p> <p>Groats,</p> <p>Hominy,</p> <p>Hominy Flakes,</p> <p>Hulls,</p> <p>Malt,</p> <p>Malt Sprouts,</p> <p>Mash, Spent Grain,</p> <p>Meal, Gluten,</p> <p>Middlings,</p> <p>Mill Feed, (Wheat mixed feed consisting of Bran, Shorts or Middlings),</p> <p>Oats, Rolled,</p> <p>Offal,</p> <p>Pearled Barley,</p> | 370 |

Pummies, chopped or ground,
Red Dog,
Scourings,
Screenings, ground (not to contain more than 5% flaxseed),
Semolina,
Shorts,
Skimmings.

Seed, viz.:

Broom Corn Seed,
Clover,
Flaxseed,
Hemp,
Millet,
Mustard,
Safflower,
Sorghum,
Sudangrass,
Sunflower,
Sweet Clover (Melilotus),
Vetch,
Water Grass.

(Continued in Item No. 371)

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| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. |
|--|----------|
| EXCEPTIONS TO GOVERNING CLASSIFICATION (Continued) | |
| (Applies in connection with rates making specific reference hereto.) | |
| Grain, Grain Products and Related Articles, viz.: (Continued) (Items Nos. 370, 371 and 372) | |
| Feed, Animal or Poultry, and other articles not prepared for human consumption, viz.: | |
| Feed, Animal or Poultry (except cooked or baked cakes, biscuits or bread), consisting of mixtures or blended products containing 70% or more by weight of the following articles: | |
| Grain or Grain Products specified in Item No. 370; or | |
| Barley Hay Feed,) Bean Straw Feed,) Clover Feed,) -- cut or ground; and Sorghum Feed, or) Cotton Gin Waste,) | |
| Bran, Cottonseed,) Cake or Meal, Vegetable Oil,) Fish Oil Residuum,) Hulls, Cottonseed, whole or) ground,) Milk, Sour Skim,) -- not to exceed 30% of the Molasses, viz.:) -- total weight. Blackstrap,) Beet Sugar Final,) Corn Sugar Final (Hydrol),) Offal, Wheat Cereal, or) Rice Bran, hulls or Polish,) | 371 |
| Feed, Animal or Poultry, viz.: | |
| Alfalfa, chopped, cut or ground, sweetened or unsweetened, Alfalfa, ground and pressed into cubes or pellets, dried, Bean, Pea or Seed Refuse or Screenings, Blood Flour, Fruit Peel or Pulp, Citrus, dried and flaked or granulated, Fruit Pomace, Kelp, dried or ground, Meal, viz.: Alfalfa, Bean Straw, Blood, Bone, Clover, Clover, Dehydrated Grass or ground, Dried Fruit Seed or Stem, Fish, Fruit Pomace, Meat, Molasses, Vegetable, other than Oil Cake Meal, | |

Milk, dried,
Potato Pulp Refuse (residue from alcohol distillation or
manufacture of starch),
Pulp, Dried Fruit,
Refuse, Dried Fruit,
Residuum, Fruit or Vegetable, dried and pressed into cubes
or pellets,
Scrap, Dried Fish,
Scraps, Dried Meat,
Sour Skim Milk,
Vegetable Oil Cake or Meal.

(Continued in Item No. 372)

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| | |
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| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. |
| EXCEPTIONS TO GOVERNING CLASSIFICATION (Continued) | |
| <p>(Applies in connection with rates making specific reference hereto.)</p> <p>Grain, Grain Products and Related Articles, viz.: (Concluded) (Items Nos. 370, 371 and 372)</p> <p>Grain Products and Related Articles, viz.:</p> <ul style="list-style-type: none"> Beans, Mesquite, Bran, Rice, Cow Peas, Hulls, Cottonseed, Hulls, Rice, whole or ground, Hulls, Safflower Seed, Meal, Rice (mixture of Rice Bran and Rice Polish), Pulp, Beet, dry, Rice Polish, Screenings, viz.: <ul style="list-style-type: none"> Alfalfa Seed, Bean, Flaxseed, Millet, Paddy Rice, Pea, Tailings, Rice. | 372 |
| <p>EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE</p> | |
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| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. |
|---|----------|
| EXCEPTIONS TO GOVERNING CLASSIFICATION (Continued) | |
| <p>(Applies in connection with rates making specific reference hereto.)</p> <p>Lumber and Forest Products, viz.: (Items Nos. 380, 381 and 382)</p> <p>Forest Products, whether or not creosoted or otherwise chemically treated (see Notes 1, 2 and 3 in Item No. 381 and Provided Weights in Item No. 382), viz.:</p> <p>Atmospheric Water Cooling Towers, knocked down, and Iron or Steel Fixtures for same, consisting of Castings, Tie Rods not exceeding 30 feet in length, and Turnbuckles, weight of such fixtures not to exceed 10% of the total weight of shipment,</p> <p>Bark,</p> <p>Bee Hives, knocked down,</p> <p>Blocks, wooden paving, creosoted or uncreosoted,</p> <p>Bolts, wooden,</p> <p>Brackets, insulator (wooden),</p> <p>Cants, wheel, wooden, in the rough,</p> <p>Covers, guy wire,</p> <p>Cross Arms, wooden, with or without riveted ends, and with or without wooden pins attached,</p> <p>Heading,</p> <p>Honey Box Lumber,</p> <p>Lath,</p> <p>Lumber,</p> <p>Pencil Slats,</p> <p>Pickets,</p> <p>Piles,</p> <p>Pins, insulator,</p> <p>Pipe Material, wooden,</p> <p>Pipe, wooden,</p> <p>Poles, plant, plain, creosoted or stained,</p> <p>Poles, telegraph and telephone,</p> <p>Posts,</p> <p>Sawdust,</p> <p>Shakes,</p> <p>Shavings,</p> <p>Shingles,</p> <p>Ship Knees,</p> <p>Shook, box or crate,</p> <p>Silo Material, wooden, and Fixtures,</p> <p>Stakes, plain, creosoted or stained,</p> <p>Staves,</p> <p>Steps, pole (wooden),</p> <p>Stock, battery separator, machined, grooved, burrowed or corrugated not treated, with caustic soda, asphaltum or other solution,</p> <p>Tank Material, wooden, and Fixtures,</p> | 380 |

Ties, railroad,
Timbers, rough,
Timbers, mining,
Wedges, mine.

(Continued in Item No. 381)

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| SECTION NO. 1 - RULES AND REGULATIONS (Continued) | Item No. | | | | | | | | |
|--|--|--------|--|------|---|------|---|--|-----|
| EXCEPTIONS TO GOVERNING CLASSIFICATION (Continued) | | | | | | | | | |
| <p>(Applies in connection with rates making specific reference hereto.)</p> <p>Lumber and Forest Products, viz.: (Continued) (Items Nos. 380, 381 and 382)</p> <p>NOTE 1.-The rates on Pipe Material and Wooden Pipe will include iron bands and wooden or iron connections therefor, consisting of ell, tees, crosses, reducers, bends and weyes, the weight of the iron bands and wooden or iron connections not to exceed 10 percent of the weight of the entire shipment.</p> <p>NOTE 2.-The rates on Silo Material and Fixtures will include doors and fixtures for same, also including iron or steel bands, hoops, lugs and bolts for same. The weight of fixtures, gauge and iron or steel bands or hoops and lugs not to exceed 20 percent of the weight of the entire shipment.</p> <p>NOTE 3.-The rates on Tank Material and Fixtures will include gauge, iron or steel bands, or hoops and lugs, the weight of fixtures, gauge and iron or steel bands or hoops and lugs not to exceed 20 percent of the weight of the entire shipment.</p> | 381 | | | | | | | | |
| <p>(Applies in connection with rates making specific reference hereto.)</p> <p>Lumber and Forest Products, viz.: (Concluded) (Items Nos. 380, 381 and 382)</p> <p style="text-align: center;">PROVIDED WEIGHTS</p> <p>Provided weights specified in this item shall be used in lieu of actual gross weights for the transportation of Lumber and Forest Products described below:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 80%;"></th> <th style="text-align: center; border-bottom: 1px solid black;">Pounds</th> </tr> </thead> <tbody> <tr> <td>Lumber, seasoned, viz.: cedar, cotton-wood, fir, hemlock, pine, redwood and spruce, per 1,000 feet board measure -----</td> <td style="text-align: center; vertical-align: bottom;">2500</td> </tr> <tr> <td>Lumber, dry, machine finished, viz.: flooring, rustic, siding, ceiling, shiplap, per 1,000 feet board measure -----</td> <td style="text-align: center; vertical-align: bottom;">2200</td> </tr> <tr> <td>Lath, 6,000 four foot laths will be counted the equivalent of 1,000 board feet of lumber--if greater or less than four feet, increase or decrease the number of laths proportionately -----</td> <td style="vertical-align: bottom;">Apply the estimated weight for the type of lumber used in the laths.</td> </tr> </tbody> </table> | | Pounds | Lumber, seasoned, viz.: cedar, cotton-wood, fir, hemlock, pine, redwood and spruce, per 1,000 feet board measure ----- | 2500 | Lumber, dry, machine finished, viz.: flooring, rustic, siding, ceiling, shiplap, per 1,000 feet board measure ----- | 2200 | Lath, 6,000 four foot laths will be counted the equivalent of 1,000 board feet of lumber--if greater or less than four feet, increase or decrease the number of laths proportionately ----- | Apply the estimated weight for the type of lumber used in the laths. | 382 |
| | Pounds | | | | | | | | |
| Lumber, seasoned, viz.: cedar, cotton-wood, fir, hemlock, pine, redwood and spruce, per 1,000 feet board measure ----- | 2500 | | | | | | | | |
| Lumber, dry, machine finished, viz.: flooring, rustic, siding, ceiling, shiplap, per 1,000 feet board measure ----- | 2200 | | | | | | | | |
| Lath, 6,000 four foot laths will be counted the equivalent of 1,000 board feet of lumber--if greater or less than four feet, increase or decrease the number of laths proportionately ----- | Apply the estimated weight for the type of lumber used in the laths. | | | | | | | | |

| | |
|---|---|
| <p>Shakes, sawed or split, 2,500 will be counted the equivalent of 1,000 board feet -----</p> <p>Shingles (cedar), dry, per 1,000 ----- 150</p> <p>Shingles (cedar), green, per 1,000 --- 210</p> <p>Shingles (pine or redwood), 8,000 will be counted the equivalent of 1,000 board feet -----</p> | <p>Apply the estimated weight applicable to the type of lumber in shakes.</p> <p>Apply the estimated weight applicable to type of lumber used.</p> |
|---|---|

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| SECTION NO. 1 - RULES AND REGULATIONS (Concluded) | Item No. |
|---|----------|
| EXCEPTIONS TO GOVERNING CLASSIFICATION (Concluded) | |
| <p>(Applies in connection with rates making specific reference hereto.)</p> <p>Petroleum and Petroleum Products, viz.:</p> <ul style="list-style-type: none"> Absorption Oil, Belt Oil, Benzine, Blended Gasolines, consisting of motor fuels containing 50% or more of gasoline, Chlorinated Paraffin, Compression Oil, Cordage Oil, Crude Oil, Distillate Fuel Oil, Floor Oil, Gas Oil, Gasoline, Grease, Harness Oil, Iso-pentane, Leather Oil, Lubricating Oil, Miners' Oil, Miners' Oil Stock, Naphtha, Naphtha Distillate, Neatsfoot Oil, Oil, not otherwise indexed under this heading, not prepared or represented as a remedy, medicine or lubricant for the human body, Paraffin Wax, Pentane, Petrolatum or Petrolatum Preparations, not prepared or represented as a remedy, medicine or lubricant for the human body, Petroleum Fatty Acid or Naphthenic Acid, Petroleum Wax, Putty Oil, Refined Oil, Illuminating or Burning, Residual Fuel Oil, Shale Oil, Crude, Soap Oil, Tanners' Oil, Tobacco Oil, Transformer Oil, Wax Tailings, Wood Oil. <p>Asphalt (Asphaltum), natural, by-product or petroleum, liquid (other than paint, stain or varnish), or solid.</p> | 390 |

Liquefied Petroleum Gas, compressed.

Lubricant, Grease Binder (lubricating grease having a petroleum base, combined with cotton, jute or wool or other binder, not oiled waste).

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SECTION NO. 2

RATE BASES

AND

RATES

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SECTION NO. 2 - RATE BASES AND RATES Item No.

RATE BASES

Rate bases applicable to rates for transportation of shipments from points of origin to points of destination located within the zones described in Items Nos. 30 through 40.

| BETWEEN AND | Zone 1 | Zone 2 | Zone 3 | Zone 4 | Zone 5 | Zone 6 | Zone 7 | Zone 8 | Zone 9 | Zone 10 | Zone 11 | Zone 12 |
|----------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|
| Zone 1 | A | - | - | - | - | - | - | - | - | - | - | - |
| Zone 2 | B | B | - | - | - | - | - | - | - | - | - | - |
| Zone 3 | C | B | B | - | - | - | - | - | - | - | - | - |
| Zone 4 | B | B | C | B | - | - | - | - | - | - | - | - |
| Zone 5 | C | D | E | D | B | - | - | - | - | - | - | - |
| Zone 6 | B | C | D | C | D | B | - | - | - | - | - | - |
| Zone 7 | B | B | C | C | D | B | B | - | - | - | - | - |
| Zone 8 | C | C | D | D | E | C | B | B | - | - | - | - |
| Zone 9 | D | D | E | E | F | D | C | B | B | - | - | - |
| Zone 10 | C | C | D | D | E | C | B | B | B | B | - | - |
| Zone 11 | C | C | D | B | B | D | D | E | F | E | B | - |
| Zone 12 | C | C | D | B | C | D | D | E | F | E | B | B |

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| SECTION NO. 2 - RATE BASES AND RATES (Continued) | | | | | | | | | | | | | Item No. |
|---|--------------------------|-----|------------------|----|------------------|----|------------------|------------------|------------------|------------------|----|------------------|----------|
| CLASS RATES (In cents per 100 pounds) | | | | | | | | | | | | | |
| Rate Basis | Minimum Weight in Pounds | | | | | | | | | | | | |
| | Any Quantity | | | | 2,000 | | | | 4,000 | | | | |
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | |
| A | 69 | 62 | 55 | 48 | 55 | 50 | 44 | 39 | 43 | 39 | 34 | 30 | 410 |
| B | 81 | 73 | 65 | 57 | 65 | 59 | 52 | 46 | 49 | 44 | 39 | 34 | |
| C | 91 | 82 | 73 | 64 | 73 | 66 | 58 | 51 | 56 | 50 | 45 | 39 | |
| D | 103 | 93 | 82 | 72 | 80 | 72 | 64 | 56 | 64 | 58 | 51 | 45 | |
| E | 110 | 99 | 88 | 77 | 89 | 80 | 71 | 62 | 70 | 63 | 56 | 49 | |
| F | 119 | 107 | 95 | 83 | 99 | 89 | 79 | 69 | 78 | 70 | 62 | 55 | |
| Rate Basis | Minimum Weight in Pounds | | | | | | | | | | | | |
| | 10,000 | | | | 20,000 | | | | 30,000 | | | | |
| | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | |
| A | 30 | 27 | 24 | 21 | 23 $\frac{1}{2}$ | 21 | 19 | 16 $\frac{1}{2}$ | 21 | 19 | 17 | 14 $\frac{1}{2}$ | |
| B | 37 | 33 | 29 $\frac{1}{2}$ | 26 | 28 | 25 | 22 $\frac{1}{2}$ | 19 $\frac{1}{2}$ | 23 $\frac{1}{2}$ | 21 | 19 | 16 $\frac{1}{2}$ | |
| C | 44 | 40 | 35 | 31 | 32 | 29 | 25 $\frac{1}{2}$ | 22 $\frac{1}{2}$ | 26 | 23 $\frac{1}{2}$ | 21 | 18 | |
| D | 48 | 43 | 38 | 34 | 37 | 33 | 29 $\frac{1}{2}$ | 26 | 28 $\frac{1}{2}$ | 25 $\frac{1}{2}$ | 23 | 20 | |
| E | 54 | 49 | 43 | 38 | 41 | 37 | 33 | 29 | 33 | 29 $\frac{1}{2}$ | 26 | 23 | |
| F | 59 | 53 | 47 | 41 | 46 | 41 | 37 | 32 | 35 | 32 | 28 | 24 $\frac{1}{2}$ | |
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| SECTION NO. 2 - RATE BASES AND RATES (Concluded) | Item No. |
|---|----------|
| <p style="text-align: center;">PARCEL RATES</p> <p>FREIGHT, regardless of classification:</p> <p style="padding-left: 40px;">18 cents per package or piece, plus 3 cents for each pound or fraction thereof of its gross weight, subject to an additional service charge of \$2.00 per week. (Subject to Notes 1 and 2.)</p> <p>NOTE 1.-The consignor must elect in writing in advance to utilize the rate in this item for packages weighing 70 pounds or less tendered to the carrier during any calendar week.</p> <p>NOTE 2.-The service charge of \$2.00 per week shall not apply where packages are tendered at carrier's terminal.</p> | 420 |
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SECTION NO. 3

EQUIPMENT 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. 500. (See Exception in paragraph (d) of Item No. 500.) When such agreement is executed, rates in Section No. 2 will not apply.

Rates in this section do not alternate or combine with rates in Section No. 2. Rates in this section may not be combined with common carrier rates for transportation within the San Diego Drayage Area, nor with common carrier rates applicable for transportation from or to said area.

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| SECTION NO. 3 - EQUIPMENT RATES, RULES AND REGULATIONS | Item No. |
|---|-------------|
| <p style="text-align: center;">RULES AND REGULATIONS</p> <p>(a) Rates named in this section are subject to Items Nos. 10 and 11, Definitions of Technical Terms; Item No. 20, Application of Tariff; Items Nos. 30 through 40, Application of Tariff - Territorial; Items Nos. 50 and 51, Application of Tariff - Commodities; Item No. 150, Charges for Escort Service; Item No. 160, Charges for Permit Shipments; Item No. 170, Collection of Charges; Items Nos. 180, 181 and 182, Collect on Delivery (C.O.D.) Shipments; Items Nos. 200 and 201, Issuance of Shipping Documents; Item No. 250, References to Items and Other Tariffs; and Item No. 260, Units of Measurement to Be Observed. They are not subject to the other rules and regulations provided in Section No. 1.</p> <p>(b) Rates named in this section are subject to Items Nos. 5 and 145 of the Governing Classification. They are not subject to the other rules of the Governing Classification.</p> <p>(c) Rates named in this section apply only when the property is transported by one carrier for one shipper.</p> <p>(d) 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. (See Item No. 510.) Except as herein provided, no single agreement shall cover shipments transported over a period in excess of 31 days. EXCEPTION: The agreement will not be necessary for transportation of overweight and/or oversize shipments for which a special permit has been issued pursuant to the provisions of Section No. 710 of the Vehicle Code, State of California, and attached to or identified on the shipping document.</p> <p>(e) Rates named in Item No. 520 are subject to an additional charge at the rate of \$5.35 per man, per hour, minimum charge one-half hour, 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 in Note 1(c), Item No. 520.</p> <p>(f) When carrier's equipment is painted, lettered or marked, or when special equipment or accessories are furnished by the carrier, in connection with transportation which is performed subject to the rates named in Item No. 520, a charge not less than the cost of painting, lettering or marking or the costs applicable to the use of the special equipment or accessories shall be made.</p> | 500 |
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| SECTION NO. 3 - EQUIPMENT RATES, RULES AND REGULATIONS (Continued) | Item No. |
|--|-------------|
| <p style="text-align: center;">WRITTEN AGREEMENT</p> <p>The written agreement may be completed prior to delivery of any property thereunder. The agreement should show:</p> <ul style="list-style-type: none"> (a) Date transportation service is to commence and period. (b) Identification of each piece of equipment either by license number or otherwise. (c) Capacity of equipment. (d) Base rate. (e) Rate per hour for service in excess of 8 hours out of each 9 consecutive hours per day. (f) Duration of the written agreement and a clause therein that the agreement is canceled if charges are not collected as provided in Item No. 170. (g) The agreement shall be in substantially the following form, and the original or a copy thereof shall be retained and preserved by the carriers, subject to Commission inspection, for a period of not less than three years from the date of its issuance. | <p>510</p> |
| <div style="border: 1px solid black; padding: 10px;"> <p style="text-align: right;">Date _____</p> <p>In accordance with the provisions of Section No. 3 of Minimum Rate Tariff No. 9-B, I hereby elect to have _____ (Identify Transaction) transported by _____ under the rates and provisions (Name of Carrier) of Item No. _____ of said tariff, subject to the following terms:</p> <p>Period of Agreement _____</p> <p>Capacity of Equipment _____ pounds</p> <p>Identification of Equipment _____</p> <p>Base Rate \$ _____</p> <p>Rate per hour for excessive hours _____</p> <p>Shipper _____ By _____ (Name in Full) (Name in Full)</p> <p>Confirmed: Carrier _____ By _____ (Name in Full)</p> <p>NOTE.-This agreement is canceled if the charges are not collected as provided for in Item No. 170 of Minimum Rate Tariff No. 9-B.</p> </div> | |
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| SECTION NO. 3 - EQUIPMENT RATES, RULES AND REGULATIONS (Concluded) | | | | Item No. |
|---|--------------------------------|----------|----------|----------|
| FREIGHT, regardless of classification, subject to Note 1: | | | | |
| Weight in Pounds (See Note 2) | (1)(2) Rates in Cents Per Hour | | | |
| | Column 1 | Column 2 | Column 3 | |
| Less than 12,000 ----- | 695 | 930 | 1265 | |
| 12,000 but not over 20,000 -- | 755 | 1025 | 1295 | |
| Over 20,000 ----- | 845 | 1095 | 1350 | |
| <p>(1) Minimum Charge - The charge for one hour.</p> <p>(2) Rates do not include bridge or ferry tolls. Such tolls, when incurred by the carrier, shall be added to the transportation charges.</p> | | | | |
| <p>Column 1 - Rates per unit of equipment with driver, except for time equipment is operated in excess of 8 hours out of 9 consecutive hours, and except when operated on Saturdays, Sundays or holidays.</p> | | | | |
| <p>Column 2 - Rates per unit of equipment with driver for time equipment is operated in excess of 8 hours out of 9 consecutive hours or on Saturdays, Sundays or the following holidays: Washington's Birthday, Memorial Day or the day before Christmas.</p> | | | | |
| <p>Column 3 - Rates per unit of equipment with driver for time equipment is operated on the following holidays: Independence Day, Labor Day, Thanksgiving Day, Christmas or New Year's Day.</p> | | | | |
| <p>NOTE 1.--(a) Subject to paragraph (b) below, rates in this item apply from the time the truck and driver report for service pursuant to the shipper's order to the time of completion of the last trip under such order. <u>Exception</u> - If the single transaction covers a period in excess of one day, time consumed in driving from last point of destination to the carrier's terminal at the close of one day's business, and from the carrier's terminal to the point of origin at the beginning of the next day's business will not be included in computing the chargeable time.</p> <p>(b) In computing time for trailer shuttle service no time shall be charged for the movement of truck tractors without load or for trailers or semitrailers without power unit except when such trailers are being loaded or unloaded.</p> | | | | |

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

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

NOTE 2.-The normal carrying capacity of each vehicle unit shall be determined by the carrier based upon that amount of property in pounds, which physically can be loaded therein and safely transported under normal conditions.

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SECTION NO. 4

FORMS OF SHIPPING DOCUMENTS

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| SECTION NO. 4 - FORMS OF SHIPPING DOCUMENTS | Item No. |
|---|--|
| <p data-bbox="418 486 1212 618">SHIPPING ORDER AND FREIGHT BILL FOR TRANSPORTATION OF PROPERTY IN THE SAN DIEGO DRAYAGE AREA AT EQUIPMENT RATES</p> <p data-bbox="418 1105 1169 1171">(Form to be furnished in printed form.)</p> | <p data-bbox="1426 1105 1503 1171">600</p> |
| <p data-bbox="606 2066 1409 2118">EFFECTIVE AS SHOWN ON ORIGINAL TITLE PAGE</p> | |
| <p data-bbox="213 2158 1503 2250">Issued by the Public Utilities Commission of the State of California, San Francisco, California.</p> | |

| SECTION NO. 4 - FORMS OF SHIPPING DOCUMENTS (Concluded) | Item No. |
|--|----------|
| <p style="text-align: center;">SHIPPING ORDER AND FREIGHT BILL FOR TRANSPORTATION OF PROPERTY IN THE SAN DIEGO DRAYAGE AREA AT OTHER THAN EQUIPMENT RATES</p> <p style="text-align: center;">(Form to be furnished in printed form.)</p> | 610 |
| END OF TARIFF | |
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