

CORRECTION NO. 64

-16-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

EFFECTIVE: July 17, 1980

ISSUED: June 13, 1980

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

- * For the definitions Low Bed Equipment and Multiple Lot Shipments in effect prior to the effective date hereof, see Original Page 15.
- * For the definitions Pool Shipments and Power Equipment formerly appearing hereon, see 1st Revised Page 17.

POINT OF ORIGIN means the precise location at which property is physically delivered by the consignee or his agent into the custody of the carrier for transportation. All points within a single industrial plant or shipping area of one consignee shall be considered as one point of origin. An industrial plant or shipping area of one consignee shall include only contiguous property which shall not be deemed separate if intersected only by public street or thoroughfare.

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.

PNEUMATIC EQUIPMENT means any carrier's equipment which discharges its load by pneumatic (induction of air to speed gravitation) means that are an integral part of the carrier's equipment.

PICKUP AND DELIVERY CHARGE means the full charge applicable without the deduction authorized by item 16.

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.

PALLETTIZED SHIPMENT means a shipment tendered to and transported by the carrier on pallets (elevating-truck pallets or platforms or lift-truck skids, with or without standing sides or ends, but without tops).

MULTIPLE LOT SHIPMENT means a shipment transported in accordance with the provisions of item 195.

MULTIPLE SERVICE SHIPMENT means a single prepaid shipment consisting of:

(A) More than one component part picked up by the carrier and

(B) More than one component part delivered to

(1) One consignee at more than one point of destination or

(2) More than one consignee at one or more points of destination.

LOW BED EQUIPMENT means trailing equipment other than van-type, having its principal load carrying bed or platform not more than 42 inches above ground or street level.

DEFINITION OF TECHNICAL TERMS (Continued)
(Arranged Alphabetically)

RULES AND REGULATIONS

ITEM NO.
80
(Continued)

GOVERNING RULES TARIFF NO. 300

Agent

CAL-WEST TARIFF BUREAU, INC.

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RULES AND REGULATIONS

DEFINITION OF TECHNICAL TERMS (Continued)

(Arranged Alphabetically)

POOL SHIPMENT means a shipment consisting of component parts which are for reshipment to two or more points of destination, such shipment being consigned to:
(A) A carrier with instructions for unloading, distribution and delivery of one or more component parts to consignees, their agents, or to other carriers, or;
(B) A consignee (other than a carrier) in connection with which pool shipment a carrier is instructed to unload, distribute and deliver one or more component parts to the consignee, sub-consignees, their agents or to other carriers.
The term "delivery" as used in this definition means relinquishing the property to the consignee, his agent, or another carrier entitled to receive such property, whether at the point of distribution or elsewhere.
POWER EQUIPMENT means any gasoline diesel, electric or gas driven equipment including electric powered cranes and lift truck equipment.
RATE means the figure stated in cents, dollars and cents, or fractions thereof, including the charge and, also, the ratings, minimum weight and rules governing and the accessory charges applying in connection therewith to be used in computing the charge on property transported.
SAME TRANSPORTATION means transportation of the same kind and quantity of property between the same points and subject to the same limitation, conditions and privileges, but not necessarily in an identical type of equipment.
SPLIT DELIVERY SHIPMENT means a shipment consisting of two or more component parts delivered to (See Note):
(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 5,000 pounds, said shipment being consigned and delivered to one consignee at one point of destination. (See Note).
NOTE: In addition to the component part picked up by the carrier, a split pickup shipment will include other component parts delivered to carrier's established depot for the person, firm or corporation for whom carrier made such pickups.
STRINGING means the progressive delivery of a shipment at spaced intervals or designated points along a predetermined route.

* For the definitions Pool Shipment and Power Equipment in effect prior to the effective date hereof, see Original Page 16.
* For the definitions Tailgate Loading through Team Track formerly appearing hereon, see 1st Revised Page 18.

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

ISSUED: June 13, 1980

EFFECTIVE: July 17, 1980

CORRECTION NO. 65
ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

CORRECTION NO. 66

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ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: June 13, 1980

EFFECTIVE: July 17, 1980

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

* For Item 85 formerly appearing hereon, see Original Page 18-A.
* For the definitions Tailgate Loading through Team Track in effect prior to the effective date hereof, see Original Page 17.

ITEM NO.	<p>80 (Continued)</p> <p>RULES AND REGULATIONS DEFINITION OF TECHNICAL TERMS (continued) (Arranged Alphabetically)</p> <p>TAILGATE LOADING means loading of the shipment into or upon Carrier's equipment and placing it at a point at street level not more than 20 feet distant from said equipment, or at other than street level when vehicular elevator service or vehicular ramp is provided and made available to the Carrier.</p> <p>TAILGATE UNLOADING means unloading of the shipment from Carrier's equipment and placing it at a point at street level not more than 20 feet distant from said equipment, or at other than street level when vehicular elevator service or vehicular ramp is provided and made available to the Carrier.</p> <p>TEAM TRACK means a point at which property may be loaded into, or upon or unloaded from rail cars by the public generally.</p> <p>TEMPERATURE CONTROL SERVICE means the protection from heat by the use of ice (either water or solidified carbon dioxide), by mechanical refrigeration, or by release of liquefied gases.</p> <p>UNIT OF CARRIER'S EQUIPMENT means one or more pieces of Carrier's equipment, as defined in this item, physically connected so as to form a complete unit.</p> <p>VEHICLE ICING means placing ice around or over the packages within Carrier's equipment.</p> <p>VEHICULAR ELEVATOR means elevator capable of lifting or lowering Carrier's equipment to different levels for loading or unloading.</p> <p>VEHICULAR RAMP means structures enabling Carrier's equipment to be driven to different levels for loading or unloading.</p> <p>WALKING FLOOR TRAILERS means a trailer equipped with a hydraulic mechanism that allows the floor to move rearward several inches as a unit, then returns with flooring planks sliding forward under the cargo in a sequential movement that results in one-way cargo movement to facilitate unloading.</p> <p>WHARF means any wharf, berth, pier, quay, landing or other structure to which a vessel may make fast and that area or structure (other than a public utility warehouse) immediately adjacent, which is used for transit storage, loading, unloading, assembling, or distribution of goods or merchandise.</p>
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GOVERNING RULES TARIFF NO. 300

Agent

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Cancels
Original Page 18

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

CORRECTION NO. 67

-18-A-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

EFFECTIVE: July 17, 1980

ISSUED: June 13, 1980

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

For Item 85 in effect prior to the effective date hereof, see Original Page 18.

(A) DEFINITIONS

- (1) Actual Placement: By actual placement is meant the placing of a unit of Carrier's equipment at the place designated by the Consignor or Consignee for loading or unloading.
- (2) Constructive Placement: By constructive placement is meant the holding of a unit of Carrier's equipment at a point other than the designated loading or unloading place, due to the inability of Consignor or Consignee to accept for actual placement the unit of Carrier's equipment after its tender for actual placement by the Carrier. Constructive placement of equipment for the purpose of loading shall not commence prior to the time specified in Shipper's oral or written equipment order; not at any time other than normal business days between the hours of 8:00 A.M. and 3:00 P.M. Monday through Friday, for the purpose of unloading, unless otherwise agreed to by Receiver and Carrier and such agreement is noted on the Shipping Document.
- (3) Unit of Equipment: By unit of equipment is meant a motor truck, trailer or semi-trailer, with or without motor tractors.

RULES AND REGULATIONS
DELAYS TO EQUIPMENT

ITEM NO.

85

GOVERNING RULES TARIFF NO. 300

Agent

Original Page 18-A

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

EFFECTIVE: July 17, 1980

ISSUED: June 13, 1980

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

NOTE 1: For purposes of applying this item, the term unit of equipment means a motor truck, trailer or semi-trailer, exclusive of motor tractors.

When the period of time between constructive and actual placement exceeds thirty minutes, additional charges for delay time in excess of thirty minutes shall be assessed as provided in item 20. When carrier effects constructive placement more than 30 minutes after the time specified in written agreements between shipper or consignee and carrier or in oral agreements noted on the Shipping Document, the charge for delays prior to actual placement shall be assessed for delay time in excess of one hour. The foregoing shall not apply in connection with the constructive placement of units of equipment under agreement with the shipper or consignee for loading by the shipper or unloading by the consignee when such agreement is recorded on the Bill of Lading or Freight Bill (See Note 1).

The charges provided in item 20 shall not apply prior to actual placement when the driver or helper is not inactivated by the delay.

(C) DELAYS PRIOR TO ACTUAL PLACEMENT:

Except as hereinafter noted, whenever (after actual placement of a unit of equipment) the elapsed time between commencement and completion of the loading or unloading or shipments subject to minimum weight of 10,000 pounds or more, exceeds 8 minutes per ton (based on the weight on which transportation charges are computed) additional charges for delay time in excess of 8 minutes per ton shall be assessed as provided in item 20. The charge provided requires its use or when the unit of equipment is inactivated by reason of its driver or helper being engaged in such service. The provisions of the rule shall not apply in connection with the actual placement of its units of equipment under agreement with the shipper or consignee for loading by the shipper or unloading by the consignee, when such agreement is recorded on the Bill of Lading or Freight Bill (See Note 1).

The provisions of this item shall also apply in connection with component parts of shipments transported under the provisions of item 165, (Multiple Service Shipments); and items 25 and 220 when the component part picked up or delivered weighs 10,000 pounds or more. In such instances, the charges assessed shall be based on the actual weight of the component part loaded or unloaded.

(B) DELAYS AFTER ACTUAL PLACEMENT:

DELAYS TO EQUIPMENT (Continued)

RULES AND REGULATIONS

ITEM NO.

GOVERNING RULES TARIFF NO. 300

Agent

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

1st Revised Page 19
Cancels
Original Page 19

CORRECTION NO. 383

-20-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: January 10, 1990

EFFECTIVE: February 26, 1990

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

No change in charges; incorporates Supplement No. 48 increase.

95	<p>(A) The provisions contained in this Item apply only in connection with shipments of chemicals and related articles transported under the exception classes provided in Item 250500 of the Governing Exception Sheet.</p> <p>(B) Subject to Paragraph (C) two hours will be allowed for the loading of each unit of equipment utilized, loading time in excess of that allowed shall be subject to the additional charges provided in Item 20 (charges for Accessorial Services Or Delays).</p> <p>(C) Time referred to herein shall commence upon arrival of Carrier's equipment at place of loading and continue until loading is completed and Carrier's equipment is released.</p>
90	<p>DELAYS TO EQUIPMENT - CHEMICALS AND RELATED ARTICLES (Exception to Item 85 - Delays to Equipment)</p> <p>(1) Shipments subject to minimum weight of 20,000 pounds: For the first 30 minutes ----- No charge For each additional 15 minutes, or fraction thereof ----- \$ 5.98</p> <p>(2) Shipments subject to minimum weights of 40,000 or 48,000 pounds: For the first 60 minutes ----- No charge For each additional 15 minutes, or fraction thereof ----- \$ 6.68</p> <p>The following charges shall be assessed on shipments of plywood, lumber, railroad ties and timbers. Time shall be computed from the time Carrier's Equipment arrives for loading or unloading until completion of such loading or unloading.</p> <p>DELAYS TO EQUIPMENT - LUMBER (Exception to Item 85 - Delays to Equipment)</p>

GOVERNING RULES TARIFF NO. 300

Agent

6th Revised Page 20

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

CORRECTION NO. 174

-20-A-

MAYWOOD, CALIFORNIA 90270

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER

EFFECTIVE: February 1, 1982

ISSUED: December 29, 1981

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

(Issued under authority of CAL. P.U.C. Decision No. 93172.

NOTE - Applies only on shipments of whole grain, in bags, subject to minimum weights of 10,000 pounds or more.

- (D) Provisions of Item 20 (Charges for Accessorial Services or Delays) of this Tariff will not apply.
- (C) DEMURRAGE ON EQUIPMENT HELD AFTER FREE TIME HAS ELAPSED.
A charge of 6 cents per 100 pounds will be made by the Carrier on all shipments on all equipment unloaded or loaded after the free time has elapsed.
- (2) The provisions of this item shall not apply in connection with the actual placement of units of equipment under agreement with the Consignor or Consignee for loading by the Consignor or unloading by the Consignee, when such agreement is recorded on the shipping document.
- (1) A period of four (4) hours will be allowed on each unit of equipment between constructive placement and time equipment has actually completed loading or unloading.
- (B) FREE TIME
- (3) Unit of Equipment. By unit of equipment is meant a motor truck trailer, or semi-trailer, exclusive of motor tractor.
- (2) Constructive Placement. By constructive placement is meant the holding of a unit of Carrier's equipment at a place or site other than the designated loading or unloading place or site due to the inability of Consignor or Consignee to accept for actual placement the unit of Carrier's equipment after its tender for actual placement by the Carrier. Constructive placement of equipment for purpose of loading or unloading shall not commence prior to the time specified in Consignor's or Consignee's oral or written equipment order, or at any time other than normal business days between the hours of 8:00 A.M. and 3:00 P.M. (the lunch hour between 12:00 noon and 1:00 P.M. excepted) Monday thru Friday.
- (1) Actual Placement. By actual placement is meant the placing of Carrier's equipment at the site designated by Consignor or Consignee for loading or unloading.
- (A) DEFINITIONS

DELAYS TO EQUIPMENT WHOLE GRAIN (See Note)
(Exception to Item 85 - Delays to Equipment)

RULES AND REGULATIONS

ITEM NO.

GOVERNING RULES TARIFF NO. 300

Agent

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

4th Revised Page 20-A
Cancels
3rd Revised Page 20-A

ISSUED: August 8, 1980

EFFECTIVE: September 11, 1980

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

(Continued on next page)

- (E) COMPUTATION OF TIME:
- (1) Computation of time shall begin upon notification by the driver to the responsible representative of the Consignor or Consignee that the vehicle is available for loading or unloading and ends with the completion of loading or unloading and receipt by the driver of a signed Bill of Lading or receipt for delivery.
- (2) When loading or unloading is interrupted for a normal meal period such meal period not to exceed one hour, will be excluded from the computation of time.
- (D) DETENTION - MULTIPLE SHIPMENTS:
- When the carrier picks up two or more shipments from one Consignor at one place, at one time, or when the carrier delivers two or more shipments to one Consignee, at one place, at one time, the combined weights of the shipments shall determine time allowed. The time allowed will be increased by 5 minutes for each shipment subject to a maximum additional allowance of forty minutes.
- (C) DETENTION - CONSTRUCTIVE PLACEMENT:
- When the period of time between the constructive and actual placement exceeds fifteen minutes, additional charges for delay time in excess of fifteen minutes shall be assessed as provided in item 20 herein. The charges provided in item 20 shall not apply prior to actual placement when the driver or helper is not inactivated by the delay.
- (B) DETENTION - ACTUAL PLACEMENT:
- (1) Subject to the provisions of Paragraph (D), when the elapsed time between the commencement and completion of the loading or unloading of a shipment exceeds the time allowance provided in Paragraph (E), charges for delay time in excess of that allowed shall be assessed as provided in item 20 herein.
- (2) In applying the provisions of this item in connection with component parts of split pickup or split delivery shipments, charges assessed shall be based upon the actual weight of the component part loaded or unloaded.
- (A) DEFINITIONS
- (1) Actual Placement. By actual placement is meant the placing of a vehicle at the site designated by the Consignor or Consignee for loading or unloading.
- (2) Constructive Placement. By constructive placement is meant the holding of a vehicle at a place other than the designated loading or unloading site due to the inability of Consignor or Consignee to accept the vehicle for actual placement after its tender. For the purpose of loading or unloading, constructive placement of a vehicle shall not commence prior to the time specified in Shipper's oral or written equipment order.

DEFINITION - OTHER THAN TRUCKLOAD RULES AND REGULATIONS

ITEM NO.

GOVERNING RULES TARIFF NO. 300

Agent

Original Page 20-B

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

CORRECTION NO. 104

-20-C-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: August 8, 1980

EFFECTIVE: September 11, 1980

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

NOTE: When the weight of a single shipment weighs 10,000 pounds or more the provisions of Item 85 herein will apply.

Less than 999
1,000 through 1,999
2,000 through 3,999
4,000 through 5,999
6,000 through 9,999
10,000 or more

10
15
20
30
40
See Note

Actual Weight in Pounds

Time Allowed in Minutes

(G) TIME ALLOWANCE:
Time allowance per stop shall be as follows:

(F) PAYMENT OF CHARGES:
Charges for delay time in excess of that allowed shall be billed to the party who requested, ordered or was responsible for such delay.

DETENTION - OTHER THAN TRUCKLOAD (continued)

RULES AND REGULATIONS

ITEM NO.

*98 (Continued)

GOVERNING RULES TARIFF NO. 300

Agent

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CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

Agent

6th Revised Page 21

GOVERNING RULES TARIFF NO. 300

RULES AND REGULATIONS
DIVERSION OR RECONSIGNMENT

ITEM
NO.

At the request of Consignee or Shipper, Carrier will provide service of diversion or reconsignment subject to the following provisions:

- (A) Diversion or reconsignment as used in this rule, subject to Paragraph (E) means:
- (1) A change in the name of the Consignee
 - (2) A change in the address of the Consignee
 - (3) A change in the Destination of the Shipment

- (B) Request for reconsignment must be made or confirmed in writing and the Carrier must be satisfied that the party making the request has the authority to do so. Conditional or qualified requests will not be accepted.

- (C) Where the diversion involves a change in destination, transportation charges shall be computed by applying the applicable mileage rate from origin to final destination via the point of diversion or a combination of rates via the point of diversion, whichever produces the lower through charge.

- (D) The charge for diversion or reconsignment service shall be \$10.55. This charge is in addition to all other applicable transportation charges.

- (E) In no event shall a refused shipment be considered to be a diverted or reconsigned shipment. An order for reconsignment of a shipment moving under uniform order Bills of Lading will not be considered valid unless, and until, the original Bill of Lading is surrendered for cancellation, endorsed or exchanged.

- (F) Instructions for reconsignment of C.O.D. shipments will be accepted only from the Consignor and only in writing.

- (H) Only entire shipments, not portions, may be reconsigned.

- (I) All charges applicable to the shipment whether accrued or accruing must be paid or guaranteed to the satisfaction of the Carrier before reconsignment will be made.

No change in charges; incorporates Supplement No. 48 increase.

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

ISSUED: January 10, 1990

EFFECTIVE: February 26, 1990

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

CORRECTION NO. 384

-21-

CALC

CORRECTION NO. 410

-21-A-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: January 24, 1990

EFFECTIVE: February 26, 1990

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

- NOTE - The blank in the above statement represents the space where the exact number of carriers shall be entered; not to exceed the number of full carriers transported.
- "Return _____ Carrier(s) per item 102 of GR Tariff."
- (6) The Shipper of the loaded carrier(s) must note on the bill of lading at the time of shipment that the carrier(s) should return, when empty, in substantially the following form:
- (5) The Carrier shall only be responsible for the return of the number of empty carriers noted on the returning bill of lading, and not for their condition.
- (4) Empty carriers must be tendered to the Carrier, and be available for immediate shipment, at the time of delivery of an inbound shipment of filled carriers.
- (3) The Carrier must determine that the empty carriers were moved filled to the Consignor of the return shipment, and are being returned by the same Carrier(s) to the Consignor of the original inbound shipment.
- (2) Such empty carriers must be constructed of rigid plastic, not exceeding an outside cubic dimension of six feet, have a fitted top, and be so formed as to allow the carriers to be nested when empty.
- (1) When empty carriers used for the transportation of new automobile parts or accessories are offered for return shipment to the point of origin of the original shipment, such carriers will be returned free of charge; except when the provisions of item 20 apply, those charges shall be assessed.
- The provisions of this item apply only in connection with shipments of new automobile parts or accessories transported under rates named in CWTB Cal. P.U.C. No. 22 or A30, subject to all of the following paragraphs:

EMPTY CARRIERS RETURNING, NEW AUTO PARTS
RULES AND REGULATIONS

ITEM NO.

GOVERNING RULES TARIFF NO. 300

Agent

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

3rd Revised Page 21-A
Cancels
2nd Revised Page 21-A

CORRECTION NO. 411

-21-B-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: January 24, 1990

EFFECTIVE: February 26, 1990

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

- NOTE 1: The provisions of Section 1 of this item apply only when the palletized shipment is transported at rates named in CWTB, Cal. P.U.C. Nos. 21, 22 and A30.
- NOTE 2: The provisions of Section 1 of this item are not applicable in connection with pallets subject to provisions of Item Nos. 155 and 160 in CWTB, Cal. P.U.C. No. 22.
- NOTE 3: For purposes of applying the provisions of this section, the term "pallets" or "empty pallets" means wooden pallets, six inches or less in height, as described in Item 150390, Sub 4 of the Governing Classification.
- NOTE 4: The palletized shipment shall be subject to a minimum weight of not less than 20,000 pounds and the entire palletized shipment must move on one unit of carrier's equipment at one time.
- NOTE 5: Palletized shipments must be loaded by Consignor and unloaded by Consignee with power equipment, furnished and used without expense to the Carrier. Physical assistance of the Carrier's employee is restricted to work within or on Carrier's equipment and does not include stacking, unstacking, removal or placement of merchandise pallets or any assistance in the actual loading and unloading.
- NOTE 6: Shipper must certify on the bill of lading that palletized shipments were loaded onto Carrier's equipment with power equipment operated by personnel furnished by the Shipper. Consignee must certify Carrier's delivery receipt that the palletized shipments were removed from Carrier's equipment with power equipment operated by personnel furnished by Consignee.
- NOTE 7: The bill of lading covering the shipment of empty pallets shall be prepared by the Shipper of such empty pallets and must make reference to the palletized shipment by number or other individual identity.
- NOTE 8: An allowance of one hour free time for loading and one hour free time for unloading the palletized shipment shall be made for each unit of Carrier's equipment used. Time shall be computed from the time of arrival of Carrier's equipment at place of loading or unloading until loading or unloading is completed and the Carrier's equipment is released. Excess loading or unloading time shall be charged for at the rates named in Item 20 of GR Tariff. Place of loading or unloading means the particular street address or other designation of a factory, store, warehouse or place of business.

SECTION 1

EMPTY PALLET RETURN
RULES AND REGULATIONS

ITEM NO.

GOVERNING RULES TARIFF NO. 300

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

Agent

2nd Revised Page 21-B
Cancels
1st Revised Page 21-B

CORRECTION NO. 123

-21-C-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: December 5, 1980

EFFECTIVE: January 9, 1981

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

Subject to the provisions of Item No. 20 of CWTB, CAL. P.U.C. No. 22, shipments of empty pallets as described below, when not subject to the provisions of Section 1 of this Item and when returning to the point of origin of an outbound palletized shipment or when transported for a return palletized shipment, as subject to the following exception to the governing classification:

Wooden pallets as described in Item 150390, Sub 4 of the governing classification, without bodies, enclosures, ends, sides, stakes, standards or stacking posts:

Less truckload ----- Apply provisions of Item No. 160 of CWTB, CAL P.U.C. No. 22.

SECTION 2

NOTE 9: Immediately upon receipt of a palletized shipment, the Consignee shall tender to the Carrier delivering such palletized shipment, up to a like number of empty pallets, or

(a) Immediately upon receipt of a shipment of empty pallets, the Consignee shall tender to the Carrier delivering such empty pallets, a palletized shipment containing up to a like number of loaded pallets.

NOTE 10: The Carrier shall be responsible only for the number of empty pallets tendered to it and note for the kind, type or condition of such empty pallets.

SECTION 1

EMPTY PALLET RETURN
RULES AND REGULATIONS

ITEM NO.

*103
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GOVERNING RULES TARIFF NO. 300

Agent

Original Page 21-C

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

CORRECTION NO. 70

-22-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: June 13, 1980

EFFECTIVE: July 17, 1990

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

(Continued on next page)

- (A) When palletized shipments are transported at rates subject to minimum weights of 10,000 pounds or more, empty pallets may be transported without charge for distances not exceeding 75 constructive miles when returning to the point of origin of an outbound palletized shipment or when transported for a returning palletized shipment subject to the provisions of Notes 1, 2, 3 and 4 below:
- NOTE 1: Palletized shipments must be loaded by consignor and unloaded by consignee with power equipment, furnished and used without expense to the carrier.
- NOTE 2: Shipper must indicate on the bill of lading that palletized shipments were loaded onto carrier's equipment with power equipment operated by personnel furnished by the carrier. Consignee must indicate on carrier's delivery receipt that the palletized shipments were removed from carrier's equipment with power equipment operated by personnel furnished by the consignee.
- NOTE 3: Bills of lading covering the shipments of returning empty pallets shall identify the palletized shipments. Bills of lading covering returning empty pallets shall identify the shipments of empty pallets.
- NOTE 4: For purposes of applying the provisions of this section, the terms "pallets" or "empty pallets" means wooden pallets as described in item 150390, sub 4, of the governing classification, without bodies, enclosures, ends, sides, stakes, standards or stacking posts.
- (B) Carriers must assess provisions of Section 2 of this item or other provisions of this tariff, as applicable, under conditions set forth in Notes 1, 2 and 3, below:
- NOTE 1: If immediately upon receipt of a palletized shipment consignee fails to provide carrier with up to a like number of empty pallets for return to point of origin of the palletized shipment.
- NOTE 2: When empty pallets are furnished by consignee and forwarded to point of origin of a palletized shipment, if consignor immediately upon receipt of the empty pallets fails to provide carrier with a pallet-shipment to consignee at point of origin of the empty pallets.
- NOTE 3: For transportation of all empty pallets exceeding the number authorized under provisions of Notes 1 or 2 of Paragraph (B).

SECTION 1

Except as otherwise provided, the provisions of this item apply in connection with shipments of canned goods transported under the provisions of item No. 315 of CWTB, CAL. P.U.C. No. 21 and item No. 135 of CWTB, CAL. P.U.C. No. 22.

EMPTY PALLET RETURN - CANNED GOODS
RULES AND REGULATIONS

ITEM NO.

GOVERNING RULES TARIFF NO. 300

Agent

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

1st Revised Page 22
Cancels
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CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

Agent

8th Revised Page 23

GOVERNING RULES TARIFF NO. 300

ITEM NO.	RULES AND REGULATIONS
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EMPTY PALLET RETURN - CANNED GOODS (Continued)

SECTION 2

Subject to the provisions of Item No. 20 of the governing Exception Sheet, CWTB, CAL. P.U.C. No. 22, shipments of empty pallets as described below, when not subject to the provisions of Section 1 of this item and when returning to the point of origin of an outbound palletized shipment or when transported for a return palletized shipment, are subject to the following exception to the governing classification:

Wooden pallets as described in Item 150390, Sub 4 of the governing Classification without bodies, enclosures, ends, sides, stakes standards or stacking posts: ----- Apply provisions of Item 250020 in the governing Exception Sheet.

EQUIPMENT, ADVERTISING ON

For placing or carrying any sign, or signs, or advertising, of Alcoholic Liquors on Carrier's equipment engaged in transporting Alcoholic Liquors as described in Item 111450 of the governing Classification, moving between San Francisco Territory and Los Angeles Territory, an additional charge of \$15.46 per unit per shipment shall be assessed by the Carrier.

EQUIPMENT ORDERED BUT NOT USED

When an order for equipment is placed by the Consignee or Consignor and such order is subsequently cancelled or postponed, the following will apply:

- (1) If the cancellation or postponement is received by the Carrier before the equipment ordered leaves its terminal, there will be no charge.
- (2) If the cancellation or postponement is received by the Carrier after the equipment so ordered leaves its terminal and due to no disability, fault or negligence on the part of the Carrier, the equipment is not used; a charge of \$72.53 will be assessed per unit of equipment against the party making such request.

No change in charges; incorporates Supplement No. 48 increase.

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

ISSUED: January 10, 1990

EFFECTIVE: February 26, 1990

CORRECTION NO. 385
ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

CORRECTION NO. 14

-23-A-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: May 23, 1980

EFFECTIVE: July 7, 1980

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

* For Item 110 in effect prior to the effective date hereof, see Original Page 23.
(Continued on next page)

ITEM NO.	<p align="center">RULES AND REGULATIONS EXCLUSIVE USE OF EQUIPMENT</p> <p>(A) Exclusive use of a unit of equipment is offered to meet the needs of shippers who request segregation of their freight from the freight of other shippers for protection against damage, scrutiny, pilferage, or for any other reason.</p> <p>(B) Upon request of the Consignor, the Carrier will furnish one unit of equipment which will be assigned to, and exclusively used by the Carrier for the transportation of the shipment, subject to the following conditions:</p> <p>(1) The request must be given in writing and referred to in the Bill of Lading or other shipping document in substantially the following form:</p> <p>Exclusive use of a unit of Carrier's equipment, consisting of _____ lineal feet of loading space requested.</p> <p>Charges as provided for in Item No. _____ are agreed to and will be paid or guaranteed by _____ Consignor's Signature</p> <p>(2) The unit of equipment will be devoted exclusively to the transportation of the shipment, without transfer of lading and without the breaking of seals, if any have been applied, except in cases of emergency, in which case the shipment will be given the exclusive use of the unit of equipment to which it is transferred.</p> <p>(3) Charges will be computed at the rates and minimum weight, published in this Tariff, minimum charge.</p> <p>Lineal loading space of each unit Not over 28 feet _____ Over 28 feet _____</p> <p>Minimum Charge 20,000 lbs. at Class 55 Rate 40,000 lbs. at Class 35 Rate</p>
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GOVERNING RULES TARIFF NO. 300

Agent

Original Page 23-A

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

Agent

7th Revised Page 24

GOVERNING RULES TARIFF NO. 300

RULES AND REGULATIONS
EXCLUSIVE USE OF EQUIPMENT (continued)

110	(C) The term "Charges" or "Minimum Charges" as used in this item means line haul transportation charges and does not include accessory charges of any kind, which shall be assessed in addition thereto. (D) A unit of Carrier's equipment shall not be loaded beyond its legal weight carrying capacity.	
112	Upon request by Shipper or Consignee, Expedited Service requiring a special trip will be rendered by Carrier and charges for such Expedited Service will be charged for as follows: (1) \$40.28 for each shipment requiring Expedited Service. This charge will be in addition to the otherwise applicable charge. <u>FAILURE TO ACCOMPLISH DELIVERY</u> (Applies only in connection with Items 130, 167, 168 and 169)	#
112.5	Except as otherwise provided in the Dangerous Articles Tariff, if the Carrier, through no fault of its own, is unable to effect delivery of any shipment within 48 hours (excluding Saturdays, Sundays and holidays) after the first 7:00 A.M. following initial attempt of delivery, the shipment will be placed in storage and notice will be sent or given to Consignor or Consignee. Thereafter the shipment will be stored at Carrier's terminal subject to the rates and charges set forth below or, at Carrier's option, may be placed in a public warehouse at public storage rates. (1) For each of the first five days, 9 cents per 100 pounds. (2) For the sixth and each succeeding day, 11 cents per 100 pounds. (3) Minimum storage charge per shipment on freight held beyond 48 hours, 5 days or less, 117 cents; 6 days or more, 181 cents. In computing time, any fractional part of 24 hours will be counted as one day. In computing charges, any fractional part of 100 pounds will be computed as 100 pounds. (4) Shipments unloaded from vehicle and reloaded on vehicle for subsequent delivery will be subject to a charge of \$6.61 per ton in addition to all other charges set forth herein. (5) During period in which component part is held in storage, Carrier's liability for loss or damage will be that of a warehouseman. (6) Subsequent delivery from point of storage will be charged for as a new shipment.	#

No change in charges; incorporates Supplement No. 48 increase.

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

ISSUED: January 10, 1990

EFFECTIVE: February 26, 1990

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

CORRECTION NO. 386

-24-

CALC

CORRECTION NO. 72

-24-A-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: June 13, 1980

EFFECTIVE: July 17, 1980

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

Item 113 cancelled, provisions of Item 140 apply.

X

GOVERNING RULES TARIFF NO. 300

Agent

1st Revised Page 24-A
Cancels
Original Page 24-A

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

CORRECTION NO. 387

-24-B-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: January 12, 1990

EFFECTIVE: February 26, 1990

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

No change in charges; incorporates Supplement No. 48 increase.

# 120	<p>(A) Automobiles Articles in one piece or package in excess of 22 feet in length, 6 feet, except that pickup and delivery service will apply on pipe, iron or steel, also iron and steel articles. Dynamite and other high explosives (other than small arms ammunition), Livestock, live wild animals, poultry or birds, plate glass, in packages exceeding 15 feet in length or 7 1/2 feet in width. (B) Any articles that cannot be handled by Carrier's regular station employees or Carrier's regular loading and unloading facilities. (C) Rates in CMB Cal. P.U.C. Nos. 21, 22, and 30, will apply on such articles referred to in Paragraphs (A) and (B) when loaded or unloaded by shipper or consignee, as the case may be, or if such service is rendered by Carrier, charges will be assessed on basis of \$12.83 per extra man per hour or fraction thereof, other than driver.</p>
ITEM NO.	<p>115</p> <p>CARRIERS, PARTIES HERETO, WILL NOT BE LIABLE FOR LOSS OR DAMAGE TO ARTICLES OF A FRAGILE NATURE UNLESS SAID ARTICLES ARE SECURELY PACKED AND MARKED WITH PLAIN AND DISTINCT LETTERS DESIGNATING THE FRAGILE CHARACTER OF THE CONTENTS.</p> <p>FRAGILE ARTICLES</p> <p>RULES AND REGULATIONS</p>

FREIGHT ON WHICH PICKUP OR DELIVERY SERVICE DOES NOT APPLY

Pickup or delivery service does not apply:

GOVERNING RULES TARIFF NO. 300

Agent

6th Revised Page 24-B

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

EFFECTIVE: August 1, 1990

ISSUED: July 13, 1990

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

Issued on five (5) days' notice under authority of Cal. P.U.C. Decision No. 90-06-011.

- (4) Distance Table:
(a) For the governing distance table and its application, see item 120 of Cal-West Tariff Bureau, Inc., Agent, Participating Carrier Application Tariff No. 101, Cal. P.U.C. No. 29.
(b) Where the classes and rules or other provisions or conditions provided in governing publications described above are in conflict with the provisions set forth in this Tariff, the provisions of this Tariff will apply, except as shown in paragraph A (4)(b) hereof.
- (3) Hazardous Materials:
(a) Subject to Paragraph (b), the Hazardous Materials Tariff (California Regulations) American Trucking Associations, Inc., Agent, ATA 111 Series, Department of Transportation Regulations governing transportation of hazardous materials.
(b) Except as otherwise specifically provided in this Tariff, where the provisions of the Hazardous Materials Tariff are in conflict with provisions set forth in this Tariff or the otherwise governing publications referred to in paragraphs (1) or (2) hereof, the provisions of the Hazardous Materials Tariff will apply.
- (2) Exception Ratings:
(a) Exceptions to the governing classification as named in Cal-West Tariff Bureau, Inc., Agent, Cal. P.U.C. No. 22, Class and Exception Ratings Tariff No. 22.
(b) Except as otherwise specifically provided in individual items of Cal-West Tariff Bureau, Inc., Agent, Cal. P.U.C. No. 22, Class and Exception Ratings Tariff No. 22, provisions or conditions shown therein supersede those in the governing classification.
- (1) The governing classification (GC):
National Motor Freight Classification, NMF 100 Series, issued by National Motor Freight Traffic Association, Inc., Agent.

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GOVERNING PUBLICATIONS

- (A) If the nature of the commodity transported in such that the equipment used cannot be or at the shipper's option is not loaded to its legal capacity, then charges shall be assessed by applying the class 35 rate, subject to the following minimum weights and conditions:
- | Length of Loading Space | Minimum Weight in Pounds |
|---|--------------------------|
| Not over 20 feet ----- | 20,000 |
| Over 20 feet but not over 35 feet ----- | 36,000 |
| Over 35 feet ----- | 40,000 |
- (B) If higher charges will result than those provided in Paragraph (A) from the application of the actual weight of the shipment at the class rate or rates applicable thereto, then such higher charges will apply in lieu of the charges provided for in Paragraph (A).
- (C) On overflow freight which only partially loads the last trailer unit of carrier's equipment provided for the shipment, charges for such overflow freight will be at the actual weight of said overflow freight, at rate or rates applicable thereto as if said overflow freight was a separate shipment.

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FULL UTILIZATION OF CARRIER'S EQUIPMENT

RULES AND REGULATIONS

ITEM NO.

GOVERNING RULES TARIFF NO. 300

Agent

7th Revised Page 25

CAL. P.U.C. NO. 3

CAL-WEST TARIFF BUREAU, INC.

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

-25-A-

CORRECTION NO. 423

EFFECTIVE: December 24, 1990

ISSUED: December 14, 1990

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

(Issued on five (5) days' notice under authority of Cal. P.U.C. SPD No. 485.

- (*) (D) ♦ A charge of 75 cents per 100 pounds, subject to a minimum charge of \$10.00 per shipment and a maximum charge of \$35.00 per shipment, will be applied to all movements of hazardous materials. This charge will apply in addition to all other applicable rates and charges.
- (2) Items 215 (Split Delivery), 220 (Split Pickup), 65 (COD Shipments), and 165 (Multiple Service Shipments) of this tariff and Item 430 of the governing classification will not apply to shipments, including any component parts thereof, containing explosives (Class A, B or C) and/or any other hazardous materials which may not be left unattended in the Carrier's equipment under the regulations of the Hazardous Materials Tariff.
- (1) Item 157 (Mixed Shipments) of this tariff will not apply to shipments containing one or more commodities which the Hazardous Materials Tariff prohibits being transported at the same time on a single unit of Carrier's Equipment.
- ▲(C) To the extent hereinafter provided, the following provisions will not apply to shipments of hazardous materials:
- (B) Hazardous materials must not be accepted for transportation unless at the time of or prior to the initial pickup the Consignor has furnished to the Carrier written information as required under the regulations of Hazardous Materials Tariff.
- (A) Hazardous material include those articles described in and subject to the provisions of the Hazardous Materials Tariff. Rates for transportation of shipments of hazardous materials which are required to move via a circuitous route because of conditions imposed by a Governmental Agency shall be distance rates utilizing distances determined under the provisions of Item 75.

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RULES AND REGULATIONS HAZARDOUS MATERIALS

ITEM NO.

GOVERNING RULES TARIFF NO. 300

Agent

2nd Revised Page 25-A

CAL. P.U.C. NO. 3

CAL-WEST TARIFF BUREAU, INC.

CORRECTION NO. 412

-26-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: January 24, 1990

EFFECTIVE: February 26, 1990

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

- (D) ISSUANCE OF ACCESSORIAL SERVICE DOCUMENT. An accessorial service document shall be issued by the Carrier to the Consignor or Consignee who requested or ordered the service for stacking, sorting, helpers for loading or unloading, vehicle detention or any other accessorial or incidental service when rendered by the Carrier, but which is not authorized to be performed under the transportation rates named in Cal. P.U.C. Nos. 22 and A30, issued by Cal-West Tariff Bureau, Inc., Agent, the Accessorial Service Document shall show the following information:
- (9) Rate and charge assessed.
(8) Such other information as may be necessary to an accurate determination of the applicable rate and charge.
- (C) ISSUANCE OF FREIGHT BILL. A freight bill shall be issued by the Carrier for each shipment transported. Except with respect to intercarrier transactions, the Carrier shall not apportion, or otherwise divide the freight charges between or among the Consignor(s), Consignee(s), or any other parties. The freight bill shall show the following information:
- (1) Name of Carrier.
(2) Date of Freight Bill.
(3) Date of Shipment.
(4) Name of Consignor and name of Consignee.
(5) Point of Origin and Point of Destination.
(6) Description of shipment, stated in terms of the governing Classification or Exception Sheet, Hazardous Materials Tariff or as provided in this Tariff.
(7) Weight of the shipment, or other factor or unit of measurement upon which the charges are based.
(8) Rate and charge assessed.
(9) Such other information as may be necessary to an accurate determination of the applicable rate and charge.
- (B) SPECIAL PROVISIONS FOR SHIPPING DOCUMENTS.
- (A) ISSUANCE OF BILLS OF LADING. The bill of lading required to be issued in accordance with provisions of the governing Classification shall be issued at the time of or prior to the receipt of or pickup of the shipment.
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ISSUANCE OF DOCUMENTS

Nothing in this tariff shall be construed as making it binding on the Carrier to pick up or deliver freight at locations from and/or to which it is impractical to operate trucks or drays on account of the condition of highways, roads, streets or alleys or because of riots or strikes.

RULES AND REGULATIONS
IMPRACICAL OPERATIONITEM
NO.

133

GOVERNING RULES TARIFF NO. 300

Agent

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

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Cancels
2nd Revised Page 26

CORRECTION NO.

-27-

5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER

EFFECTIVE: January 31, 1980

ISSUED: July 26, 1979

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

- (E) SPECIAL TRANSPORTATION. For the transportation of
- (1) Permit shipments.
 - (2) Shipments which require circuitous routing.
 - (3) Shipments requiring escort service, or
 - (4) Dangerous articles or hazardous materials.
- The following information, wherever applicable, shall be shown on all bills of lading, freight bills or accessory service documents issued by the Carrier in connection therewith and shall be in addition to the information otherwise required to be shown thereon:
- (1) Permit identification of all permit shipments.
 - (2) Any circuitous routing required, and the authority therefor.
 - (3) Any escort service furnished and the authority therefor.
 - (4) Any description of dangerous articles or hazardous materials must be in terms prescribed in the Hazardous Materials Tariff, including reference to labeling requirements. A further description, not inconsistent therewith, may be included.

ISSUANCE OF DOCUMENTS (continued)

RULES AND REGULATIONS

ITEM NO.

135

GOVERNING RULES TARIFF NO. 300

Agent

Original Page 27

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

CORRECTION NO. 388

-28-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: January 12, 1990

EFFECTIVE: February 26, 1990

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

No change in charges: incorporates Supplement No. 48 increase.

Minutes		Over
	0	15
	15	30
	30	45
	45	60
	60	
	But Not Over	
Shall be 1/4 hour		
Shall be 1/2 hour		
Shall be 3/4 hour		
Shall be 1 hour		

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER

EFFECTIVE: February 26, 1991

ISSUED: February 15, 1991

(Issued on five (5) days' notice under authority of Cal. P.U.C. SPD No. 492.
FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

(Continued on next page)

- (22) The Minimum charge on shipment
- (a) Having point of origin or point of destination on steamship wharves or docks.
- (b) Transported beyond public highways to or from oil or gas well sites; shall in no event be less than the charge set forth in column A or Paragraph (c) plus an additional charge of \$3.05 per shipment for each such origin and destination.
- (c) The minimum charge on those commodities classified in excess of class 100 shall be the charge shown in Subparagraph (1) multiplied by the applicable class expressed as a percentage of class 100.
- (23) ♦ (a) Exception to Paragraphs (8), (C) and (E) of Item 157 - Mixed Shipments). When provisions of this item are applied to a shipment consisting of articles subject to different ratings, the following shall apply:
- (a) When 10 percent or less of the weight of the shipment consists of articles rated above class 100, the minimum charge shall be computed at 125 percent of the charge in Subparagraph (1).
- (b) When more than 10 percent, but less than 30 percent of the weight of the shipment consists of articles rated above class 100 and, none of the articles is rated above class 200, the minimum charge shall be computed at 150 percent of the charge in Subparagraph (1).

Minimum Charge In Cents	Wt. of Shipment In Pounds		Minimum Charge In Cents	Wt. of Shipment In Pounds	
	Over	Not Over		Over	Not Over
3133	300	250	1797	100	0
3745	400	300	2165	150	100
4261	500	400	2520	200	150
4704	-	500	2882	250	200

- (A) The provisions of this item will not apply upon shipment transported subject to item 155, (Minimum Shipment Charges), 160 (Multiple Utilization of Equipment), 210 (Small Shipment Service) nor shipments of milk or cream.
- (B) Distances not exceeding 150 constructive miles:
- ▲(1) Subject to Paragraphs (D) and (E) and except as provided in subparagraphs (2), (3) and (4) the minimum charge per shipment shall be:

MINIMUM CHARGES

On a continuous through movement of commodities moving under ratings based on a multiple, percentage or proportion of another rate for which charges are obtained by use of two or more separately stated rates, the through charge shall be computed by combining the two or more separately stated rates before applying the multiple, percentage or proportion authorized.

METHOD OF COMPUTING COMBINATION RATES

- (A) Except as provided in Paragraph (B), the rates in Cal. P.U.C. Nos. 21, 22 and 30, issued by Cal-West Tariff Bureau, Inc., Agent apply locally only and except as provided in Paragraph (B), in no case do the rates have joint application over the lines or routes of two or more Carriers.
- (B) Joint rates will apply over the lines of Carriers for which joint routing is specifically provided in (Routing Instructions).

LOCAL RATES AND JOINT RATES

RULES AND REGULATIONS

Agent

21st Revised Page 29

GOVERNING RULES TARIFF NO. 300

CAL. P.U.C. NO. 3

CAL-WEST TARIFF BUREAU, INC.

CORRECTION NO. 426

-30-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

EFFECTIVE: February 26, 1991

ISSUED: February 15, 1991

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

(Issued on five (5) days' notice under authority of Cal. P.U.C. SPD No. 492.

- (E) The minimum charge on any shipment containing Class A or B explosives as described in the Hazardous Materials Tariff will be the charge for 5,000 pounds at the LTL or A/R rate applying to the highest rated Class A or B explosives in the shipment.
- (2) (1) When a shipment moves under a rate made by a combination of separately established rates, each factor in the combination will be subject to separate minimum charges.
- (2) (2) On shipments moving on a combination of rates, factors of which are taken from this Tariff and from other separately established tariffs, that portion of the shipment moving under the provisions of this Tariff shall be subject to the minimum charge provided for in this item.
- (2) (1) (a) Having point of origin or point of destination on steamship wharves or docks; or, (b) Transported beyond public highways to or from oil or gas well sites; shall in no event be less than the minimum charge set forth in Column A or Column B, as the case may be, plus an additional charge of \$3.05 per shipment for each such origin and destination.

Wt. of Shipment		Column A		Column B		Wt. of Shipment		Column A		Column B	
Over	Not Over	Minimum Charge in Cents		Over	Not Over	Over	Not Over	Minimum Charge in Cents		Over	Not Over
0	100	1996	2287	250	300	250	300	4044	4799	5066	5066
100	150	2665	3263	300	400	300	400	4799	5413	6032	6032
150	200	3092	3817	400	500	400	500	5413	6001	7055	7055
200	250	3632	4452	500	Over	500	Over	6001	7997	7997	7997

- (B)(*) (4) (c) When more than 10 percent of the weight of the shipment consists of articles rated above Class 100 and one or more of the articles in the shipment is rated above Class 200, or when 30 percent or more of the weight of the shipment consists of articles rated above Class 100, the entire shipment shall be subject to the highest rating of any commodity in the shipment.
- (C) Distances exceeding 150 constructive miles:
- (1) Subject to Paragraphs (D) and (E) and except as provided in Subparagraph (2), the minimum charge per shipment shall be:
- (a) For 100 pounds at the class or commodity rate applicable thereto, or
- (b) If the shipment contains different articles for 100 pounds at the class or commodity rate applicable to the article taking the highest rate, but in no event shall the minimum charge be less than hereinafter set forth:
- Column A - Applies only on shipments moving distances exceeding 150 constructive miles but not exceeding 500 constructive miles.
- Column B - Applies only on shipment moving distances exceeding 500 constructive miles.

MINIMUM CHARGES (Continued)

RULES AND REGULATIONS

GOVERNING RULES TARIFF NO. 300

Agent

9th Revised Page 30

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

CORRECTION NO. 391

-31-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: January 12, 1990

EFFECTIVE: February 27, 1990

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

No change in rates; incorporates Supplement No. 48 increase.

- (D) The minimum shipment charge on those commodities classified in excess of class 100 shall be the charge shown in Paragraph (C) multiplied by the applicable class expressed as a percentage of class 100.
- (E) The minimum shipment charge on any shipment containing class A or B explosives as described in the dangerous articles and explosives tariff will be the charge for 5,000 pounds at the LTL or Ad rate applying to the highest rated class A or B explosives in the shipment.
- (F) The minimum shipment charge on shipments having a point of origin or point of destination on a wharf, shall be that charge determined under the provisions of this item, plus 278 cents per shipment.
- (G) Exception to Paragraphs (B), (C) and (E) of item 157 - Mixed Shipments. When provisions of this item are applied to a shipment consisting of articles subject to different ratings, the following shall apply:
- (1) When 10 percent or less of the weight of the shipment consists of articles rated above class 100, the shipment charge shall be computed at 125 percent of the charge in Paragraph (C).
- (2) When more than 10 percent, but less than 30 percent of the weight of the shipment consists of articles rated above class 100 and, none of the articles is rated above class 200, the shipment charge shall be computed at 150 percent of the charge in Paragraph (C).
- (3) When more than 10 percent of the weight of the shipment consists of articles rated above class 100 and one or more of the articles in the shipment is rated above class 200, or when 30 percent or more of the weight of the shipment consists of articles rated above class 100, the entire shipment shall be subject to the highest rating of any commodity in the shipment.

Weight of Shipment		Charge		Weight of Shipment		Charge	
Over	But Not Over	In Cents		Over	But Not Over	In Cents	
0	100	1797	400	500	500	4083	6057
100	150	2165	500	600	700	4471	5266
150	200	2513	600	700	800	4872	5655
200	250	2882	700	800	900	5266	
250	300	3133	800	900		5655	
300	400	3745	900			6057	

- (C) Except as provided in Paragraphs (D), (E), (F) and (G), the minimum shipment charge shall be the charge in cents shown opposite the weight of the shipment:
- (1) Item 160 (Multiple Utilization of Equipment)
- (2) Item 169 (Pool Shipment)
- (A) The charges provided herein apply only on shipments having both point of origin and point of destination within the Metropolitan Los Angeles Area as described in Item 300.
- (B) The charges provided herein will not apply on shipments transported subject to the provisions of:

RULES AND REGULATIONS MINIMUM SHIPMENT CHARGES

155

GOVERNING RULES TARIFF NO. 300

Agent

21st Revised Page 31

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

CORRECTION NO. 181

-31-A-

MAYWOOD, CALIFORNIA 90270

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD

EFFECTIVE: February 1, 1982

ISSUED: December 29, 1981

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

X/ Provisions of Paragraph A cancelled, no further application.

(E) If lower charges result by applying specific mixture provisions of the governing classification or Exception Ratings Tariff than under other provisions of this item, such basis shall be used in determining the applicable charges.

(D) When charges are computed on a higher minimum weight than the quantity actually shipped, any deficiency between actual weight of the shipment and the greater minimum weight shall be computed at the rate applicable to the lowest rated commodity or commodities (if more than one commodity is subject to the same rate) in the shipment having the greatest aggregate actual weight of such commodity or commodities (10%) of the actual weight of the shipment or 500 pounds, whichever is lower. If the aggregate actual weight of such lowest rated commodity or commodities does not total the required amount, the deficit weight shall be charged for at the rate applicable to the commodity or commodities (if more than one commodity is subject to the same rate) in the shipment having the greatest aggregate actual weight.

(C) When two or more commodities are included in the same shipment and separate weights thereof are furnished or obtained, charges will be computed at the separate rates applicable to such commodities in straight shipments of the combined weight of the mixed shipment. The minimum weight shall be highest provided for any of the rates used in computing the charges. In the event a lower charge results by considering such commodities as if they were divided into two or more separate shipments, such lower charge shall apply.

(B) 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 portion shipped under the separate rates, charges for the entire shipment will be computed at the class or commodity rate applicable to the highest rated commodity contained in such mixed shipment (See Paragraph (D) of this item for exception).

(Exception to Section 2 of Item 640 and Section 1, 2, 3 and 4 of Item 645 of the Governing Classification)

X/

MIXED SHIPMENTS RULES AND REGULATIONS

ITEM NO.

157

GOVERNING RULES TARIFF NO. 300

Agent

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

1st Revised Page 31-A

Cancels

Original Page 31-A

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: May 23, 1980

EFFECTIVE: July 7, 1980

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

(Continued on next page)

- (A) Multiple Service Shipment privileges will be extended by the Carrier, subject to the provisions of this item. In such circumstances, the shipment must be prepaid and must weigh (or transportation charges must be computed upon a weight of) 20,000 pounds or more. Except as provided in Exception 3 of paragraph (E), Items 215 and 220 herein will not apply in connection with shipments transported under provisions of this item.
- (B) Application of the provisions of this item is subject to the following conditions:
- (1) Not more than two component parts may be picked up by the Carrier. Shipments may not include any component part delivered to Carrier's established depot.
 - (2) Each component part picked up must be received from the same Consignor but not necessarily at the same place.
 - (3) Points of Origin of the pickup components shall not be more than 35 constructive miles apart.
 - (4) Freight picked up at one Point of Origin shall not be unloaded or substituted at the other Point of Origin.
 - (5) A maximum of ten delivery components will be allowed for each shipment. To the extent that individual rate or exception items make different provisions with respect to total numbers of allowed split delivery components, the more restrictive provisions shall apply.
 - (6) At the time of or prior to the initial pickup of either component, a written document must be issued to the Carrier by the Consignor showing, for each component part to be picked up (picked component) and for each component part to be delivered (delivery component), all of the information required to prepare a Bill of Lading in compliance with provisions of Item 360 of the Governing Classification. In addition, the Consignor shall provide the Carrier with a single document containing written information setting forth in summary, the total numbers and kind of packages, descriptions of articles, and total weight of all commodities described on the Bills of Lading for each delivery component. Said document shall also reflect total number of pieces and total weight of all commodities in the shipment and must make reference, by number or other individual identity, to each Bill of Lading issued for any component part of the shipment.
 - (7) A Bill of Lading form may be utilized as the single document referred to in Paragraph C(6), above. However, such Bill of Lading will have no effect except to consolidate, for purposes of determining freight charges, information on the Bills of Lading covering each component part of the shipment.
 - (8) In no case shall any single delivery component consist of commodities picked up at more than one origin.

RULES AND REGULATIONS
MULTIPLE SERVICE SHIPMENT

ITEM NO.

GOVERNING RULES TARIFF NO. 300

Agent

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

1st Revised Page 32
Cancels
Original Page 32

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: July 13, 1990

(EFFECTIVE: August 1, 1990

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

(Issued on five (5) days' notice under authority of Cal. P.U.C. Decision No. 90-06-011.

- (1) Distance rates shall be determined by the distance from that point of origin to that point of destination which produces the shortest distance via the other point or points of destination. Add to such distance the distance between the two points of origin. (See Note 1 below and Exception 3 on Page 33-A series).
- NOTE 1: Add to the distance determined under the provisions of Paragraph E(1) two miles for each point in excess of one located within a single zip code named in the Distance Table.
- (E) The rates for transportation of shipments moving under provisions of this item shall be determined and applied as follows, subject to the provisions of Paragraphs (E) and (F) hereof:
- (5) Shipment transported distances less than 100 constructive miles.
- (4) Shipments transported under combinations with any other rates; not
- (3) Shipments, where only a portion of such shipment is provided Temperature Control Service; of lading;
- (2) Shipments, including any component part thereof, transported on Order Notify Bill (C.O.D.) provisions;
- (1) Shipments, including any component part thereof, moving under Collect on Delivery (C.O.D.) provisions;
- (D) The provisions of this item do not apply to:

RULES AND REGULATIONS
MULTIPLE SERVICE SHIPMENT (Continued)

CA
160
(Continued)

ITEM
NO.

GOVERNING RULES TARIFF NO. 300

Agent

2nd Revised Page 33

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

Agent

6th Revised Page 33-A

GOVERNING RULES TARIFF NO. 300

ITEM NO.	RULES AND REGULATIONS
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MULTIPLE SERVICE SHIPMENT (Concluded)

(E) (continued)

EXCEPTION 3:

If a Carrier attempts pickup of a pickup component and it, through no fault of its own said component is not available for tender to the carrier, distance shall nonetheless be computed in accordance with the provisions of this item. Other provisions of item 215 herein will then apply for purposes of determining total charges applying to the shipment.

(F) If written information does not conform with the requirements of this item, or if all of the shipment is not picked up by the carrier during one calendar day, or does not otherwise comply with the provisions of this item, each delivery component shall be rated as a separate shipment under other provisions of this tariff.

(G) In addition to the rate for transportation, additional charges for each delivery component shall be assessed in the amount set forth in Paragraph #A(E)(2) in item 215 herein.

(H) For all shipments transported under provisions of this item, regardless of distance, add \$56.27 such charge to apply in addition to all other rates and charges.

Issued to correct error of long standing.

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

ISSUED: September 29, 1992

EFFECTIVE: October 16, 1992

CORRECTION NO. 428
ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

-33-A-

CALC

CORRECTION NO.

-34-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: July 26, 1979

EFFECTIVE: January 31, 1980

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

Exception: If origin is in San Francisco or San Mateo County, shipments must be picked up between the hours of 8:15 A.M. and 5:15 P.M.

Note 2: Shipments moving under the provisions of this item, where the Point of Origin is located in the Central Coastal Territory, must be picked up between the hours of 8:00 A.M. and 5:00 P.M. (See Exception).

Note 1: The provisions of this item shall in no way be interpreted as requiring the Carrier or its employees to operate in violation of state or federal hours of service regulations or other provisions of law precluding carrier from transporting two shipments in or on the same piece of equipment within the allotted time period.

When the Carrier picks up and transports in or on the same unit of Carrier's equipment, utilizing the same driver, a shipment or shipments tendered in accordance with provisions making reference hereto, the charges for such shipment or shipments moving in or on the same unit of Carrier's equipment, exclusive of any accessorial charges, will be reduced by an additional 5 percent provided, however, that the pickup of the second and any subsequent shipments or portion of a shipment transported in accordance with this item must be preceded by delivery to the consignee of the shipment or portion of a shipment picked up immediately prior thereto (See Notes 1 and 2).

(Applies only when specific reference is made hereto)

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RULES AND REGULATIONS

MULTIPLE UTILIZATION OF EQUIPMENT

ITEM NO.

GOVERNING RULES TARIFF NO. 300

Agent

Original Page 34

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

EFFECTIVE: February 1, 1982

ISSUED: December 29, 1981

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

(Issued under authority of CAL PUC Decision No. 93172.)

Items 65 and 68 - Collect on Delivery (C.O.D.)

Item 195 - Multiple Lot Shipments

under provisions hereof:

provisions of this tariff may not be applied in connection with shipments transported

Incentive Service named in Section 3 of CWTB Cal. P.U.C. No. 22 and the following

The provisions of Item 430 of the governing classification, Special and Premium Volume

or Multiple Service Shipments. Charges named in Item 215 will apply for such service.

A maximum of two component parts shall be permitted in connection with Split Delivery

Rates applicable in connection with shipments transported under provisions hereof may

not be made in combination with any other rates.

the services of a single carrier employee (driver) for each shipment. The carrier or his

employee may not engage or pay for the services of helpers or other parties under any

circumstances.

Rates applicable in connection with shipments transported under provisions hereof include

the services of a single carrier employee (driver) for each shipment. The carrier or his

employee may not engage or pay for the services of helpers or other parties under any

circumstances.

In determining the rate in Items 130 through 150 Minimum Weight Scale TL-2, of CWTB Cal. P.U.C.

No. 22 and Items 420 or 425 of CWTB Cal. P.U.C. No. 21, the provisions of Section 3 of CWTB Cal.

P.U.C. No. 22 are not applicable.

Rates applicable in connection with shipments transported under provisions hereof shall

be those named in Item 130 through 150 Minimum Weight Scale TL-2, of CWTB Cal. P.U.C.

No. 22 and Items 420 or 425 of CWTB Cal. P.U.C. No. 21, less than amounts indicated by

the following table:

CONSTRUCTIVE MILES	OVER	NOT OVER	REDUCTION IN CENTS PER 100 POUNDS
260	70	260	6
0	70	260	8
0	70	260	13

Note 1: Numbers within parentheses immediately following commodities shown above refer to such

commodities as they are described in the corresponding item numbers of the governing

classification.

Note 2: The provisions of this item apply only in connection with straight or mixed shipments

of commodities named in this item.

Note 3: Rates applicable in connection with shipments transported under provisions hereof shall

be those named in Item 130 through 150 Minimum Weight Scale TL-2, of CWTB Cal. P.U.C.

No. 22 and Items 420 or 425 of CWTB Cal. P.U.C. No. 21, less than amounts indicated by

the following table:

Truckload minimum weight 40,000 pounds per unit of carrier's equipment, but in no event less than

the highest minimum weight applicable in connection with any rate used in computing charges.

Commodities: Cleaning, scouring, washing compounds, soap, soap products, etc. (48580, 48481)

Coffee, roasted, ground, extract (72600, 72680)

Flour, prepared, edible (cake and muffin mix) (73030, 73060, 73080, 73100, 73120, 73140)

Oil, cooking or salad, NOI (144800)

Peanut Butter or Peanut Spread (74220)

Potato Chips in hermetically sealed cans (74480, Sub 1)

Softeners, textile (176960)

Softeners, fabric or textile, contained or impregnated in cloth, paper or foam,

cellular or expanded sheets; (176963) in mixed truckload shipments with articles

named in Items 48580 and 48501, when the weight of the softeners does not exceed

25 percent of the weight of the articles named in Items 48580 and 48581.

Vegetable Oil Shortening (134530)

GOVERNING RULES TARIFF NO. 300

Agent

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

1st Revised Page 34-A

Cancels

2nd Revised Page 34-A

ITEM
NO.RULES AND REGULATIONS
PALLET EXCHANGE PROVISIONS
(Subject to Notes 1 through 16)

166

CORRECTION NO. 393

-34-B-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: January 12, 1990

EFFECTIVE: February 26, 1990

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

No change in charges; incorporates Supplement No. 48 increase.

provisions hereof.

Note 16: The provisions of this item apply only when the Shipper annotates the Bill of Lading with the words "Pallet Exchange Provisions Requested". By such request the Shipper agrees to the requirements of this item as a prerequisite to application of the provisions hereof.

Note 15: The provisions of this item apply only in connection with shipments released to one-half of actual value or 50 cents per pound, per article, whichever is less.

Note 14: Carrier shall not lease or rent pallets from Shipper nor Consignee.

Note 13: When shipments are transported under provisions of this item, the Carrier will furnish the requested units of Carrier's equipment, such units to be supplied with necessary four-way pallets, 48" x 40" and meeting GMA or GPC specifications for construction. Carrier will not furnish any pallets beyond the number which can be loaded when full in a single unit of Carrier's equipment.

(b) Charges accruing pursuant to this Note shall be billed to and collected from the Consignee; provided, however, that if charges are not paid by the Consignee within the period provided by Paragraph (8) of Item 60, such charges shall be billed to the Consignor (Shipper) who will thereafter be liable for such payment as provided in Paragraph (C) of Item 60.

Note 12: (a) Consignee of the loaded palletized shipment shall provide the Carrier with the same number of empty pallets of equal quantity and condition when unloading is completed. Time waiting for such pallet exchange will be included in the total allowable free time for unloading as specified in Note 9. When a like number of pallets are not furnished to the Carrier before the Carrier's equipment is released, a charge equal to the actual cost of such pallet(s), but not less than \$5.33 per pallet, shall be assessed.

Note 11: When transporting shipments under the provisions of this item, Carrier will acknowledge receipt of a specified number of pallet loads only. Upon delivery, the driver, will note the number of pallets delivered to and received from the Consignee on the Carrier's delivery receipt.

Note 10: Freight charges will be computed on the gross weight of the commodities transported, exclusive of pallets.

Note 9: An allowance of two hours free time for loading and two hours free time for unloading shall be made in connection with each unit of Carrier's equipment used. Excess loading or unloading time shall be charged for at rates named in Item 20 of this Tariff. Time shall be computed from actual or Shipper-designated time of arrival or Carrier's equipment at place of loading or unloading, whichever is later, until loading or unloading is completed and Carrier's equipment is released. Excess unloading charges shall be billed to and collected from the Consignee; provided however, that if charges are not paid by the Consignee within the period provided by Paragraph (8) of Item 60, such charges shall be billed to the Consignor (Shipper) who will thereafter be liable for such payment as provided in Paragraph (C) of Item 60. For purposes of applying the provisions of this Paragraph, "place of loading or unloading" means the particular street address or other designation of a factory, store, warehouse or place of business.

Note 8: Shipments must be prepaid by the Shipper and must be tendered to and transported by the Carrier on pallets. Such shipments must be loaded and unloaded with powered mechanical equipment furnished by Consignor or Consignee, Carrier's driver will not stack, unstack, remove, place of transfer merchandise from one pallet to another during loading or unloading.

PALLET EXCHANGE PROVISIONS (concluded)
(Subject to Notes 1 through 16)

RULES AND REGULATIONS

ITEM NO.

166

GOVERNING RULES TARIFF NO. 300

Agent

4th Revised Page 34-B

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

CORRECTION NO. 184

-34-C-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: December 30, 1981

EFFECTIVE: February 1, 1982

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

X - Cancelled; no further application.

Exception 1: Charges apply only to the component part or parts that the carrier unloads and/or segregates within the territory named in this item.

X

X

Pool Shipments unloaded and/or segregated within the Central Coastal Territory, as described in Item 250, shall be subject to rates and charges named in Items 168 and 169 (See Exception 1)

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POOL SHIPMENTS - CENTRAL COASTAL TERRITORY

- (A) Except as otherwise specifically provided in connection with individual rate items, rates and zones described in the governing Distance Table.
- (B) Except as otherwise specifically provided, at all other places other than as provided in Paragraph (A) herein, rates include pickup and delivery at locations in other communities as follows:
- (1) Within a radius of one (1) mile of the established railroad depot, or,
- (2) If there be no such depot then within a radius of one (1) mile of the post office, or,
- (3) If there be no such post office, then within a radius of one (1) mile of the center of the community, or,
- (4) Within one (1) mile of highway route traveled.
- (5) Incorporated cities other than those referred to in Paragraph (A) at all points and places within the corporate limits.

166.5

PICKUP AND DELIVERY ZONES - GENERAL APPLICATION

RULES AND REGULATIONS

ITEM NO.

GOVERNING RULES TARIFF NO. 300

Agent

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

2nd Revised Page 34-C
Cancels
1st Revised Page 34-C

CORRECTION NO. 394

-34-D-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: January 12, 1990

EFFECTIVE: February 26, 1990

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

No change in rates or charges; incorporates Supplement No. 48 increase.

(Continued on next page)

(B) Pool shipments of furniture parts as described under the heading "Furniture Group" and "Furniture Parts Group" in the governing classification shall be charged as follows:

(1) Unloading and/or segregating including all accessorial services except those governed by Paragraph (C)(7) and (C)(8) \$5.00 per 100 pounds, minimum charge \$9.45 per component part.

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Vehicles, other than self-propelled, K.D., as described in Items 188690, 188780, 189000, 189180, 189440, 189780, 189820 and 189960 series, in the governing classification -----

AND

Bicycles, K.D., as described in Items 118590 and 188610 series,

AND

Games or Toys, as described under the heading "Games or Toys Group,"

Commodity Rates in Cents
Per 100 Pounds
Minimum Charge 603 Cents
Per Component Part

2 Applies on articles rated class 35 or lower

159	153	146	136	126	122	120	111	109	102	100	99	96
100	92.5	85	77.5	70	65	60	55	50	45	40	37.5	2 35
3 Minimum Charge 586 cents per component part												
CLASS RATES IN CENTS PER 100 POUNDS												

(2) Applies only on shipments subject to minimum weights of 10,000 pounds or more.

167	161	152	143	132	128	126	116	114	105	103	102	99
100	92.5	85	77.5	70	65	60	55	50	45	40	37.5	2 35
1 Minimum Charge 603 cents per component part												
CLASS RATES IN CENTS PER 100 POUNDS												

(1) Applies only on shipments subject to minimum weights of less than 10,000 pounds.

(A) Unloading and/or segregating (does not include transportation)
Articles for which rates are not otherwise specified in this item.

Pool shipments as described in Item 80 shall be subject to rates and charges as follows for the service designated, viz.:

(Applies only when specific reference is made hereto)

POOL SHIPMENTS - CENTRAL COASTAL TERRITORY

RULES AND REGULATIONS

ITEM NO.

GOVERNING RULES TARIFF NO. 300

Agent

7th Revised Page 34-D

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

CORRECTION NO. 395

-34-D-1-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

EFFECTIVE: February 26, 1990

ISSUED: January 12, 1990

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

No change in rates or charges; incorporates Supplement No. 48 increase.

- (C) Accessorial Services
- (1) A clerical service charge of \$3.01 per component part is to be assessed on each and every component that the carrier unloads and/or segregates and delivers to the consignee, sub-consignee, their agents to other carriers. This charge covers the services of preparing delivery instructions. Issuance of Freight Bills to each Sub-Consignee or Shipper and accounting therefor, and/or the processing of similar documents prepared by the Shipper and accounting therefor.
- (2) Listing and reporting marked weight, gallonage or serial numbers, 8 cents per line, per package or piece, minimum charge \$2.46 per component part.
- (3) Marking, tagging, stenciling or labeling, 8 cents per package or piece, minimum charge \$3.81 per component part.
- (4) Advancing, procuring and collecting inbound freight charges of other carriers, 1 percent of amount advanced, minimum charge \$3.81 per component part.
- (5) Advancing or prepayment of outbound freight charges to other carriers \$3.01 per component part.
- (6) Breaking down, leveling off, installing dunnage in pool cars stopped for partial unloading will be charged as provided in Item 20 for helpers, plus the cost of dunnage.
- (7) Storage will be charged as provided in Item 112.5. When Carrier through no fault of its own is unable to effect delivery of a component part.
- (8) Replacing damage-free equipment in pool cars, or any other accessorial service not provided for elsewhere shall be charged at the hourly rates provided in Paragraph (A) of Item 20.
- (9) In addition to the other accessorial charges provided herein special handling charges based on the total weight of the component part shall be assessed as follows:
- (1) For each component part on which delivery is taken at Carrier's terminal: 101 cents per 100 pounds, minimum charge \$4.67.
- (2) When, through no fault of Carrier, all pieces comprising one component part are not picked up at one specific time on delivery taken at Carrier's terminal, charges shall be assessed as set forth under Sub Paragraphs (1) plus an additional charge of 101 cents per 100 pounds, minimum charge \$3.81.

(Applies only when specific reference is made hereto)

POOL SHIPMENTS - CENTRAL COASTAL TERRITORY

RULES AND REGULATIONS

ITEM NO.

GOVERNING RULES TARIFF NO. 300

Agent

2nd Revised Page 34-D-1

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

Agent

GOVERNING RULES TARIFF NO. 300

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

RULES AND REGULATIONS
POOL SHIPMENTS - METROPOLITAN LOS ANGELES AREA

(A) The provisions contained in this item apply only for service performed within the Metropolitan Los Angeles Area as described in item 300.

(B) The provisions contained in this item apply for the services of unloading segregating, or delivery of shipments or component parts of Pool Shipments, whether performed entirely with Carrier's equipment, or partly with truck equipment containing pool shipments tendered to the Carrier.

(C) Component parts of pool shipments received by the Carrier during a single 24 hour period in different rail cars or units or motor carrier equipment may be combined by the Carrier for delivery at one time.

(D) (1) Subject to Subparagraph (2), the rates in this item include one freight bill for each pool lot.
(2) An additional charge of 149 cents shall be assessed for each freight bill prepared by the Carrier in excess of one.

(E) When rail car or truck equipment is unloaded and segregated and deliveries made from Carrier's established depot, constructive mileage shall be determined from the mileage basing point of the Metropolitan Zone Group which contains the Metropolitan Zone within which the Carrier's established depot is located.

(F) The provisions of this item will not apply on the following iron or steel articles in open top rail cars when unloading is provided with crane facilities furnished by or at the expense of the rail carrier. For each man in excess of one furnished by the Carrier a charge as provided in item 20 shall be made. Iron or steel articles, viz.:

Angles	Billets	Piling	Shoes
Bars	Channels	Plates	Tees
Bases, Post	Columns	Rods	Tin Plates
Beams	Girders	Sheets	Trusses

(G) For the service of transporting motor carrier equipment containing the pool lot from the Carrier's established depot to the assembly point, an additional charge of \$59.69 shall be assessed.

(H) Segregation or Unloading Rates:
(1) Subject to Subparagraph (2), the rate, in cents per 100 pounds, for segregating and unloading shall be:

ANY QUANTITY	5,000	10,000	20,000
RATES			
246	143	109	70
MINIMUM WEIGHT IN POUNDS			

(2) The minimum charge per shipment or shipment component for unloading and segregating shall be the charge for 100 pounds.

No change in rates or charges; incorporates Supplement No. 48 increase.

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

ISSUED: January 12, 1990

EFFECTIVE: February 26, 1990

CORRECTION NO. 396
ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

-34-E-

CALC

CORRECTION NO. 397

-34-F-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: January 12, 1990

EFFECTIVE: February 26, 1990

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

No change in rates or charges; incorporates Supplement No. 48 increase.

(2) In no event shall the distribution of a shipment moving under rates subject to a minimum weight of 1,000 pounds be less than the charge provided in Paragraph (1) for a shipment of over 900 pounds.

MILES		MINIMUM WEIGHT IN POUNDS			
OVER	NOT OVER	1,000	5,000	10,000	20,000
		212	159	101	74
0	15	226	173	112	78
15	30	263	200	131	93
30	-				

(1) Subject to Subparagraph (2), the distribution rate, in cents per 100 pounds, shall be:

(j) Distribution Rates and Charges - Shipments weighing 1000 pounds and over:

The entire shipment shall be subject to the highest class of any commodity in the shipment.

(2) When 30 percent or more of the weight of the shipment consists of articles rated above class 100,

(1) One or more of the articles in the shipment is rated above class 200, or,

rated above class 100, and

(c) When more than 10 percent of the weight of the shipment consists of articles

consists of articles rated above class 100, and none of the articles is rated above

class 200, the minimum shipment charge shall be computed at 150 percent of the

charge shown.

(b) When more than 10 percent, but less than 30 percent of the weight of the shipment

consists of articles rated above class 100, and none of the articles is rated above

class 200, the minimum shipment charge shall be computed at 125 percent

of the charge shown.

(a) When 10 percent or less of the weight of the shipment consists of articles rated

above class 100, the minimum shipment charge shall be computed at 125 percent

of the charge shown.

(3) Except as provided in Subparagraphs (a), (b) and (c), when the provisions of Subparagraph

following shall apply:

(1) are applied to a shipment consisting of articles subject to different classes, the

charge stated in Subparagraph (1) for the weight of the shipment multiplied by the

applicable class.

(2) The shipment for commodities over class 100 in the governing classification shall be the

charge stated in Subparagraph (1) for the weight of the shipment multiplied by the

applicable class.

(3) Except as provided in Subparagraphs (a), (b) and (c), when the provisions of Subparagraph

following shall apply:

(1) are applied to a shipment consisting of articles subject to different classes, the

charge stated in Subparagraph (1) for the weight of the shipment multiplied by the

applicable class.

(2) The shipment for commodities over class 100 in the governing classification shall be the

charge stated in Subparagraph (1) for the weight of the shipment multiplied by the

applicable class.

(3) Except as provided in Subparagraphs (a), (b) and (c), when the provisions of Subparagraph

following shall apply:

(1) are applied to a shipment consisting of articles subject to different classes, the

charge stated in Subparagraph (1) for the weight of the shipment multiplied by the

applicable class.

(2) The shipment for commodities over class 100 in the governing classification shall be the

charge stated in Subparagraph (1) for the weight of the shipment multiplied by the

applicable class.

(3) Except as provided in Subparagraphs (a), (b) and (c), when the provisions of Subparagraph

following shall apply:

(1) are applied to a shipment consisting of articles subject to different classes, the

charge stated in Subparagraph (1) for the weight of the shipment multiplied by the

applicable class.

Weight of Shipment In Pounds		Shipment Charge		Weight of Shipment In Pounds		Shipment Charge	
Over	Not Over	Over	Not Over	Over	Not Over	Over	Not Over
0	25	\$ 8.13	150	150	200	\$ 15.71	23.12
25	50	9.18	200	200	250	18.03	20.55
50	75	10.23	250	250	300	20.55	23.12
75	100	11.11	300	300	1000		
100	150	13.21					

(1) Distribution Rates and Charges - Shipments weighing less than 1000 pounds.

POOL SHIPMENTS - METROPOLITAN LOS ANGELES AREA (Concluded)

RULES AND REGULATIONS

ITEM
NO.

GOVERNING RULES TARIFF NO. 300

Agent

6th Revised Page 34-F

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

This Page IS subject to Supplement No. 37 but IS NOT subject to Supplement No. 48.

CAL. P.U.C. NO. 3

CAL-WEST TARIFF BUREAU, INC.

Agent

8th Revised Page 35

GOVERNING RULES TARIFF NO. 300

ITEM NO.

RULES AND REGULATIONS
PREARRANGED SCHEDULING OF VEHICLE ARRIVAL FOR LOADING OR UNLOADING

Upon reasonable request of the Consignor, Consignee or others designated by them and subject to the provisions contained herein, the Carrier will, without additional charge, prearrange a schedule for arrival of vehicles for loading or unloading shipments.

Section 1: Request for prearranged scheduling may be oral or in writing.

Section 2: A prearranged schedule for arrival of a vehicle for loading or unloading may be on a one-time or continuing basis mutually agreeable to all parties. A continuous prearranged scheduling agreement may be terminated by any party to the agreement on not less than 24 hours notice prior to the effective date of such cancellation.

Section 3: The scheduled time for arrival of vehicle for unloading shall be prior to the time storage charges would begin to accrue. If arrival for unloading is not so scheduled, storage charges will be assessed as otherwise provided in this tariff.

170

PRE-LODGE MENT SERVICE

(A) Whenever a shipment is provided pre-lodgement service, as defined in paragraph (B), a rate arbitrary of \$7.57 per shipment weighing less than 10,000 pounds, and \$25.08 per shipment weighing 10,000 pounds and over shall be assessed. The actual weight of the shipment or the weight upon which, transportation charges are computed, whichever is greater, shall determine the applicable rate arbitrary.

(B) As used herein, pre-lodgement service means the service rendered by a Carrier whenever shipment bears reference to a traffic control number (TCN) which necessitates the Carrier to contact Consignor or Consignee for specific delivery instructions, inclusive of an appointment procedure, whereby, prior to dispatch of Carrier's equipment, the Carrier receives a specific date and time a shipment may be tendered for delivery.

173

RATES BASED ON VARYING MINIMUM WEIGHTS OR OTHER UNIT OF MEASUREMENT

When charges accruing on a shipment based upon actual weight or other unit of measurement exceed the charges computed upon a rate based upon a greater Minimum Weight, or other unit of measurement, the latter shall apply for the purpose of applying this item to a mixed shipment, the provisions of Item No. 157 herein will apply.

175

No change in rates; incorporates Supplement No. 48 increase.

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

ISSUED: January 12, 1990

EFFECTIVE: February 26, 1990

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

-35-

CORRECTION NO. 399

CALC

CORRECTION NO. 399

-36-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: January 12, 1990

EFFECTIVE: February 26, 1990

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

No change in charges; incorporates Supplement No. 48 increase.

+ - Applies only on shipments having both point of origin and point of destination within that area described in Item 300.

655	315	246	159	92	69	56
MINIMUM WEIGHT IN POUNDS						
AO	+ 1,000	5,000	10,000	20,000	30,000	40,000
RATES - IN CENTS PER 100 POUNDS						

- (8) Charges:
- A shipment once tendered for delivery during usual business hours and, through no fault of the Carrier, cannot be delivered, each subsequent attempt at delivery will be subject to the charges otherwise applicable in this Tariff, subject to the following minimum charges:
- (4) A shipment transferred to a public warehouse in accordance with the provisions of Item 225 (Storage) shall be considered a redelivery subject to the provisions of this item.
- (3) Usual business hours shall mean 8:00 A.M. to 5:00 P.M., excluding Saturdays, Sundays and legal holidays except that the consignee may designate his usual business hours to be other than 8:00 A.M. to 5:00 P.M. provided that such designation is made in advance of delivery and that such designated hours include at least six hours all of which are between 8:00 A.M. and 5:00 P.M.
- (2) A shipment shall be construed to be available when it is offered for consignee's disposal at any point located on consignee's premises or at a point immediately adjacent thereto.
- (3) After a shipment is made available the consignee will be allowed a 30-minute period in which to actually commence unloading operations, otherwise the consignee may elect to either have demurrage provisions commence or allow such shipment to be returned for later redelivery.
- (1) A tender for delivery shall be considered as being made:
- (a) Where the billed weight of the shipment is less than 10,000 pounds: When such shipment is made available to the consignee during his usual business hours but at least 30 minutes prior to closing.
- (b) Where the billed weight of the shipment is 10,000 pounds or more: (1) Subject to Subparagraph 3, at a time of delivery designated by the consignee. (2) Subject to Subparagraph 3, when the Carrier requests a designated delivery time and the consignee refuses, the Carrier may make such shipment available to the consignee during his regular business hours, but at least one hour prior to closing.

180

REDELIVERY
RULES AND REGULATIONS

ITEM NO.

GOVERNING RULES TARIFF NO. 300

Agent

7th Revised Page 36

CAL. P.U.C. NO. 3

CAL-WEST TARIFF BUREAU, INC.

CORRECTION NO. 82

-36-A-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: June 13, 1980

EFFECTIVE: July 17, 1980

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

* For Items 185 and 190 in effect prior to the effective date hereof, see Original Page 37.

190	<p>(A) Carrier does not agree to transport shipments on any particular truck nor in time for any particular market and will not be responsible for loss or damage occasioned by unavoidable delays, but does agree to use all possible diligence in transporting all shipments.</p> <p>(B) Rates apply during season of the year when resorts at point named are open, and this Carrier assumes no obligation in this tariff to furnish service to or from such points when resorts are closed, or highways closed to traffic are impassable.</p>
187 *	<p>SEAL SERVICE</p> <p>Note 1: The provisions of this item will not apply on shipments for which exclusive use of vehicle is requested as provided in item 110.</p> <p>Except as provided in Note 1 below, all seals or locks applied to vehicles may be removed at the option of the carrier over whole line such vehicle is moving, for the purpose of adding freight, transfer of freight or for other purposes contributing to better utilization of the vehicle.</p>
185	<p>SEALS OR LOCKS APPLIED TO VEHICLES</p> <p>Unless otherwise provided, references herein to named points or communities shall include the extended areas of such points or communities as provided in the distance table.</p>
ITEM NO.	<p>RULES AND REGULATIONS REFERENCE TO NAMED POINTS OF COMMUNITIES</p>

GOVERNING RULES TARIFF NO. 300

Agent

Original Page 36-A

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: June 13, 1980

EFFECTIVE: July 17, 1980

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

*For Items 185 and 190 formerly appearing hereon, see Original Page 36-A.

- (A) When a Carrier does not pick up an entire shipment, including a Split Delivery Shipment and applicable rules and regulations.
- (1) The entire shipment shall be available to the Carrier for immediate transportation at the time of the first pickup.
- (2) The Carrier shall not transport a Multiple Lot Shipment unless prior to or at the time of the initial pickup, written information has been received from the Consignor describing the kind and quantity of property which will constitute the Multiple Lot Shipment. Preparation by the Shipper or the required Single Multiple Lot Document for the entire shipment, referred to in Paragraph 3 of this item for execution by the Shipper and Carrier prior to or at the time of initial pickup, will constitute compliance with this Paragraph.
- (3) At the time of or prior to the initial pickup, the Carrier shall issue to the Consignor a Single Multiple Lot Document for the entire shipment. It shall show the name of the Consignor, Point of Origin, date of the initial pickup, name of the Consignee (or Consignees) Point of Destination (or Points of Destinations), and the kind and quantity of property. In addition, a Bill of Lading (See Item 135) shall be issued for each pickup (including the initial pickup) which shall give reference to the Single Multiple Lot Document governing the entire shipment by its date and number (if assigned a number), the name of the Consignor and such other information as may be necessary to clearly identify the Single Multiple Lot Document.

SHIPMENTS TRANSPORTED IN MULTIPLE LOTS

- NOTE 2: The provisions of this rule will not apply on property shipped by or for the Government on government Bills of Lading, or commercial Bills of Lading endorsed to show that such Bills of Lading are to be exchanged for government Bills of Lading at destination or that actual transportation costs will ultimately be paid by the government.
- NOTE 1: Shipments consigned to any Army or Air Force Postal Service (APO) or Fleet Post Offices (FPO) will not be accepted.
- (1) All charges on such shipments must be prepaid.
- (2) The post office stamp on the Carrier's freight bill will be accepted in lieu of signature as receipt for the delivery of the shipment.
- (3) Packages must carry sufficient postage for movement to destinations.
- Subject to Notes 1 and 2 below, shipments consigned to or in care of the U.S. Postmaster at a particular point, or to a Carrier for delivery to a U.S. Postal Department at a particular point, will be accepted only on the following instructions:

SHIPMENTS CONSIGNED TO U.S. POSTAL DEPARTMENT

RULES AND REGULATIONS

GOVERNING RULES TARIFF NO. 300

Agent

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

1st Revised Page 37
Cancels
Original Page 37

CORRECTION NO. 84

-38-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: June 13, 1980

EFFECTIVE: July 17, 1980

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

Each shipment shall be rated separately. Shipments shall not be consolidated or combined by the Carrier. Shipments may be picked up in multiple lots in accordance with the provisions of Item 195. Component parts of Split Pick-up or Split Delivery Shipments, as defined in Item 80 may be combined under the provisions of Item 215 and 220. Component parts of Multiple Shipments may be combined under the provisions of Item 160 herein.

SHIPMENTS TO BE RATED SEPARATELY

- (A) (Continued)
- (4) The entire shipment shall be picked up by the Carrier within a period of two days computed from 12:01 A.M. of the date on which the initial pickup commences excluding Saturdays, Sundays and legal holidays.
- (5) The separate pickups made in accordance with the foregoing provisions shall constitute a composite shipment which shall be subject to the rates named or provided in CWTB tariffs, 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 or connected train or vehicles.
- (B) If any of the property described in the Single Multiple Lot Documents is picked up without complying with the foregoing provisions, each such pickup shall be rated as a separate shipment under other provisions of this tariff, the property picked up in accordance with the provisions of Paragraph (A) hereof shall constitute the Multiple Lot shipment.
- (C) When the provisions of this item are applied in connection with shipments of glass containers as described in Item 87700 of the governing Classification, the resulting charges for each load (each pickup) shall in no event be less than 90% of the charges which would otherwise accrue to each load if transported as a separate shipment pursuant to Item Nos. 335 and 340 of CWTB GR Tariff.

RULES AND REGULATIONS
SHIPMENTS TRANSPORTED IN MULTIPLE LOTS (Continued)

GOVERNING RULES TARIFF NO. 300

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

Agent

2nd Revised Page 38
Cancels
1st Revised Page 38

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: May 23, 1980

EFFECTIVE: July 7, 1980

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

(Continued on next page)

- (A) Definition: "Signature Security Service" means a service designed to provide continuous responsibility for the custody of shipments in transit, so named because a signature and tally are required from each person handling the shipment at each stage of its transit from Point of Origin to Destination.
- Each person who handles a shipment, physically or otherwise, whereon this service is requested, will sign a written record or receipt, while such shipment is in possession of the Carrier or his Agent, and Carrier or his Agent will secure signature for such written record or receipt from Consignee or his Agent.
- (B) Annotation and Form Required:
- (1) Shipper or his Agent must place and sign the following annotations of the Bill of Lading: Signature Security Service requested.
- _____
Signed _____

Title _____
- (2) Shipper or his Agent must furnish a form as set forth in the note in sufficient number to allow one copy for the Carrier or his Agent, and one copy to be sent by the Carrier to the party the Shipper designates on the form in the space provided. The exact format of the form set forth in note need not be followed providing the substitute form contains all of the information required with sufficient space for signatures, and is substantially the same.
- (C) When the Bill of Lading is annotated, and a form furnished as set out above, Carrier or his Agent will require each person in its employ such as pickup and delivery driver, dockmen, hostler and road driver, who handles the shipment, physically or otherwise, to personally sign the form as described in (B)(2) above, and will secure signature in the space provided on the form from the Consignee or his Agent at time of delivery.
- (D) Carrier or his Agent will trace shipments within 24 hours when so requested.
- (E) In the event special circumstances require telephone notice to Consignor, GBL will be annotated: "Call Consignor (Commercial area code and telephone number) collect at any time of day from each point where signature and tally service are to be provided".

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RULES AND REGULATIONS
SIGNATURE SECURITY SERVICE

ITEM NO.

GOVERNING RULES TARIFF NO. 300

Agent

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

1st Revised Page 39
Cancels
Original Page 39

CORRECTION NO. 400

-40-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

EFFECTIVE: February 26, 1990

ISSUED: January 12, 1990

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

No change in charges; incorporates Supplement No. 48 increase.

1. The Shipper will prepare an original and three copies of this form for each classified or sensitive shipment requiring SSS, CSS or PSS when this service is specified in an applicable tariff or tender.
2. The Shipper will retain one copy.
3. The Origin Carrier will be given the original and two copies.
4. Each person accepting custody of the shipment will sign on the appropriate line above.
5. The Destination Carrier will retain one copy and furnish the Consignee the original and one copy.
6. The Consignee will retain the copy and return the original to the Shipper after receipt of shipment.

Instructions

# 205 (Con- clu- ded)	Print name of person shipment tendered to	Station	Received from (signature) Title Date
	Freight Classification	Number of pieces/type of package (less load) or conveyance identification and seal numbers (for sealed loads)	
	Date Shipped		
	Routing	Weight/Cube	
	Consignee/Destination	Permit No. (if any)	TCN
	Shipper/Origin	Special Service Requested	GBL or CBL Number
	(G) Basis of Charges: When the Carrier provides "Signature Security Service" as set forth herein, such service will be subject to an additional charge of 99 cents per 100 pounds, minimum additional charge of \$27.58 per shipment, subject to a maximum additional charge of \$91.92 per shipment. (F) Carrier or his Agent will provide immediate telephonic response to Consignee if shipment cannot reach Consignee within 24 hours of estimated time of arrival.		
	SIGNATURE SECURITY SERVICE RECORD		
	SIGNATURE SECURITY SERVICE (continued)		
	ITEM NO.		

GOVERNING RULES TARIFF NO. 300

5th Revised Page 40

Agent

CAL. P.U.C. NO. 3

CAL-WEST TARIFF BUREAU, INC.

This Page is subject to Supplement No. 37 but is NOT subject to Supplement No. 48.

CORRECTION NO. 430

-41-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: April 8, 1994

EFFECTIVE: April 25, 1994

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

X - Item No. 210, formerly appearing hereon, cancelled; other provisions apply.
a Issued under authority of Cal. P.U.C. General Order 147-D to eliminate tariff write-in provisions.

30 X

RULES AND REGULATIONS

ITEM NO.

GOVERNING RULES TARIFF NO. 300

Agent

8th Revised Page 41

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

Agent

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

GOVERNING RULES TARIFF NO. 300

RULES AND REGULATIONS
SPLIT DELIVERY

- (A) Except as otherwise provided, the provisions of this item do not apply:
(1) To shipments, including any component part thereof, moving under collect on delivery (C.O.D.) provisions; nor
(2) To shipments, including any component part thereof, transported on Order Notify Bills of Lading.
- (B) Except as otherwise provided in Paragraphs (C) and (D), each shipment shall be limited to the following numbers of Split Delivery components, including final destination:
(1) Except as otherwise provided in Subparagraph (2), find the actual or billed weight, whichever is greater, as noted below and the number shown opposite thereto shall be the maximum number of split delivery components allowed:

Weight of Shipment	Maximum Number of Components Allowed	
	Not Over	Over
4,999	6,000	6
6,000	8,000	8
8,000	10,000	10
10,000	-	See Note

NOTE: One Split Delivery Component will be allowed for each additional 1,000 pounds or fraction thereof, subject to a maximum of 20 delivery components per shipment.

- (2) The total number of Split Delivery components may exceed the allowed number shown, provided, however, that for each delivery component in excess of said allowed number, a charge of \$11.08 will be made in addition to all other applicable rates and charges. In no event shall there be more than 40 delivery components per shipment.

- (C) When the provisions of this item are applied in connection with Christmas trees, natural, in straight or mixed shipments, there shall be a maximum of two component parts, and each component part shall be contained in a separate unit of equipment.

- (D) Subject to the additional charges provided in Paragraph (E), the rate for the transportation of a Split Delivery Shipment shall be determined and applied as follows:
(1) Except as otherwise provided in Subparagraph (2) and subject to the alternative provided in Subparagraph (6) hereof, distance rates shall be determined by the distance from Point of Origin to that Point of Destination which produces the shortest distance via the other point or Points of Destination.

(Continued on next page)

No change in charges; incorporates Supplement No. 48 increase.

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

ISSUED: January 12, 1990

EFFECTIVE: February 12, 1990

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

CORRECTION NO. 402

-42-

CALC

CORRECTION NO. 419

-43-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: July 13, 1990

(EFFECTIVE: August 1, 1990

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

(Issued on five (5) days' notice under authority of Cal. P.U.C. Decision No. 90-06-011.
C/ Provisions cancelled, no further application.

(3) The Carrier shall not transport a Split Delivery Shipment unless at the time of prior to the initial pickup or any portion of the shipment an appropriate written document is issued by the Consignor for each component part, said document containing all of the information required to prepare a bill of lading in compliance with provisions of item 360 of the governing classification. In addition, the consignor shall provide the Carrier with a single document containing written information setting forth in summary, the total numbers and kind of packages, description of articles, and total weight of all commodities described on the bills of lading for each component part. Said document shall also reflect total number of pieces and total weight of all commodities in the shipment and must make reference, by number or other individual identity, to each bill of lading issued for a component part.

(Continued)
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EXCEPTION 2: AC/

EXCEPTION 1: Add to the distance determined under the provisions of Subparagraph (1) herein, two miles for each point in excess of one located within a single zip code named in the Distance Table.

(D) (2) Exceptions to Subparagraph (1):

RULES AND REGULATIONS
SPLIT DELIVERY (Continued)

ITEM NO.

GOVERNING RULES TARIFF NO. 300

3rd Revised Page 43

Agent

CAL. P.U.C. NO. 3

CAL-WEST TARIFF BUREAU, INC.

CORRECTION NO. 35

-44-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: May 23, 1980

EFFECTIVE: July 7, 1980

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

(Continued on next page)

- (D) (continued)
- (4) A Bill of Lading form may be utilized as the single document referred to in Subparagraph (3) hereof, such Bill of Lading will have no effect except to consolidate, for the purpose of determining freight charges, information on the Bills of Lading covering each component part of the shipment.
- (5) If Split Pickup is performed on a Split Delivery Shipment, or if written information does not conform with the requirements of Subparagraphs (3) or (4) hereof, or if all of the provisions of Paragraph A hereof, each component part of the Split Delivery Shipment shall be rated as a separate shipment under other provisions of this Tariff.
- (6) In determining the charge for a Split Delivery Shipment, component parts may be rated as separate shipments from any point or points on the Split Delivery route to point or points or destination of such component parts; provided that the written instructions furnished to the Carrier under Subparagraph (3) hereof show 1. The component parts to be treated as separate shipments and 2. The points between which the separate shipment rates are to be applied. The additional charges provided in Paragraph (E) shall apply to all component parts of the Split Delivery Shipment rated in accordance with the provisions of this Paragraph, provided, however, where two or more component parts are rated under rates provided in this Tariff as separate from the same point on the Split Delivery Route, the aforesaid two or more component parts shall be considered as one Split Delivery and the charge therefor shall be at the combined weight of the aforesaid component parts.

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RULES AND REGULATIONS
SPLIT DELIVERY (continued)

ITEM NO.

GOVERNING RULES TARIFF NO. 300

Agent

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

1st Revised Page 44
Cancels
Original Page 44

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

Agent

6th Revised Page 44-A

GOVERNING RULES TARIFF NO. 300

RULES AND REGULATIONS
SPLIT DELIVERY (concluded)

(E) In addition to the rate for transportation the following additional charges shall be assessed for split delivery service.

(1) For split delivery shipments transported under Distance Rates, when the distance computed in accordance with Paragraph (D) hereof does not exceed 100 constructive miles:

Weight of Component Part In Pounds	Not Over	Split Delivery Charge For Each Component Part In Cents
Over	100	832
100	250	975
250	500	1014
500	1,000	1094
1,000	2,000	1419
2,000	4,000	1855
4,000	10,000	2107
10,000	-	2342

(2) For split delivery shipments transported under Distance Rates, when the distance computed in accordance with Paragraph (D) hereof exceeds 100 constructive miles:

Weight of Component Part In Pounds	Not Over	Split Delivery Charge For Each Component Part In Cents
Over	100	911
100	250	1102
250	500	1196
500	1,000	1672
1,000	2,000	2417
2,000	4,000	2972
4,000	10,000	3472
10,000	-	3980

No change in charges; incorporates Supplement No. 48 increase.

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

ISSUED: January 12, 1990

EFFECTIVE: February 12, 1990

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

CORRECTION NO. 403

-44-A-

CALC

CAL. P.U.C. NO. 3

CAL-WEST TARIFF BUREAU, INC.

Agent

8th Revised Page 45

GOVERNING RULES TARIFF NO. 300

RULES AND REGULATIONS
SPLIT PICKUP

ITEM NO.

- (A) Except as otherwise provided, the provisions of this item do not apply to:
(1) Shipments, including any component part thereof, moving under collect on delivery (C.O.D.);
(2) Shipments, including any component part thereof, transported on order notify bills of lading.
(B) Each shipment shall be limited to the following numbers of Split Pickup Components, including the original pickup:

When the Actual or Billed Weight of the Shipment (whichever is greater) is (In Pounds)	Over But Not Over	Maximum Number of Split Pickup Components allowed will be (See Exception)
4,999	6,000	6
6,000	8,000	8
8,000	10,000	10
10,000		See Note 1

NOTE 1: One Split Pickup Component will be allowed for each additional 1,000 pounds or fraction thereof, subject to a maximum of 20 pickup components per shipment.

EXCEPTION: The total number of Split Pickup Components may exceed the allowed number shown, a charge of \$11.08 will be made in addition to all other applicable rates and charges. In no event shall there be more than 40 pickup components per shipment.

(C) The rate for the transportation of a Split Pickup Shipment shall be determined and applied as follows, subject to Note 1:
(1) Subject to the alternative provided in Exception 5 (5) hereof, distance rates shall be determined by the distance to Point of Destination from that Point of Origin which produces the shortest distance via the other Point or Points of Origin. (See Exceptions 1, 2, 3 and 4)

EXCEPTION 1: Add to the distance determined under the provisions of Paragraph (C) (1) above, 2 constructive miles for each point in excess of one located within a single zip code named in the Distance Table.

(Continued on next page)

(Issued on five (5) days' notice under authority of Cal. P.U.C. Decision No. 90-06-011.

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

ISSUED: July 13, 1990

(EFFECTIVE: August 1, 1990

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

CORRECTION NO. 420

-45-

CALC

CORRECTION NO. 421

-46-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: July 13, 1990

EFFECTIVE: August 1, 1990

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

C/ Provisions cancelled, other provisions apply.
(Issued on five (5) days' notice under authority of Cal. P.U.C. Decision No. 90-06-011.

(Continued on next page)

ITEM NO.	<p>EXCEPTION 2: AC/ EXCEPTION 3: On split pickup shipments subject to a rate based on a minimum weight of 20,000 pounds or more and transported between points in the San Francisco Metropolitan Zone Group, on the one hand, and points in the East Bay Metropolitan Zone Group, on the other hand, the rate shall be no less than the rate set forth in Section 2 of CWTB CAL. P.U.C. No. 22 or 30. EXCEPTION 4: If a carrier attempts pickup of any component part of a Split Pickup Shipment and it, through no fault of its own, said component part is not available for tender to the carrier, distance shall nonetheless be computed via said point and all other points set forth on the Split Pickup Document described in Paragraph 2 hereof. Split Pickup charges set forth in Note 1 will not apply if freight is not picked up at point of origin of any component.</p>
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RULES AND REGULATIONS
SPLIT PICKUP (Continued)

GOVERNING RULES TARIFF NO. 300

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Agent

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

CORRECTION NO. 414

-46-A-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: January 24, 1990

EFFECTIVE: February 26, 1990

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

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- EXCEPTION 5: (1) The rates for the transportation of split pickup may not be determined by the use of point-to-point rates named in Item Nos. 415, 420, 430 of CWTB CAL. P.U.C. No. 22 or A30 and Item Nos. 300, 380, 405, 420, 430 or 440 nor the hourly rates set forth in Item No. 395 of CWTB CAL. P.U.C. No. 21.
- (2) The Carrier shall not transport a Split Pickup Shipment unless at the time of written document is issued by the Consignor for each component part, said document containing all of the information required to prepare a Bill of Lading in compliance with provisions of Item 360 of the Governing Classification, in addition, the Consignor shall provide the Carrier with a single document containing written information setting forth in summary, the total numbers and kind of packages, description of articles, and total weight of all commodities described on the Bills of Lading for each component part. Said document shall also reflect total numbers of pieces and total weight of all commodities in the shipment and must take reference, by number or other individual identity, to each Bill of Lading issued for a component part.
- (3) A Bill of Lading form may be utilized as the single document referred to in Paragraph 2 hereof, however, such Bill of Lading will have no effect except to consolidate, for the purpose of determining freight charges, information on the Bills of Lading covering each component part of the shipment.
- (4) If Split Delivery is performed on a Split Pickup Shipment, or if written information does not confirm with the requirements of Paragraph 2 or 3 hereof, or if all of the shipment is not received at the Carrier's established depot within one calendar day or picked up by Carrier during two calendar days, or does not comply with the provisions of Paragraph A hereof, each component part of the Split Pickup Shipment shall be rated as a separate shipment under other provisions of this Tariff.

SPLIT PICKUP (continued)

ITEM NO.

GOVERNING RULES TARIFF NO. 300

Agent

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

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2nd Revised Page 46-A

RULES AND REGULATIONS
SPLIT PICKUP (Continued)

ITEM NO.

EXCEPTION 5: (Continued)

(5) In determining the charge for a Split Pickup shipment, component parts may be rated as separate shipments from point of origin of such component parts to any point on the Split Pickup Route provided that the written instructions furnished to the Carrier under Paragraph 2 hereof show (1) the component parts to be treated as separate shipments and (2) the points between which the separate shipment rates are to be applied. The additional charges provided in Note 1 shall apply to all component parts of the Split Pickup shipment rated in accordance with the provisions of this Paragraph, provided, however, where two or more component parts are rated under rates provided in other tariffs as separate shipments to the same point of the Split Pickup Route, the aforesaid two or more components shall be considered as one Split Pickup and the charge therefor shall be at the combined weight of the aforesaid component parts.

NOTE 1: In Addition to the rate for transportation, the following additional charges will be assessed for Split Pickup Services:

(a) For Split Pickup shipments transported under distance rates, when the distance computed in accordance with Paragraph (C) hereof does not exceed 100 constructive miles:

Weight of Component Part (in Pounds)	Charge for Split Pickup
0	832
100	975
250	1014
500	1094
1,000	1419

Weight of Component Part (in Pounds)

Charge for Split Pickup

Split Pickup

Each Component Part in Cents

Over Not Over

2,000

4,000

10,000

1855

2107

2342

Split Pickup

Charge for

Each Component Part in Cents

(b) For Split Pickup shipments, except as provided in Paragraph (a).

Weight of Component Part (in Pounds)	Charge for Split Pickup
0	911
100	1102
250	1196
500	1672
1,000	

Weight of Component Part (in Pounds)

Charge for Split Pickup

Split Pickup

Each Component Part in Cents

Over Not Over

2,000

4,000

10,000

2417

2972

3472

3980

Split Pickup

Charge for

Each Component Part in Cents

No change in charges; incorporates Supplement No. 48 increase.

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

ISSUED: January 12, 1990

EFFECTIVE: February 26, 1990

CORRECTION NO. 405
ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

CAL. P.U.C. NO. 3

CAL-WEST TARIFF BUREAU, INC.

Agent

7th Revised Page 48

GOVERNING RULES TARIFF NO. 300

RULES AND REGULATIONS

STORAGE

- (A) 1 Forty-eight (48), 2 Twenty-four (24) hours free time (excluding Saturdays, Sundays and legal holidays) will be allowed for removal of a shipment or portion thereof from Carrier's premises or from Carrier's equipment. Free time shall be computed from 12:01 A.M. of:
- (1) The date following the actual tender of delivery (see Note 1) in the event that the original Consignee ultimately takes delivery of the shipment or portion thereof, or
- (2) The date following the mailing of the freight on-hand notice to the Consignor in the event that the original Consignee does not ultimately take delivery of the shipment or portion thereof.

- (B) Any shipment held at Carrier's premises or on Carrier's equipment after the free time specified in Paragraph (A) will be subject to the following charges.

- (1) On shipments not requiring temperature control and/or refrigeration: 42 cents per 100 pounds per calendar day subject to a Minimum charge of 202 cents per calendar day and a Minimum charge per shipment of \$6.19.

- (2) On shipments requiring temperature control or refrigeration:

- (a) Weighing less than 10,000 pounds 84 cents per 100 pounds minimum charge \$4.10

- (b) On shipments weighing 10,000 pounds or over 58 cents per 100 pounds with a Minimum charge of \$93.27 per day per unit of Carrier's equipment. Each truck, trailer or semi-trailer shall be considered as a separate unit of Carrier's equipment

(exception to Paragraph (B) of Item 80).

- (C) Carrier's liability on a shipment held under the provisions of this item will be that of a warehouseman after the expiration of the free time specified in Paragraph (A) and Carrier may at its option transfer shipment to a public warehouse at Owner's expense.

- (D) In the computation of charges in this item, a fraction of a day will be considered as one day and fractions of one-hundred pounds will be considered one hundred pounds.

- (E) Component parts of a split-delivery shipment shall be considered as a single shipment when applying the provisions of this item.

NOTE 1: The following action on the part of the Carrier shall also constitute a tender of delivery:

- (a) A telephone call to the Consignee advising of the availability of a shipment if substantiated with the name of the party called by the Carrier and the date and time of the call, or

- (b) The mailing of a notice of arrival to the Consignee.

- 1 Applies only on shipments subject to a rate based on a Minimum Weight of less than 10,000 pounds.

- 2 Applies only on shipments subject to a rate based on a Minimum Weight of 10,000 pounds or over.

- # No change in rates or charges; incorporates Supplement No. 48 increase.

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

ISSUED: January 12, 1990

EFFECTIVE: February 26, 1990

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

CORRECTION NO. 406

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CALC

CORRECTION NO. 41

-49-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: May 23, 1980

EFFECTIVE: July 7, 1980

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

(Continued on next page)

- (A) Definitions:
- (1) CHILLED TEMPERATURE CONTROL SERVICE means the service of providing protection against heat and maintaining the commodity at a temperature higher than 32 degrees fahrenheit.
- (2) FROZEN TEMPERATURE CONTROL SERVICE means the service of providing protection against heat and maintaining the commodity at a temperature of 32 degrees fahrenheit or lower.
- (B) Rates provided for temperature control service shall be subject to all provisions of this tariff except as otherwise provided herein or in the items making specific reference hereto.
- (C) (1) Transportation of commodities described as frozen in the governing classification or in the Exception Sheet for which Temperature Control Service is provided, shall be subject to the rates and charges for Frozen Temperature Control Service.
- (2) The rates and charges for Chilled Temperature Control Service shall apply to the transportation of fresh fish.
- (D) Mixed Temperature Control Service:
- (1) When separate weights for the portions of a shipment moving in Mixed Temperature Control Service are not furnished or obtained for the portions requiring different Temperature Control Services or no Temperature Control Service, charges for the entire shipment will be computed as through the entire shipment were transported at the lowest temperature provided for any portion thereof.

TEMPERATURE CONTROL SERVICE APPLICATION OF RATES

When the service of stringing (See Item 80) is performed in connection with the transportation of pipe and culvert, fencing, posts and poles for which class or commodity rates provided in tariff are applicable, the class or commodity rates shall be applied to the point at which the stringing service is commenced. In addition thereto hourly rates provided in Item 395 (hourly rates for oil, sewer, water, gas or geothermal steam well outfits) in CMB, CAL. P.U.C. No. 21, shall be assessed for the time consumed in performing the stringing service less five (5) minutes per ton of 2,000 pounds for wooden poles and posts, and less eight (8) minutes per ton of 2,000 pounds for other commodities.

STRINGING SERVICES

RULES AND REGULATIONS

ITEM NO.

GOVERNING RULES TARIFF NO. 300

Agent

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CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

CORRECTION NO. 42

-50-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: May 23, 1980

EFFECTIVE: July 7, 1980

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

(Continued on next page)

- (D) (2) When Temperature Control Service is required for a portion of a shipment, or when chilled Control Service is required for another portion of the shipment, and separate weights for each portion receiving Temperature Control Service are furnished or obtained according to the type of Temperature Control Service provided, charges will be computed for such portions of the shipment upon the actual weight thereof at the rate applicable to the specific type of Temperature Control Service provided, based upon the total weight of the shipment or on a greater minimum weight if lower charges result. Any deficiency between the weight accorded Temperature Control Service and the actual weight of the shipment or greater minimum weight, if applicable, shall be assessed at the lowest rate applicable to any portion of the shipment.
- (E) At the time of or prior to the receipt of or pickup of the shipment the Shipper shall specify, in writing, to the carrier the type of Temperature Control Service required, including specific instructions as to any portion not requiring Temperature Control Service. In the absence of Temperature Control Service provided, subject to the provisions of Paragraph C hereof.
- (F) When Temperature Control Service is provided there shall be shown on the Bill of Lading the type of Temperature Control Service provided for each shipment for which such service was performed.

TEMPERATURE CONTROL SERVICE APPLICATION OF RATES (Continued)

RULES AND REGULATIONS

ITEM
NO.

GOVERNING RULES TARIFF NO. 300

Agent

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CAL. P.U.C. NO. 3

CAL-WEST TARIFF BUREAU, INC.

RULES AND REGULATIONS

TEMPERATURE CONTROL SERVICE APPLICATION OF RATES (Continued)

- (g) (1) Except as otherwise provided in Subparagraph (2), Temperature Control Service shall be subject to the following Minimum Charges:
- Column 1 applies on Chilled Temperature Control Service.
- Column 2 applies on Frozen Temperature Control Service.

Weight of Shipment	Minimum Charges in Cents Per Shipment	
	Column 1	Column 2
50 pounds or less	70	102
Over 50 pounds	102	138

- (2) The Minimum Charges provided herein shall be in addition to the Minimum Charges set forth in Items 150 and 155.

- (h) Rates for Temperature Control Service shall be determined as follows:
- (1) Determine the applicable class or commodity rate or rates named in CAL. P.U.C. Nos. 21, 22 and 30, issued by Cal-West Tariff Bureau, Inc., Agent for the transportation involved (exclusive of the service of Temperature Control).
- (2) Increase the rate or rates so determined as follows:

- (a) Chilled Temperature Control Service:
- (1) For commodities rated subject to the provisions of this Tariff, find under Column A of the Conversion Table, the Applicable Class or Commodity Rate named in the Tariff for the transportation involved (exclusive of the service of Temperature Control). The rate to be applied (inclusive of the service of Temperature Control) will be found opposite there to under Column B.
- (b) Frozen Temperature Control Service:
- (1) For commodities rated subject to the provisions of this Tariff, find under Column A of the Conversion Table, the Applicable Class or Commodity Rate named in the Tariff for the transportation involved (exclusive of the service of Temperature Control). The rate to be applied (inclusive of the service of Temperature Control) will be found opposite there to under Column B.
- (3) Except as provided herein or in items making reference hereto, the provisions of Paragraph (B) shall not apply to rates or charges this Tariff nor to Accessorial Charges named in this Tariff.
- (4) On continuous through movements on which charges are obtained by the use of combinations of separately stated rates in CAL. P.U.C. Nos. 21, 22 and 30, issued by Cal-West Tariff Bureau, Inc., Agent, the rates shall be combined before increasing as provided in Paragraph (H) (2) hereof.

No change in rates: incorporates Supplement No. 48 increase.

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

ISSUED: January 12, 1990

EFFECTIVE: February 26, 1990

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

CORRECTION NO. 407

-51-

CALC

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

Agent

GOVERNING RULES TARIFF NO. 300

CONVERSION TABLE

(Applies only on Temperature Control Service and only when specific reference is made hereto)

RATES - IN CENTS

A	1	1	2.25	56	62	63	64	66	67	70	71	72	73	74	75	76	77	78	79	82	83	84	85	86	87	88	89	93	95	100	105	106	110	112	117	122	123	124	125	127																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

ISSUED: July 26, 1979

EFFECTIVE: January 31, 1980

CORRECTION NO.

-52-

KEITH E. MILLER, ISSUING OFFICER
55110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: July 26, 1979

EFFECTIVE: January 31, 1980

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

(B) Fractions of less than $1/2$ or .50 of a cent, omit; Fractions of $1/2$ or .50 of a cent or greater, increase to the next whole figure.

NOTE 1: When fractional rates are provided in the computation of the increased rate or rates, the following will govern the disposition of fractions:

(A) For rates of over 500 cents and other rates (exclusive of the Service of Temperature Control) not provided for herein, increase such rates by 10 percent for chilled Temperature Control Service. (See Note 1).

(B) For rates of over 500 cents and other rates (exclusive of the Service of Temperature Control) not provided for herein, increase such rates by 15 percent for frozen Temperature Control Service. (See Note 1).

[illegible]

RATES - IN CENTS

(Applies only on Temperature Control Service and only when specific reference is made hereto)

CONVERSION TABLE

GOVERNING RULES TARIFF NO. 300

Agent

original Page 53

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

CORRECTION NO.

-54-

MAYWOOD, CALIFORNIA 90270

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD

ISSUED: July 26, 1979

EFFECTIVE: January 31, 1980

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

ITEM NO.	RULES AND REGULATIONS TERRITORIAL DESCRIPTIONS APPLICATION, GENERAL	240	The following territorial descriptions as described in Items 245 to 375 incl., apply in connection with rates making specific reference thereto. Territories include both sides of streets, boulevards, roads, avenues or highways named.	245	Barstow territory includes that area lying within a radius of 15 miles from the city limits of Barstow.	CENTRAL COASTAL TERRITORY	250	Central Coastal Territory includes that area consisting of the city and county of San Francisco and the counties of Alameda, Contra Costa, Lake, Marin, Mendocino, Monterey, Napa, San Benito, San Mateo, Santa Clara, Santa Cruz, Solano and Sonoma.	COACHELLA VALLEY TERRITORY	255	Coachella Valley territory includes that area lying between the Little San Bernardino Mountains and Cottonwood Mountain on the one hand, and the San Jacinto and Santa Rosa Mountains on the other; and bounded on the northwest by Edom on U.S. Highway No. 99 and Indian Wells on State Highway No. 111, and on the southeast by the Riverside Imperial County line on U.S. Highway No. 99 and Southern Pacific Company Station of Mortmar on State Highway No. 111.	FRESNO TERRITORY	260	Fresno territory includes that area lying within the following boundaries: commencing at the point along the southern boundary line of Fresno County to its intersection with southwesternly boundary of Sierra National Forest approximately three miles east of Miramonte; northwesterly along the southwesternly boundary of Sierra National Forest to its intersection with the northernly boundary of Madera County; thence southwesterly along the northernly boundary line of Madera County, and southwesterly and southerly along the northwesterly and westerly boundary line of Fresno County to point of beginning.	IMPERIAL VALLEY TERRITORY	265	Imperial Valley Territory includes that area bounded on the south by the international boundary line: on the east by the east high line canal to the point at which it intersects the main line of the Southern Pacific four miles east of Niland; on the north by the main line (Transcontinental Route of Southern Pacific Company); and on the west by a series of imaginary lines drawn from Southern Pacific Station of Wister to Kane Springs on U.S. Highway No. 99; thence south to Plaster City on U.S. Highway No. 80; thence south to the international boundary line.
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GOVERNING RULES TARIFF NO. 300

Agent

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CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

CORRECTION NO.

-55-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: July 26, 1979

EFFECTIVE: January 31, 1980

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

ITEM NO.	RULES AND REGULATIONS TERRITORIAL DESCRIPTIONS (continued)
270	<p>LANCASTER TERRITORY includes that area lying within the following boundaries: Commencing at a point 10 miles east of Mojave on U.S. Highway No. 466; thence southerly along an imaginary line paralleling State Highway No. 7, passing through Redman to Little Rock; northeasterly along State Highway No. 138 from Little Rock through Palmdale and Elizabeth Lake to its intersection with the Los Angeles Aqueduct to its intersection with U.S. Highway No. 466, thence southeasterly along U.S. Highway No. 466 to point of beginning.</p> <p>NORTHERN CALIFORNIA TERRITORY</p> <p>(Applies only when reference is made hereto)</p>
275	<p>Where reference is made to this item the territory included is as follows: Points in California located on or north of an imaginary line drawn from the Pacific Ocean in an easterly direction to Tehachapi, including Atascadero, Taft and Lebec, thence easterly along U.S. 466 to Mojave, thence northerly and easterly along U.S. 6 to the southern boundary line of Inyo County, thence westerly and northerly along the boundary of Inyo and Mono Counties to the Nevada State line near Topaz Lake.</p> <p>SOUTHERN CALIFORNIA TERRITORY</p> <p>(Applies only when reference is made hereto)</p>
280	<p>Where reference is made to this item the territory included is as follows: Points in California located south or east of an imaginary line drawn from the Pacific Ocean in an easterly direction to Tehachapi including Atascadero, Taft and Lebec, thence easterly along U.S. 466 to Mojave, thence northerly and easterly along U.S. 6 to the southern boundary line of Inyo County, thence westerly and northerly along the boundary of Inyo and Mono Counties to the Nevada State line near Topaz Lake.</p> <p>NORTH - SOUTH TERRITORY</p> <p>(Applies only when reference is made hereto)</p>
285	<p>Where reference is made to this item the territory included is as follows: Between points included in item 275 on the one hand and points included in item 275 on the other.</p>

GOVERNING RULES TARIFF NO. 300

Agent

Original Page 55

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

CORRECTION NO.

-56-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

EFFECTIVE: January 31, 1980

ISSUED: July 26, 1979

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

ITEM NO.	RULES AND REGULATIONS TERRITORIAL DESCRIPTIONS (Continued) LOS ANGELES BASIN TERRITORY	LOS ANGELES TERRITORY
290	<p>Los Angeles Basin Territory includes that area embraced by the following boundary: beginning at the point the Ventura County-Los Angeles County Boundary line intersects the Pacific Ocean; thence northeast along said county line to the point it intersects State Highway No. 118, approximately two miles west of Chatsworth; easterly along State Highway No. 118 to Sepulveda Boulevard; northerly along Sepulveda Boulevard to Chatsworth Drive; northeasterly along Chatsworth Drive to the corporate boundary of the city of San Fernando; westerly and northerly along said corporate boundary to Mc Clay Avenue; northeasterly along McCloy Avenue and its prolongation to the Angeles National Forest Boundary; southeasterly and easterly along the Angeles National Forest and San Bernardino National Forest Boundary to the County Road known as Hill Creek Road westerly along Hill Creek Road to the County Road 3.8 miles north of Yucaipa; southerly along said county road to and including the incorporated community of Yucaipa; westerly along Redland Boulevard to U.S. Highway No. 99; north-westerly along U.S. Highway No. 99 to the corporate boundary of the city of Redlands; westerly and northerly along said corporate boundary to Brookside Avenue; westerly along Brookside Avenue to Barton Avenue; westerly along Barton Avenue and its prolongation to Palm Avenue; westerly along Palm Avenue to La Cadenas Drive; southeasterly along La Cadenas Drive to Iowa Avenue; southerly along Iowa Avenue to U.S. Highway No. 60; southeasterly along said county road via Nuevo and Lakeview to the corporate boundary of the city of San Jacinto; easterly, southerly and westerly along said corporate boundary to San Jacinto Avenue; southerly along San Jacinto Avenue to State Highway No. 74; westerly along State Highway No. 74 to the corporate boundary of the city of Hemet; southerly, westerly and northerly along said corporate boundary to the right of way of the Atchison Topeka and Santa Fe Railway Company; southeasterly along said right of way to Washington Avenue; southerly along Washington Avenue, through and including the unincorporated community of Winchester to Benton Road; westerly along Benton Road to the County Road intersecting U.S. Highway No. 395, 2.1 miles north of the unincorporated community of Temecula; southerly along said County Road to County Boundary line; westerly along said boundary line to the Orange County-San Diego County Boundary line; southerly along said boundary line to the Pacific Ocean; northwesterly along the shore line of the Pacific Ocean to point of beginning.</p>	<p>Los Angeles Territory includes that area consisting of the following Metropolitan Zones as set forth in the Governing Distance Table, (See item 80): 203, 204, 205, 206, 207, 208, 214, 215, 216, 217, 218, 219, 220, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 240, 241, 242, 243, 247, 248, 249, 250, 251 and 252.</p>
295		

GOVERNING RULES TARIFF NO. 300

Agent

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CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

Agent

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

GOVERNING RULES TARIFF NO. 300

RULES AND REGULATIONS

TERRITORIAL DESCRIPTIONS

METROPOLITAN LOS ANGELES AREA

Metropolitan Los Angeles area includes that area consisting of Metropolitan Zones 201 through 262 as described in Section 2-A of the governing distance table.

300

LOS ANGELES - ARTESIA TERRITORY

Los Angeles-Artesia Territory includes that area embraced by the following: commencing at the point where State Highway No. 27 (Topanga Canyon Road) meets the Pacific Ocean; thence northerly along said highway through Canoga Park until it intersects Los Angeles City Boundary line; thence northerly approximately two miles north of Chatsworth northeasterly following said boundary line until it meets the southern boundary of the Angeles National Forest at a point approximately two miles west of Olive View Sanitarium; easterly following said Angeles National Forest Boundary until it intersects State Highway No. 39 (San Gabriel Forest Highway) north of Azusa; southerly along said Highway No. 39 (variously called Azusa Avenue, Glendora Avenue, and Hacienda Boulevard) and passing through La Puente to Whittier Boulevard; easterly along Whittier Boulevard to Fullerton Road; southerly along Fullerton Road and Spadra Road to its junction with Los Angeles Street, in Anaheim, southerly on Los Angeles Street to Center Street; easterly on Center Street to Anaheim-Olive Road; easterly along Anaheim-Olive Road to State Highway No. 55 at the town of Olive; southerly and westerly along State Highway No. 55 (variously known as Tustin Avenue, Newport Boulevard and Newport Avenue) and its prolongation to the shoreline of the Pacific Ocean at Newport Beach; northwesterly following the coast line to point of beginning.

305

LOS ANGELES-ARTESIA (SAN FERNANDO) INTRA-TERRITORY

Los Angeles-Artesia (San Fernando) Intra-Territory includes that area embraced by the following boundaries: commencing at the intersection of Sunland Boulevard and State Highway No. 118; thence northwesterly and southwesterly along State Highway No. 118 to its junction with State Highway No. 7; southerly along State Highway No. 7 to its junction with Victory Boulevard; easterly on Victory Boulevard to Vineland Avenue; northerly on Vineland Avenue to its junction with Sunland Boulevard at Sun Valley; thence northerly along Sunland Boulevard to point of beginning.

310

MERGED TERRITORY

Merced Territory includes that area lying wholly within the county of Merced.

315

ISSUED: July 26, 1979

EFFECTIVE: January 31, 1980

CORRECTION NO.

-57-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

CORRECTION NO.

-58-

MAYWOOD, CALIFORNIA 90270
5110 DISTRICT BOULEVARD

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER

EFFECTIVE: January 31, 1980

ISSUED: July 26, 1979

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

ITEM NO.	RULES AND REGULATIONS TERRITORIAL DESCRIPTIONS NORTH KERN TERRITORY
320	North Kern Territory includes that area lying within the following boundaries: Commencing at a point 10 miles east of U.S. Highway No. 99 on the Kern County-Tulare County Boundary Line; thence southeasterly along an imaginary line paralleling U.S. Highway No. 99 to State Highway No. 178; westerly on State Highway No. 178 to its junction with Shafter Highway; southerly on Shafter Highway through Tupman to its intersection with the Kern River; westerly and southerly along an imaginary straight line to its intersection with State Highway No. 33 at a point approximately 5 miles south of McKittrick; northerly and westerly on State Highway No. 33 to the Kern County-Kings County Boundary Line; easterly along the Kern County Boundary Line to point of beginning.
325	<u>PALO VERDE TERRITORY</u> Palo Verde Territory includes that area within California lying within a radius of 25 miles of Lovekin Boulevard and Hobson Way, Blythe.
330	<u>REDWOOD EMPIRE TERRITORY</u> Redwood Empire Territory includes the area consisting of the Counties of Del Norte and Humboldt.
335	<u>SACRAMENTO TERRITORY</u> Sacramento Territory: Includes all of the City of Sacramento and the territory located within one mile of the city limits, also the territory bounded as follows: Beginning at the point where Highway U.S. 40-99E (Del Paso Boulevard) intersects the northern city limits of Sacramento along said Highway to Rio Linda Boulevard; northeasterly along Rio Linda Boulevard to Nogales Avenue; southeasterly along Nogales Avenue to 10th Street; southerly along 10th Street to east El Camino Avenue; easterly along east El Camino Avenue to 11th Street; southerly along 11th Street to Bassett Avenue; southeasterly along Bassett Avenue to its junction with Swanson Road at Swanson Station including the plants of C. Swanson & Son, Lumberman's Supply, Inc., Sacramento Wool Company, Sacramento Food Company and the Essex Lumber Company; returning westerly along Bassett Avenue to its junction with Highway U.S. 40-99E (Del Paso Boulevard) and along Del Paso Boulevard to point of beginning.
340	<u>SACRAMENTO VALLEY TERRITORY</u> Sacramento Valley Territory includes that area consisting of the Counties of Butte, Colusa, Glenn, Sacramento, Sutter, Tehama, Yuba and that portion of the County of Placer lying west of State Highway No. 49.

GOVERNING RULES TARIFF NO. 300

Agent

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CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

CORRECTION NO. 44

-59-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: May 23, 1980

EFFECTIVE: July 7, 1980

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

* For Item 360 formerly appearing hereon, see Original Page 59-A.

*358	Metropolitan San Francisco Bay Area includes that area consisting of Metropolitan Zones 101 through 135, as described in Section 2-A of the Distance Table.
	<u>METROPOLITAN SAN FRANCISCO BAY TERRITORY</u>
*357	San Francisco Territory includes that area consisting of the following Metropolitan Zones as set forth in Section 2-A of the Distance Table: 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 124, 125, 126, 127, 128, 129 and 130.
	<u>SAN FRANCISCO TERRITORY</u>
355	The area consisting of the City and County of San Francisco and the Counties of San Mateo, Santa Cruz, Santa Clara, San Benito, Monterey, Alameda, Contra Costa, Marin, Sonoma, Solano and Napa. San Francisco Bay Counties Territory includes that area embraced by the following boundaries:
	<u>SAN FRANCISCO BAY COUNTIES TERRITORY</u>
350	San Diego Territory includes that area embraced by the following imaginary line starting at the northernly junction of U.S. Highways 101E and 101W (4 miles north of La Jolla); thence easterly to Miramar on U.S. Highway No. 395; thence southeasterly to Lakeside on the El Cajon-Ramona Highway; thence southerly to Bostonia on U.S. Highway No. 80; thence southeasterly to Jamul on State Highway No. 94; thence due south to the international boundary line, west to the Pacific Ocean and north along the coast to point of beginning.
	<u>SAN DIEGO TERRITORY</u>
345	Salton Sea Territory includes that area lying directly between the Coachella and Imperial Valleys, as these latter are defined below.
	<u>SALTON SEA TERRITORY</u>
ITEM NO.	<u>TERRITORIAL DESCRIPTIONS</u> <u>RULES AND REGULATIONS</u>

GOVERNING RULES TARIFF NO. 300

Agent

1st Revised Page 59
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Original Page 59

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: May 23, 1980

EFFECTIVE: July 7, 1980

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

* For Item 360 in effect prior to the effective date hereof, see Original Page 59.

ITEM NO.	<p>RULES AND REGULATIONS</p> <p>TERRITORIAL DESCRIPTIONS</p> <p>SAN JOAQUIN VALLEY TERRITORY</p> <p>(Applies only when specific reference is made hereto)</p> <p>San Joaquin Valley Territory includes that area embraced by the following boundary:</p> <p>Beginning at the intersection of U.S. Highway No. 99 and the northern boundary of San Joaquin County; thence easterly and southerly along said boundary to its intersection with the Stanislaus County Boundary; southerly along the eastern boundary of Stanislaus County to its intersection with the Merced County Boundary; southerly along the eastern boundary of Merced County to its intersection with the Madera County Boundary; southerly along an imaginary line extending through the unincorporated communities of Friant and Orange Cove to its intersection with State Highway 198 at the unincorporated community of Lemon Cove; southerly along said imaginary line to its intersection with State Highway 178, 15 miles east of Bakerville; southerly along said imaginary line to its intersection with U.S. Highway 466 and County Road 1.7 miles east of Edison; southerly along said County Road to its intersection with County Road north of Arvin; westerly along said County Road through Weedpatch to its junction with U.S. Highway 99; southerly along U.S. Highway 99 to its junction with State Highway 166; westerly along State Highway 166 to its junction with U.S. Highway 399 at Maricopa; northwesterly along U.S. Highway 399 to Taft; northwesterly along State Highway 33 to its intersection with U.S. Highway 50, 3.5 miles east of Tracy; westerly along U.S. Highway 50 to its intersection with the western boundary of San Joaquin County; northerly and easterly along said boundary to point of beginning.</p>
360	

GOVERNING RULES TARIFF NO. 300

Agent

Original Page 59-A

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

Agent

GOVERNING RULES TARIFF NO. 300

ITEM NO.	RULES AND REGULATIONS TERRITORIAL DESCRIPTIONS SOUTH KERN TERRITORY
365	<p>South Kern Territory includes that area lying within the following boundaries:</p> <p>commencing at the southeastern corner of North Kern Territory on State Highway No. 178, thence due south along an imaginary straight line to a point on U.S. Highway No. 466 approximately 1.7 miles east of Edison, southeasterly on U.S. Highway No. 466 to its junction with County Road approximately 4.6 miles west of Caliente, thence southeasterly along an imaginary line to the junction of U.S. Highway No. 99 and State Highway No. 166, westerly on State Highway No. 166 to U.S. Highway No. 399 at Maricopa, northerly on U.S. Highway No. 399 to its junction with State Highway No. 33 at Taft, northwesterly on State Highway No. 33 to the southerly boundary of North Kern Territory, thence along the southerly boundary of North Kern Territory to starting point.</p> <p><u>TULARE TERRITORY</u></p> <p>Tulare Territory includes that area lying within the following boundaries:</p> <p>Commencing at the point of intersection of the Kings, Monterey and San Luis Obispo County Boundary lines; thence easterly along the southerly boundary of Kings and Tulare Counties to its intersection with the westerly boundary line of Sequoia National Forest; northerly along the latter boundary line to its intersection with the westerly boundary of Sequoia National Park; northerly and westerly along the westerly boundary line of Sequoia National Park to its intersection with State Highway No. 198; southeasterly along State Highway No. 198 to County Road approximately one mile north of Lemon Cove; westerly along said County Road through Woodlake to junction of said County Road with State Highway No. 65; northerly along State Highway No. 65 to point of intersection with northerly boundary of Tulare County; thence westerly, southeasterly and southerly along the northerly boundaries of Tulare and Kings Counties and westerly boundary of Kings County to point of beginning.</p> <p><u>WATSONVILLE TERRITORY</u></p> <p>Includes all points within the following boundaries:</p> <p>Beginning at the point where Salinas Creek enters into the Pajaro River; northerly along said Creek to Riverside Road; easterly along Riverside Road to College Road (Lakeview Road); northerly and westerly along College Road to East Lake Avenue; southerly along East Lake Avenue to Martine!! Street; westerly along Martine!! Street and its continuation along Oak Street to Freedom Blvd.; southerly along Freedom Blvd. and Main Street to Ford Street; westerly and southerly along Ford Street to Harkins Slough Road; westerly along Harkins Slough Road to Lee Road; southerly along Lee Road and Judd Road to First Street; westerly on First Street and its prolongation to the Pajaro River; southerly and easterly along the Pajaro River to point of beginning.</p>
370	
375	

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

ISSUED: July 26, 1979

EFFECTIVE: January 31, 1980

 ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
 5110 DISTRICT BOULEVARD
 MAYWOOD, CALIFORNIA 90270

CORRECTION NO.

-60-

CORRECTION NO. 88

-61-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

EFFECTIVE: July 17, 1980

ISSUED: June 13, 1980

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

385	<p>EXCEPTION 1: When palletized shipments subject to minimum weights of 20,000 pounds or more are loaded or unloaded by power equipment, the weight of the pallets (elevating truck pallets or platforms or lift truck skids) shall not be used in determining the weight of the shipment nor the charges thereon. This exception applies only when the weight of the pallets and the weight of the merchandise is separately stated by the Shipper on the Bill of Lading at time of shipment and only in connection with rates contained in other tariffs, and it is not applicable to shipments of empty pallets.</p> <p>Unless otherwise provided, charges shall be computed on actual gross weights, except when estimated weights are authorized such estimated weights shall be used (See Exception 1 below).</p> <p>WEIGHTS - GROSS WEIGHTS AND DUNNAGE (Exception to Sec. 1 and Sec. 3 of Item 995 of the Governing Classification)</p>
*383	<p>EXCEPTION: Such certificate shall not be required when the distance from point of origin to point of destination, computed in accordance with the method provided in the Distance Table, does not exceed 50 constructive miles.</p> <p>(B) Charges shall be based on the weight of the commodities as confirmed by the public weighmaster's certificate. The original and duplicate copy of the public weighmaster's certificate shall be affixed to the Shipper's and Carrier's copy of the freight bill respectively (See Exception).</p> <p>(A) The actual gross weight of the shipment shall be confirmed by a public weighmaster's certificate, which shall be obtained by the Carrier prior to or at the time of unloading (See Exception).</p> <p>(Applies in connection with rates making specific reference hereto)</p> <p>WEIGHMASTER'S CERTIFICATE</p>
380	<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 in the Tariffs are stated.</p> <p>UNIT OF MEASUREMENT IN QUOTATION OF RATES AND CHARGES</p>
ITEM NO.	RULES AND REGULATIONS

GOVERNING RULES TARIFF NO. 300

Agent

CAL-WEST TARIFF BUREAU, INC.

CAL. P.U.C. NO. 3

2nd Revised Page 61
Cancels
1st Revised Page 61

CORRECTION NO. 115

-61-A-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

EFFECTIVE: October 9, 1980

ISSUED: September 5, 1980

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

CODES IN "NOT APPLICABLE TO" COLUMN

EXPLANATION OF ALPHABETICAL

* SECTION NO. 1

GOVERNING RULES TARIFF NO. 300

Agent

Original Page 61-A

CAL. P.U.C. NO. 3

CAL-WEST TARIFF BUREAU, INC.

CORRECTION NO. 117

-62-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: September 5, 1980

EFFECTIVE: October 9, 1980

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

▲ For explanation of "Not Applicable to" Column, see Section 1 of this tariff and for individual exceptions to the rules named herein, see individual tariffs published by participating carriers herein, named in CAL. P.U.C. No. 2 issued by CWTB.

* - Denotes Addition
♦ - Denotes Increase
! - Denotes Reduction
/ - Denotes No Change
▲ - Denotes Changes Which Result In
Neither Increases Nor Reductions
(-) - Hyphen - Whenever in this Tariff figures are separated by the hyphen (-) it shall be understood to cover all figures in between as well as those figures named.

\$ - Denotes U.S. Dollars
X - Denotes Cancellation
/ - Denotes Or, And
% - Denotes Percent

EXPLANATION OF REFERENCE MARKS AND SYMBOLS

APPL. Application
AVE. Avenue
BLVD. Boulevard
C. Hundred Pounds
CA. California
C.A.L. P.U.C. or
CAL. PUC California Public
Utilities Commission
CHG. Charge
CO. Company or County
COL. Column
CONT. Continued
CWT Per 100 Pounds
CWTB Cal-West Tariff Bureau,
Inc., Agent
d/b/a Doing Business As
ETC. And So Forth
EQUIP. Equipment
FF. Folded Flat
GC. Governing Classification
GR. Governing Rules Tariff

HR(S) Hour(s)
INC. Incorporated
INCL. Inclusive
JCT. Junction
KD. Knocked Down
LA. or LA. Los Angeles, California
LB.(S) Pound(s)
L.T.L. Less Than Truckload or
Less Than Carload
M. Thousand Pounds
MIN. Minimum
MO. Month
NO. Number or North
NMFC National Motor Freight
Classification
PNT. Point
ST. Saint or Street
SU. Set Up
TL. Truckload
U.S. United States
VIZ. Namely
WT. Weight

EXPLANATION

ABBREVIATION

EXPLANATION

ABBREVIATION

EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS

GOVERNING RULES TARIFF NO. 300

Agent

3rd Revised Page 62
Cancels
2nd Revised Page 62

CAL. P.U.C. NO. 3

CAL-WEST TARIFF BUREAU, INC.

CORRECTION NO. 157

▲-61-B-

ISSUED BY: KEITH E. MILLER, ISSUING OFFICER
5110 DISTRICT BOULEVARD
MAYWOOD, CALIFORNIA 90270

ISSUED: February 20, 1981

EFFECTIVE: March 26, 1981

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

*C

B

A

Denotes Bell Transport Company
Denotes Blue Line Transporting Co., Inc.
Denotes Sandestin Trucking Company

ALPHABETICAL
CODE

PARTICIPATING CARRIER

SECTION 1

EXPLANATION OF ALPHABETICAL CODES IN "NOT APPLICABLE TO" COLUMN

GOVERNING RULES TARIFF NO. 300

3rd Revised Page 61-B
Cancels
2nd Revised Page 61-B

Agent

CAL. P.U.C. NO. 3

CAL-WEST TARIFF BUREAU, INC.

CAL-WEST TARIFF BUREAU, INC.

5110 District Blvd. - Maywood, California 90270
 Phone (323) 562-1490 Fax (323) 771-6007



April 20, 1999

Red Moore
Shown Date
 R.P.M. TRANSPORTATION, INC.
 13827 Carmentita Road., Unit E
 Santa Fe Springs, CA 90670

The following tariff pages are sent to you for your records:

CAL PUC NO.	TARIFF NO.	PAGE NO.	REVISION NO.	CORR. NO.	EFFECTIVE DATE
1	1	1	25th	66	April 21, 1999
1	1	2-A-1	original	67	April 21, 1999

CORRECTION NO. 66

-1-

ISSUED BY: ROD MOORE, PRESIDENT
13827 CARMENITA RD., UNIT E
SANTA FE SPRINGS, CA 90670

ISSUED: April 20, 1999

EFFECTIVE: April 21, 1999

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

Check Sheet	Explanation of Abbreviations, Reference Marks And Symbols	Table of Contents	SECTION 1 - RULES AND REGULATIONS	Application of Rates - Discounts or Allowances	Application of Tariff	Fuel Surcharge Increase in Rates and Charges	Governing Publications	SECTION 1-A - DISCOUNTS OR ALLOWANCES	SECTION 2 - EXCEPTIONS TO THE GOVERNING CLASSIFICATION	SECTION 3 - DISTANCE COMMODITY RATES	SECTION 4 - COMMODITY RATES
170	150	563	100	1000 Series	2000 Series	3000 Series	4000 Series				
Page 1	Last Page	Page 1									
ITEM NO.	SUBJECT										
(Except As Noted)											

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CHECK SHEET

All of the pages contained in this tariff are listed consecutively by number and revision number. The pages of the tariff, and the supplements to the tariff, listed on this page, bear issued dates which are the same as, or are prior to, the issued date of this page. "0" in the revision column indicates an original page.

LOCAL FREIGHT TARIFF NO. 1

25th Revised Page 1
Cancels
24th Revised Page 1

R.P.M. TRANSPORTATION, INC.

CAL. P.U.C. NO. 1

SECTION 1
RULES AND REGULATIONS
FUEL SURCHARGE INCREASE IN RATES AND CHARGES

(A) All rates and minimum charges provided in this Tariff shall be subject to a fuel surcharge as provided in Paragraph (C) below.

(B) The amount of percentage surcharge shall be subject to a weekly review. The surcharge has been established based on a "BASE" fuel charge of 116.0 cents per gallon for diesel fuel. The average price of fuel is changed weekly on every Monday morning at 8:00 A.M. and the price can be obtained by calling the California Diesel Fuel Price Survey, conducted by U.S. Transport Services, Fresno, CA (559) 224-5747.

(C) The carrier will establish the weekly surcharge amount by contacting the Cal Diesel Fuel Price Survey Hotline every Monday morning (8:00 A.M.). The Carrier will assess a one-half percent (.5%) surcharge for each full increment of 5 cents per gallon increase in fuel price. A negative surcharge is not allowed. Examples are as follows:

SURCHARGE ALLOWED

0%
.5%
1.0%
1.5%
2.0%

2.5%
3.0%
3.5%
4.0%
4.5%

5.0%
5.5%
6.0%
6.5%

BASE PRICE
Less than or equal to 116.0 cents

116.1 to 121.0 cents
121.1 to 126.0 cents
126.1 to 131.0 cents
131.1 to 136.0 cents

136.1 to 141.0 cents
141.1 to 146.0 cents
146.1 to 151.0 cents
151.1 to 156.0 cents
156.1 to 161.0 cents

161.1 to 166.0 cents
166.1 to 171.0 cents
171.1 to 176.0 cents
176.1 to 181.0 cents

(D) METHOD OF CALCULATING SURCHARGE INCREASES (subject to Note 1)
The surcharge increase will be clearly shown on the freight bill in the following manner:

EXAMPLE:

RATE IN CENTS PER 100 POUNDS	947
WEIGHT IN POUNDS	1350
(3% Surcharge)	
CHARGE	\$ 127.85
	<u>3.86</u>
	\$ 131.69

NOTE 1 - Fractions of less than one-half cent will be dropped; fractions of one-half cent or greater will be increased to the next whole cent.

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

ISSUED: April 20, 1999

EFFECTIVE: April 21, 1999

ISSUED BY: ROD MOORE, PRESIDENT
13827 CARMENITA RD. UNIT E
SANTA FE SPRINGS, CA 90670

CORRECTION NO. 67

-2-A-1

ISSUED: April 20, 1999

EFFECTIVE: April 21, 1999

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

SUBJECT	ITEM NO.
<p>Check Sheet -----</p> <p>Explanation of Abbreviations, Reference Marks And Symbols -----</p> <p>Table of Contents -----</p> <p>SECTION 1 - RULES AND REGULATIONS -----</p> <p>Application of Rates - Discounts or Allowances -----</p> <p>Application of Tariff -----</p> <p>*Fuel Surcharge Increase in Rates and Charges -----</p> <p>Governing Publications -----</p> <p>SECTION 1-A - DISCOUNTS OR ALLOWANCES -----</p> <p>SECTION 2 - EXCEPTIONS TO THE GOVERNING CLASSIFICATION -----</p> <p>SECTION 3 - DISTANCE COMMODITY RATES -----</p> <p>SECTION 4 - COMMODITY RATES -----</p>	<p>170</p> <p>150</p> <p>563</p> <p>100</p> <p>1000 Series</p> <p>2000 Series</p> <p>3000 Series</p> <p>4000 Series</p>
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All of the Pages contained in this Tariff are listed consecutively by number and revision number. The pages of the Tariff, and the supplements to the Tariff, listed on this page, bear issued dates which are the same as, or are prior to, the issued date of this page. "0" in the revision column indicates an original page.

CHECK SHEET

LOCAL FREIGHT TARIFF NO. 1

25th Revised Page 1
Cancels
24th Revised Page 1

R.P.M. TRANSPORTATION, INC.

CAL. P.U.C. NO. 1

SECTION 1 RULES AND REGULATIONS

FUEL SURCHARGE INCREASE IN RATES AND CHARGES

(A) All rates and minimum charges provided in this tariff shall be subject to a fuel surcharge as provided in Paragraph (C) below.

(B) The amount of percentage surcharge shall be subject to a weekly review. The surcharge has been established based on a "BASE" fuel charge of 16.0 cents per gallon for diesel fuel. The average price of fuel is changed weekly on every Monday morning at 8:00 A.M. and the price can be obtained by calling the California Diesel Fuel Price Survey, conducted by U.S. Transport Services, Fresno, CA (559) 224-5747.

(C) The carrier will establish the weekly surcharge amount by contacting the Cal Diesel Fuel Price Survey Hotline every Monday morning (8:00 A.M.). The carrier will assess a one-half percent (.5%) surcharge for each full increment of 5 cents per gallon increase in fuel price. A negative surcharge is not allowed. Examples are as follows:

SURCHARGE ALLOWED

0%

.5%

1.0%

1.5%

2.0%

2.5%

3.0%

3.5%

4.0%

4.5%

5.0%

5.5%

6.0%

6.5%

BASE PRICE
Less than or equal to 16.0 cents

116.1 to 121.0 cents

121.1 to 126.0 cents

126.1 to 131.0 cents

131.1 to 136.0 cents

136.1 to 141.0 cents

141.1 to 146.0 cents

146.1 to 151.0 cents

151.1 to 156.0 cents

156.1 to 161.0 cents

161.1 to 166.0 cents

166.1 to 171.0 cents

171.1 to 176.0 cents

176.1 to 181.0 cents

(D) METHOD OF CALCULATING SURCHARGE INCREASES (Subject to Note 1)

The surcharge increase will be clearly shown on the freight bill in the following manner:

EXAMPLE:

RATE IN CENTS PER 100 POUNDS

947

WEIGHT IN POUNDS

1350

(3% Surcharge)

CHARGE

\$ 127.85

\$ 131.69

NOTE 1 - Fractions of less than one-half cent will be dropped; fractions of one-half cent or greater will be increased to the next whole cent.

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

ISSUED: April 20, 1999

EFFECTIVE: April 21, 1999

ISSUED BY: ROD MOORE, PRESIDENT
13827 CARMENITA RD. UNIT E
SANTA FE SPRINGS, CA 90670

CORRECTION NO. 67

-2-A-1

CORRECTION NO. 66

- 1 -

ISSUED BY: ROD MOORE, PRESIDENT
13827 CARMENITA RD., UNIT E
SANTA FE SPRINGS, CA 90670

ISSUED: April 20, 1999

EFFECTIVE: April 21, 1999

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

<p>4000 Series 3000 Series 2000 Series 1000 Series 100 563 150 170</p> <p>Page 1 Last Page Page 1</p>	<p>SECTION 1 - RULES AND REGULATIONS Explanation of Abbreviations, Reference Marks And Symbols Table of Contents Check Sheet Application of Rates - Discounts or Allowances Application of Tariff Fuel Surcharge Increase in Rates and Charges Governing Publications SECTION 1-A - DISCOUNTS OR ALLOWANCES SECTION 2 - EXCEPTIONS TO THE GOVERNING CLASSIFICATION SECTION 3 - DISTANCE COMMODITY RATES SECTION 4 - COMMODITY RATES</p>
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2-D	0	3-D	0	4-D	0	5-D	0	6-D	0
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2-E	0	3-E	0	4-E	0	5-E	0	6-E	0
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2-T	0	3-T	0	4-T	0	5-T	0	6-T	0
2-T-1	0	3-T-1	0	4-T-1	0	5-T-1	0	6-T-1	0
2-U	0	3-U	0	4-U	0	5-U	0	6-U	0
2-U-1	0	3-U-1	0	4-U-1	0	5-U-1	0	6-U-1	0
2-V	0	3-V	0	4-V	0	5-V	0	6-V	0
2-V-1	0	3-V-1	0	4-V-1	0	5-V-1	0	6-V-1	0
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CHECK SHEET

All of the pages contained in this tariff are listed consecutively by number and revision number. The pages of the tariff, and the supplements to the tariff, listed on this page, bear issued dates which are the same as, or are prior to, the issued date of this page. "0" in the revision column indicates an original page.

LOCAL FREIGHT TARIFF NO. 1

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Cancels
24th Revised Page 1

R.P.M. TRANSPORTATION, INC.

CAL. P.U.C. NO. 1

CORRECTION NO. 67

-2-A-1

ISSUED BY: ROD MOORE, PRESIDENT
13827 CARMENITA RD. UNIT E
SANTA FE SPRINGS, CA 90670

ISSUED: April 20, 1999

EFFECTIVE: April 21, 1999

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

NOTE 1 - Fractions of less than one-half cent will be dropped; fractions of one-half cent or greater will be increased to the next whole cent.

EXAMPLE:

RATE IN CENTS PER 100 POUNDS	947
WEIGHT IN POUNDS	1350
(3% Surcharge)	
CHARGE	\$ 127.85
	\$ 131.69

(D) METHOD OF CALCULATING SURCHARGE INCREASES (Subject to Note 1)
The surcharge increase will be clearly shown on the freight bill in the following manner:

BASE PRICE	116.1 to 121.0 cents	0%
Less than or equal to 116.0 cents	121.1 to 126.0 cents	.5%
	126.1 to 131.0 cents	1.0%
	131.1 to 136.0 cents	1.5%
	136.1 to 141.0 cents	2.0%
	141.1 to 146.0 cents	2.5%
	146.1 to 151.0 cents	3.0%
	151.1 to 156.0 cents	3.5%
	156.1 to 161.0 cents	4.0%
	161.1 to 166.0 cents	4.5%
	166.1 to 171.0 cents	5.0%
	171.1 to 176.0 cents	5.5%
	176.1 to 181.0 cents	6.0%
		6.5%

SURCHARGE ALLOWED

- (A) All rates and minimum charges provided in this Tariff shall be subject to a fuel surcharge as provided in Paragraph (C) below.
- (B) The amount of percentage surcharge shall be subject to a weekly review. The surcharge has been established based on a "BASE" fuel charge of 116.0 cents per gallon for diesel fuel. The average price of fuel is changed weekly on every Monday morning at 8:00 A.M. and the price can be obtained by calling the California Diesel Fuel Price Survey, conducted by U.S. Transport Services, Fresno, CA (559) 224-5747.
- (C) The carrier will establish the weekly surcharge amount by contacting the Cal Diesel Fuel Price Survey Hotline every Monday morning (8:00 A.M.). The carrier will assess a one-half percent (.5%) surcharge for each full increment of 5 cents per gallon increase in fuel price. A negative surcharge is not allowed. Examples are as follows:

FUEL SURCHARGE INCREASE IN RATES AND CHARGES

RULES AND REGULATIONS

SECTION 1

LOCAL FREIGHT TARIFF NO. 1

Original Page 2-A-1

R.P.M. TRANSPORTATION, INC.

CAL. P.U.C. NO. 1

ISSUED: April 20, 1999

EFFECTIVE: April 21, 1999

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

SUBJECT	ITEM NO.
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CHECK SHEET

LOCAL FREIGHT TARIFF NO. 1

25th Revised Page 1
24th Revised Page 1

R.P.M. TRANSPORTATION, INC.

CAL. P.U.C. NO. 1

SECTION 1

RULES AND REGULATIONS

FUEL SURCHARGE INCREASE IN RATES AND CHARGES

ITEM NO.

(A) All rates and minimum charges provided in this Tariff shall be subject to a fuel surcharge as provided in Paragraph (C) below.

(B) The amount of percentage surcharge shall be subject to a weekly review. The surcharge has been established based on a "BASE" fuel charge of 116.0 cents per gallon for diesel fuel. The average price of fuel is changed weekly on every Monday morning at 8:00 A.M. and the price can be obtained by calling the California Diesel Fuel Price Survey, conducted by U.S. Transport Services, Fresno, CA (559) 224-5747.

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SURCHARGE ALLOWED

0%

.5%

1.0%

1.5%

2.0%

2.5%

3.0%

3.5%

4.0%

4.5%

5.0%

5.5%

6.0%

6.5%

BASE PRICE

Less than or equal to 116.0 cents

116.1 to 121.0 cents

121.1 to 126.0 cents

126.1 to 131.0 cents

131.1 to 136.0 cents

136.1 to 141.0 cents

141.1 to 146.0 cents

146.1 to 151.0 cents

151.1 to 156.0 cents

156.1 to 161.0 cents

161.1 to 166.0 cents

166.1 to 171.0 cents

171.1 to 176.0 cents

176.1 to 181.0 cents

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The surcharge increase will be clearly shown on the freight bill in the following manner:

EXAMPLE:

RATE IN CENTS PER 100 POUNDS

947

WEIGHT IN POUNDS

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(3% Surcharge)

CHARGE

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EFFECTIVE: April 21, 1999

ISSUED BY: ROD MOORE, PRESIDENT
13827 CARMENITA RD. UNIT E
SANTA FE SPRINGS, CA 90670

CORRECTION NO. 67

-2-A-1

CORRECTION NO. 66

-1-

ISSUED BY: ROD MOORE, PRESIDENT
13827 CARMENITA RD., UNIT E
SANTA FE SPRINGS, CA 90670

ISSUED: April 20, 1999

EFFECTIVE: April 21, 1999

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

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2-BX	0	2-BX	0	2-BX	0	2-BX	0
2-BY	0	2-BY	0	2-BY	0	2-BY	0
2-BZ	0	2-BZ	0	2-BZ	0	2-BZ	0
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2-CC	0	2-CC	0	2-CC	0	2-CC	0
2-CD	0	2-CD	0	2-CD	0	2-CD	0
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2-CW	0	2-CW	0	2-CW	0	2-CW	0
2-CX	0	2-CX	0	2-CX	0	2-CX	0
2-CY	0	2-CY	0	2-CY	0	2-CY	0
2-CZ	0	2-CZ	0	2-CZ	0	2-CZ	0
2-DA	0	2-DA	0	2-DA	0	2-DA	0
2-DB	0	2-DB	0	2-DB	0	2-DB	0
2-DC	0	2-DC	0	2-DC	0	2-DC	0
2-DD	0	2-DD	0	2-DD	0	2-DD	0
2-DE	0	2-DE	0	2-DE	0	2-DE	0
2-DF	0	2-DF	0	2-DF	0	2-DF	0
2-DG	0	2-DG	0	2-DG	0	2-DG	0
2-DH	0	2-DH	0	2-DH	0	2-DH	0
2-DI	0	2-DI	0	2-DI	0	2-DI	0
2-DJ	0	2-DJ	0	2-DJ	0	2-DJ	0
2-DK	0	2-DK	0	2-DK	0	2-DK	0
2-DL	0	2-DL	0	2-DL	0	2-DL	0
2-DM	0	2-DM	0	2-DM	0	2-DM	0
2-DN	0	2-DN	0	2-DN	0	2-DN	0
2-DO	0	2-DO	0	2-DO	0	2-DO	0
2-DP	0	2-DP	0	2-DP	0	2-DP	0
2-DQ	0	2-DQ	0	2-DQ	0	2-DQ	0
2-DR	0	2-DR	0	2-DR	0	2-DR	0
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2-DT	0	2-DT	0	2-DT	0	2-DT	0
2-DU	0	2-DU	0	2-DU	0	2-DU	0
2-DV	0	2-DV	0	2-DV	0	2-DV	0
2-DW	0	2-DW	0	2-DW	0	2-DW	0
2-DX	0	2-DX	0	2-DX	0	2-DX	0
2-DY	0	2-DY	0	2-DY	0	2-DY	0
2-DZ	0	2-DZ	0	2-DZ	0	2-DZ	0
2-EA	0	2-EA	0	2-EA	0	2-EA	0
2-EB	0	2-EB	0	2-EB	0	2-EB	0
2-EC	0	2-EC	0	2-EC	0	2-EC	0
2-ED	0	2-ED	0	2-ED	0	2-ED	0
2-EE	0	2-EE	0	2-EE	0	2-EE	0
2-EF	0	2-EF	0	2-EF	0	2-EF	0
2-EG	0	2-EG	0	2-EG	0	2-EG	0
2-EH	0	2-EH	0	2-EH	0	2-EH	0
2-EI	0	2-EI	0	2-EI	0	2-EI	0
2-EJ	0	2-EJ	0	2-EJ	0	2-EJ	0
2-EK	0	2-EK	0	2-EK	0	2-EK	0
2-EL	0	2-EL	0	2-EL	0	2-EL	0
2-EM	0	2-EM	0	2-EM	0	2-EM	0
2-EN	0	2-EN	0	2-EN	0	2-EN	0
2-EO	0	2-EO	0	2-EO	0	2-EO	0
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2-ER	0	2-ER	0	2-ER	0	2-ER	0
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2-EY	0	2-EY	0	2-EY	0	2-EY	0
2-EZ	0	2-EZ	0	2-EZ	0	2-EZ	0
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2-FK	0	2-FK	0	2-FK	0	2-FK	0
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2-FX	0	2-FX	0	2-FX	0	2-FX	0
2-FY	0	2-FY	0	2-FY	0	2-FY	0
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2-GE	0	2-GE	0	2-GE	0	2-GE	0
2-GF	0	2-GF	0	2-GF	0	2-GF	0
2-GG	0	2-GG	0	2-GG	0	2-GG	0
2-GH	0	2-GH	0	2-GH	0	2-GH	0
2-GI	0	2-GI	0	2-GI	0	2-GI	0
2-GJ	0	2-GJ	0	2-GJ	0	2-GJ	0
2-GK	0	2-GK	0	2-GK	0	2-GK	0
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2-GN	0	2-GN	0	2-GN	0	2-GN	0
2-GO	0	2-GO	0	2-GO	0	2-GO	0
2-GP	0	2-GP	0	2-GP	0	2-GP	0
2-GQ	0	2-GQ	0	2-GQ	0	2-GQ	0
2-GR	0	2-GR	0	2-GR	0	2-GR	0
2-GS	0	2-GS	0	2-GS	0	2-GS	0
2-GT	0	2-GT	0	2-GT	0	2-GT	0
2-GU	0	2-GU	0	2-GU	0	2-GU	0
2-GV	0	2-GV	0	2-GV	0	2-GV	0
2-GW	0	2-GW	0	2-GW	0	2-GW	0
2-GX	0	2-GX	0	2-G			

CORRECTION NO. 66

-1-

ISSUED BY: ROD MOORE, PRESIDENT
13827 CARMENITA RD., UNIT E
SANTA FE SPRINGS, CA 90670

EFFECTIVE: April 21, 1999

ISSUED: April 20, 1999

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

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Application of Rates - Discounts or Allowances ----- Application of Tariff ----- *Fuel Surcharge Increase in Rates and Charges ----- Governing Publications -----	SECTION 1-A - DISCOUNTS OR ALLOWANCES -----
SECTION 2 - EXCEPTIONS TO THE GOVERNING CLASSIFICATION -----	SECTION 2 - EXCEPTIONS TO THE GOVERNING CLASSIFICATION -----
SECTION 3 - DISTANCE COMMODITY RATES -----	SECTION 3 - DISTANCE COMMODITY RATES -----
SECTION 4 - COMMODITY RATES -----	SECTION 4 - COMMODITY RATES -----
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2-B	7th								

All of the pages contained in this tariff are listed consecutively by number and revision number. The pages of the tariff, and the supplements to the tariff, listed on this page, bear issued dates which are the same as, or are prior to, the issued date of this page. "0" in the revision column indicates an original page.

CHECK SHEET

LOCAL FREIGHT TARIFF NO. 1

25th Revised Page 1
Cancels
24th Revised Page 1

R.P.M. TRANSPORTATION, INC.

CAL. P.U.C. NO. 1

LOCAL FREIGHT TARIFF NO. 1

RULES AND REGULATIONS

FUEL SURCHARGE INCREASE IN RATES AND CHARGES

ITEM
NO.

SECTION 1

(A) All rates and minimum charges provided in this Tariff shall be subject to a fuel surcharge as provided in Paragraph (C) below.

(B) The amount of percentage surcharge shall be subject to a weekly review. The surcharge has been established based on a "BASE" fuel charge of 116.0 cents per gallon for diesel fuel. The average price of fuel is changed weekly on every Monday morning at 8:00 A.M. and the price can be obtained by calling the California Diesel Fuel Price Survey, conducted by U.S. Transport Services, Fresno, CA (559) 224-5747.

(C) The carrier will establish the weekly surcharge amount by contacting the Cal Diesel Fuel Price Survey Hotline every Monday morning (8:00 A.M.). The Carrier will assess a one-half percent (.5%) surcharge for each full increment of 5 cents per gallon increase in fuel price. A negative surcharge is not allowed. Examples are as follows:

BASE PRICE
Less than or equal to 116.0 cents

0%
.5%
1.0%
1.5%
2.0%

SURCHARGE ALLOWED

116.1 to 121.0 cents
121.1 to 126.0 cents
126.1 to 131.0 cents
131.1 to 136.0 cents
136.1 to 141.0 cents
141.1 to 146.0 cents
146.1 to 151.0 cents
151.1 to 156.0 cents
156.1 to 161.0 cents
161.1 to 166.0 cents
166.1 to 171.0 cents
171.1 to 176.0 cents
176.1 to 181.0 cents

2.5%
3.0%
3.5%
4.0%
4.5%
5.0%
5.5%
6.0%
6.5%

(D) METHOD OF CALCULATING SURCHARGE INCREASES (Subject to Note 1)
The surcharge increase will be clearly shown on the freight bill in the following manner:

EXAMPLE:

RATE IN CENTS PER 100 POUNDS 947
WEIGHT IN POUNDS 1350
CHARGE \$ 127.85

(3% Surcharge)
3.84
\$ 131.69

NOTE 1 - Fractions of less than one-half cent will be dropped; fractions of one-half cent or greater will be increased to the next whole cent.

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

ISSUED: April 20, 1999

EFFECTIVE: April 21, 1999

ISSUED BY: ROD MOORE, PRESIDENT
13827 CARMENITA RD. UNIT E
SANTA FE SPRINGS, CA 90670

CORRECTION NO. 67

-2-A-1

SECTION 1 RULES AND REGULATIONS FUEL SURCHARGE INCREASE IN RATES AND CHARGES

(A) All rates and minimum charges provided in this Tariff shall be subject to a fuel surcharge as provided in Paragraph (C) below.

(B) The amount of percentage surcharge shall be subject to a weekly review. The surcharge has been established based on a "BASE" fuel charge of 116.0 cents per gallon for diesel fuel. The average price of fuel is changed weekly on every Monday morning at 8:00 A.M. and the price can be obtained by calling the California Diesel Fuel Price Survey, conducted by U.S. Transport Services, Fresno, CA (559) 224-5747.

(C) The carrier will establish the weekly surcharge amount by contacting the Cal Diesel Fuel Price Survey Hotline every Monday morning (8:00 A.M.). The carrier will assess a one-half percent (.5%) surcharge for each full increment of 5 cents per gallon increase in fuel price. A negative surcharge is not allowed. Examples are as follows:

BASE PRICE	SURCHARGE ALLOWED
Less than or equal to 116.0 cents	0%
116.1 to 121.0 cents	.5%
121.1 to 126.0 cents	1.0%
126.1 to 131.0 cents	1.5%
131.1 to 136.0 cents	2.0%
136.1 to 141.0 cents	2.5%
141.1 to 146.0 cents	3.0%
146.1 to 151.0 cents	3.5%
151.1 to 156.0 cents	4.0%
156.1 to 161.0 cents	4.5%
161.1 to 166.0 cents	5.0%
166.1 to 171.0 cents	5.5%
171.1 to 176.0 cents	6.0%
176.1 to 181.0 cents	6.5%

(D) METHOD OF CALCULATING SURCHARGE INCREASES (Subject to Note 1)
The surcharge increase will be clearly shown on the freight bill in the following manner:

EXAMPLE:

RATE IN CENTS PER 100 POUNDS	WEIGHT IN POUNDS	CHARGE
947	1350	\$ 127.85
		3.84
		\$ 131.69

NOTE 1 - Fractions of less than one-half cent will be dropped; fractions of one-half cent or greater will be increased to the next whole cent.

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

ISSUED: April 20, 1999

EFFECTIVE: April 21, 1999

ISSUED BY: ROD MOORE, PRESIDENT
13827 CARMENITA RD. UNIT E
SANTA FE SPRINGS, CA 90670

CORRECTION NO. 67

-2-A-1

EFFECTIVE: April 21, 1999

ISSUED: April 20, 1999

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

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CHECK SHEET

LOCAL FREIGHT TARIFF NO. 1

25th Revised Page 1
Cancels
24th Revised Page 1

R.P.M. TRANSPORTATION, INC.

CAL. P.U.C. NO. 1

LOCAL FREIGHT TARIFF NO. 1

SECTION 1 RULES AND REGULATIONS

FUEL SURCHARGE INCREASE IN RATES AND CHARGES

ITEM
NO.

(A) All rates and minimum charges provided in this tariff shall be subject to a fuel surcharge as provided in Paragraph (C) below.

(B) The amount of percentage surcharge shall be subject to a weekly review. The surcharge has been established based on a "BASE" fuel charge of 116.0 cents per gallon for diesel fuel. The average price of fuel is changed weekly on every Monday morning at 8:00 A.M. and the price can be obtained by calling the California Diesel Fuel Price Survey, conducted by U.S. Transport Services, Fresno, CA (559) 224-5747.

(C) The carrier will establish the weekly surcharge amount by contacting the Cal Diesel Fuel Price Survey Hotline every Monday morning (8:00 A.M.). The carrier will assess a one-half percent (.5%) surcharge for each full increment of 5 cents per gallon increase in fuel price. A negative surcharge is not allowed. Examples are as follows:

BASE PRICE
Less than or equal to 116.0 cents

116.1 to 121.0 cents

121.1 to 126.0 cents

126.1 to 131.0 cents

131.1 to 136.0 cents

136.1 to 141.0 cents

141.1 to 146.0 cents

146.1 to 151.0 cents

151.1 to 156.0 cents

156.1 to 161.0 cents

161.1 to 166.0 cents

166.1 to 171.0 cents

171.1 to 176.0 cents

176.1 to 181.0 cents

181.1 to 186.0 cents

186.1 to 191.0 cents

191.1 to 196.0 cents

196.1 to 201.0 cents

201.1 to 206.0 cents

206.1 to 211.0 cents

211.1 to 216.0 cents

216.1 to 221.0 cents

221.1 to 226.0 cents

226.1 to 231.0 cents

231.1 to 236.0 cents

236.1 to 241.0 cents

241.1 to 246.0 cents

246.1 to 251.0 cents

251.1 to 256.0 cents

256.1 to 261.0 cents

261.1 to 266.0 cents

266.1 to 271.0 cents

271.1 to 276.0 cents

276.1 to 281.0 cents

281.1 to 286.0 cents

286.1 to 291.0 cents

291.1 to 296.0 cents

296.1 to 301.0 cents

301.1 to 306.0 cents

306.1 to 311.0 cents

311.1 to 316.0 cents

316.1 to 321.0 cents

321.1 to 326.0 cents

326.1 to 331.0 cents

331.1 to 336.0 cents

336.1 to 341.0 cents

341.1 to 346.0 cents

346.1 to 351.0 cents

351.1 to 356.0 cents

356.1 to 361.0 cents

361.1 to 366.0 cents

366.1 to 371.0 cents

371.1 to 376.0 cents

376.1 to 381.0 cents

381.1 to 386.0 cents

386.1 to 391.0 cents

391.1 to 396.0 cents

396.1 to 401.0 cents

401.1 to 406.0 cents

406.1 to 411.0 cents

411.1 to 416.0 cents

416.1 to 421.0 cents

421.1 to 426.0 cents

426.1 to 431.0 cents

431.1 to 436.0 cents

436.1 to 441.0 cents

441.1 to 446.0 cents

446.1 to 451.0 cents

451.1 to 456.0 cents

456.1 to 461.0 cents

461.1 to 466.0 cents

466.1 to 471.0 cents

471.1 to 476.0 cents

476.1 to 481.0 cents

481.1 to 486.0 cents

486.1 to 491.0 cents

491.1 to 496.0 cents

496.1 to 501.0 cents

501.1 to 506.0 cents

506.1 to 511.0 cents

511.1 to 516.0 cents

516.1 to 521.0 cents

521.1 to 526.0 cents

526.1 to 531.0 cents

531.1 to 536.0 cents

536.1 to 541.0 cents

541.1 to 546.0 cents

546.1 to 551.0 cents

551.1 to 556.0 cents

556.1 to 561.0 cents

561.1 to 566.0 cents

566.1 to 571.0 cents

571.1 to 576.0 cents

576.1 to 581.0 cents

581.1 to 586.0 cents

586.1 to 591.0 cents

591.1 to 596.0 cents

596.1 to 601.0 cents

601.1 to 606.0 cents

606.1 to 611.0 cents

611.1 to 616.0 cents

616.1 to 621.0 cents

621.1 to 626.0 cents

626.1 to 631.0 cents

631.1 to 636.0 cents

636.1 to 641.0 cents

641.1 to 646.0 cents

646.1 to 651.0 cents

651.1 to 656.0 cents

656.1 to 661.0 cents

661.1 to 666.0 cents

666.1 to 671.0 cents

671.1 to 676.0 cents

676.1 to 681.0 cents

681.1 to 686.0 cents

686.1 to 691.0 cents

691.1 to 696.0 cents

696.1 to 701.0 cents

701.1 to 706.0 cents

706.1 to 711.0 cents

711.1 to 716.0 cents

716.1 to 721.0 cents

721.1 to 726.0 cents

726.1 to 731.0 cents

731.1 to 736.0 cents

736.1 to 741.0 cents

741.1 to 746.0 cents

746.1 to 751.0 cents

751.1 to 756.0 cents

756.1 to 761.0 cents

761.1 to 766.0 cents

766.1 to 771.0 cents

771.1 to 776.0 cents

776.1 to 781.0 cents

781.1 to 786.0 cents

786.1 to 791.0 cents

791.1 to 796.0 cents

796.1 to 801.0 cents

801.1 to 806.0 cents

806.1 to 811.0 cents

811.1 to 816.0 cents

816.1 to 821.0 cents

821.1 to 826.0 cents

826.1 to 831.0 cents

831.1 to 836.0 cents

836.1 to 841.0 cents

841.1 to 846.0 cents

846.1 to 851.0 cents

851.1 to 856.0 cents

856.1 to 861.0 cents

861.1 to 866.0 cents

866.1 to 871.0 cents

871.1 to 876.0 cents

876.1 to 881.0 cents

881.1 to 886.0 cents

886.1 to 891.0 cents

891.1 to 896.0 cents

896.1 to 901.0 cents

901.1 to 906.0 cents

906.1 to 911.0 cents

911.1 to 916.0 cents

916.1 to 921.0 cents

921.1 to 926.0 cents

926.1 to 931.0 cents

931.1 to 936.0 cents

936.1 to 941.0 cents

941.1 to 946.0 cents

946.1 to 951.0 cents

951.1 to 956.0 cents

956.1 to 961.0 cents

961.1 to 966.0 cents

966.1 to 971.0 cents

971.1 to 976.0 cents

976.1 to 981.0 cents

981.1 to 986.0 cents

986.1 to 991.0 cents

991.1 to 996.0 cents

996.1 to 1001.0 cents

1001.1 to 1006.0 cents

1006.1 to 1011.0 cents

1011.1 to 1016.0 cents

1016.1 to 1021.0 cents

1021.1 to 1026.0 cents

1026.1 to 1031.0 cents

1031.1 to 1036.0 cents

1036.1 to 1041.0 cents

1041.1 to 1046.0 cents

1046.1 to 1051.0 cents

1051.1 to 1056.0 cents

1056.1 to 1061.0 cents

1061.1 to 1066.0 cents

1066.1 to 1071.0 cents

1071.1 to 1076.0 cents

1076.1 to 1081.0 cents

1081.1 to 1086.0 cents

1086.1 to 1091.0 cents

1091.1 to 1096.0 cents

1096.1 to 1101.0 cents

1101.1 to 1106.0 cents

1106.1 to 1111.0 cents

1111.1 to 1116.0 cents

1116.1 to 1121.0 cents

1121.1 to 1126.0 cents

1126.1 to 1131.0 cents

1131.1 to 1136.0 cents

1136.1 to 1141.0 cents

1141.1 to 1146.0 cents

1146.1 to 1151.0 cents

1151.1 to 1156.0 cents

1156.1 to 1161.0 cents

1161.1 to 1166.0 cents

1166.1 to 1171.0 cents

1171.1 to 1176.0 cents

1176.1 to 1181.0 cents

1181.1 to 1186.0 cents

1186.1 to 1191.0 cents

1191.1 to 1196.0 cents

1196.1 to 1201.0 cents

1201.1 to 1206.0 cents

1206.1 to 1211.0 cents

1211.1 to 1216.0 cents

1216.1 to 1221.0 cents

1221.1 to 1226.0 cents

1226.1 to 1231.0 cents

1231.1 to 1236.0 cents

1236.1 to 1241.0 cents

1241.1 to 1246.0 cents

1246.1 to 1251.0 cents

1251.1 to 1256.0 cents

1256.1 to 1261.0 cents

1261.1 to 1266.0 cents

1266.1 to 1271.0 cents

1271.1 to 1276.0 cents</

CORRECTION NO. 66

-1-

ISSUED BY: ROD MOORE, PRESIDENT
13827 CARMENITA RD., UNIT E
SANTA FE SPRINGS, CA 90670

EFFECTIVE: April 21, 1999

ISSUED: April 20, 1999

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

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R.P.M. TRANSPORTATION, INC.

CAL. P.U.C. NO. 1

RULES AND REGULATIONS

FUEL SURCHARGE INCREASE IN RATES AND CHARGES

ITEM
NO.

SECTION 1

(A) All rates and minimum charges provided in this tariff shall be subject to a fuel surcharge as provided in Paragraph (C) below.

(B) The amount of percentage surcharge shall be subject to a weekly review. The surcharge has been established based on a "BASE" fuel charge of 116.0 cents per gallon for diesel fuel. The average price of fuel is changed weekly on every Monday morning at 8:00 A.M. and the price can be obtained by calling the California Diesel Fuel Price Survey, conducted by U.S. Transport Services, Fresno, CA (559) 224-5747.

(C) The carrier will establish the weekly surcharge amount by contacting the Cal Diesel Fuel Price Survey Hotline every Monday morning (8:00 A.M.). The Carrier will assess a one-half percent (.5%) surcharge for each full increment of 5 cents per gallon increase in fuel price. A negative surcharge is not allowed. Examples are as follows:

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Less than or equal to 116.0 cents

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151.1 to 156.0 cents
156.1 to 161.0 cents
161.1 to 166.0 cents
166.1 to 171.0 cents
171.1 to 176.0 cents
176.1 to 181.0 cents

0%
.5%
1.0%
1.5%
2.0%
2.5%
3.0%
3.5%
4.0%
4.5%
5.0%
5.5%
6.0%
6.5%

(D) METHOD OF CALCULATING SURCHARGE INCREASES (Subject to Note 1)
The surcharge increase will be clearly shown on the freight bill in the following manner:

EXAMPLE:

RATE IN CENTS PER 100 POUNDS	947
WEIGHT IN POUNDS	1350
(3% surcharge)	
CHARGE	\$ 127.85
	3.84
	\$ 131.69

NOTE 1 - Fractions of less than one-half cent will be dropped; fractions of one-half cent or greater will be increased to the next whole cent.

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ISSUED: April 20, 1999

EFFECTIVE: April 21, 1999

ISSUED BY: ROD MOORE, PRESIDENT
13827 CARMENITA RD. UNIT E
SANTA FE SPRINGS, CA 90670

CORRECTION NO. 67

-2-A-1

CORRECTION NO. 66

-1-

ISSUED BY: ROD MOORE, PRESIDENT
13827 CARMENITA RD., UNIT E
SANTA FE SPRINGS, CA 90670

EFFECTIVE: April 21, 1999

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2-A-1	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	7th	0
7th	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	2-A	0
2-A	0	7th	0	0	0	2-A-1	0
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2-B	0	7th	0	0	0	7th	0
7th	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	2-A	0
2-A	0	7th	0	0	0	2-A-1	0
2-A-1	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	7th	0
7th	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	2-A	0
2-A	0	7th	0	0	0	2-A-1	0
2-A-1	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	7th	0
7th	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	2-A	0
2-A	0	7th	0	0	0	2-A-1	0
2-A-1	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	7th	0
7th	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	2-A	0
2-A	0	7th	0	0	0	2-A-1	0
2-A-1	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	7th	0
7th	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	2-A	0
2-A	0	7th	0	0	0	2-A-1	0
2-A-1	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	7th	0
7th	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	2-A	0
2-A	0	7th	0	0	0	2-A-1	0
2-A-1	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	7th	0
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2-B	0	7th	0	0	0	2-A	0
2-A	0	7th	0	0	0	2-A-1	0
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2-B	0	7th	0	0	0	7th	0
7th	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	2-A	0
2-A	0	7th	0	0	0	2-A-1	0
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7th	0	7th	0	0	0	2-B	0
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2-B	0	7th	0	0	0	2-A	0
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2-A	0	7th	0	0	0	2-A-1	0
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2-B	0	7th	0	0	0	7th	0
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2-B	0	7th	0	0	0	2-A	0
2-A	0	7th	0	0	0	2-A-1	0
2-A-1	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	7th	0
7th	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	2-A	0
2-A	0	7th	0	0	0	2-A-1	0
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7th	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	2-A	0
2-A	0	7th	0	0	0	2-A-1	0
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2-B	0	7th	0	0	0	7th	0
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2-B	0	7th	0	0	0	2-A	0
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2-A-1	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	7th	0
7th	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	2-A	0
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2-B	0	7th	0	0	0	2-A	0
2-A	0	7th	0	0	0	2-A-1	0
2-A-1	0	7th	0	0	0	2-B	0
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7th	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	2-A	0
2-A	0	7th	0	0	0	2-A-1	0
2-A-1	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	7th	0
7th	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	2-A	0
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2-B	0	7th	0	0	0	2-A	0
2-A	0	7th	0	0	0	2-A-1	0
2-A-1	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	7th	0
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2-B	0	7th	0	0	0	2-A	0
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2-A-1	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	7th	0
7th	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	2-A	0
2-A	0	7th	0	0	0	2-A-1	0
2-A-1	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	7th	0
7th	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	2-A	0
2-A	0	7th	0	0	0	2-A-1	0
2-A-1	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	7th	0
7th	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	2-A	0
2-A	0	7th	0	0	0	2-A-1	0
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7th	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	2-A	0
2-A	0	7th	0	0	0	2-A-1	0
2-A-1	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	7th	0
7th	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	2-A	0
2-A	0	7th	0	0	0	2-A-1	0
2-A-1	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	7th	0
7th	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	2-A	0
2-A	0	7th	0	0	0	2-A-1	0
2-A-1	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	7th	0
7th	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	2-A	0
2-A	0	7th	0	0	0	2-A-1	0
2-A-1	0	7th	0	0	0	2-B	0
2-B	0	7th	0	0	0	7th	0
7th	0	7th	0	0	0		

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211.1 to 216.0 cents

216.1 to 221.0 cents

221.1 to 226.0 cents

226.1 to 231.0 cents

231.1 to 236.0 cents

236.1 to 241.0 cents

241.1 to 246.0 cents

246.1 to 251.0 cents

251.1 to 256.0 cents

256.1 to 261.0 cents

261.1 to 266.0 cents

266.1 to 271.0 cents

271.1 to 276.0 cents

276.1 to 281.0 cents

281.1 to 286.0 cents

286.1 to 291.0 cents

291.1 to 296.0 cents

296.1 to 301.0 cents

301.1 to 306.0 cents

306.1 to 311.0 cents

311.1 to 316.0 cents

316.1 to 321.0 cents

321.1 to 326.0 cents

326.1 to 331.0 cents

331.1 to 336.0 cents

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341.1 to 346.0 cents

346.1 to 351.0 cents

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NOTE 1 - Fractions of less than one-half cent will be dropped; fractions of one-half cent or greater will be increased to the next whole cent.

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			3.84
			\$ 131.69

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ISSUED BY: ROD MOORE, PRESIDENT
13827 CARMENITA RD. UNIT E
SANTA FE SPRINGS, CA 90670

EFFECTIVE: April 21, 1999

ISSUED: April 20, 1999

FOR EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS, USED BUT NOT SHOWN HEREON, SEE LAST PAGE.

CORRECTION NO. 67

-2-A-1